



Moving Forward

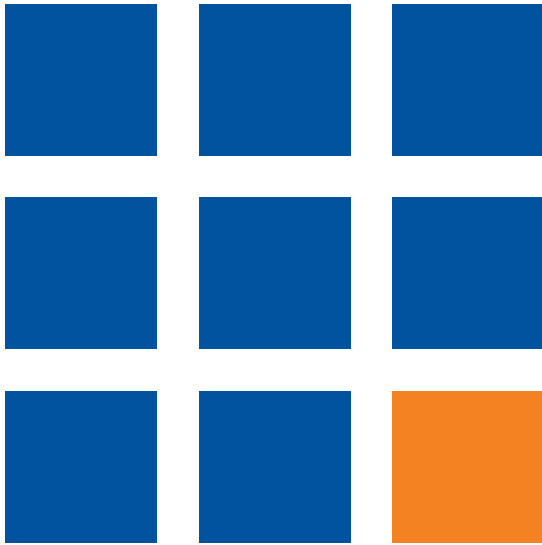
Together

Southend on Sea Local Transport Plan
Annexes

July 2003

Southend on Sea Borough Council

Moving Forward Together



Southend on Sea Local Transport Plan
3rd Annual Progress Report

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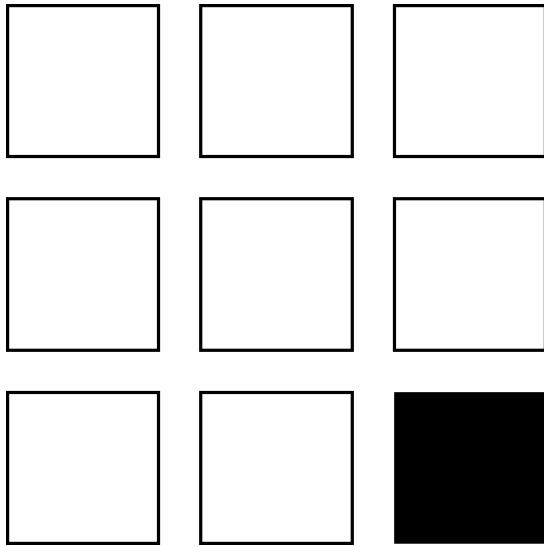
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Annex 1

Annex 1: Supplementary Bid

In accordance with paragraph 57 of the third edition of 'Guidance on Local Transport Plans Annual Progress Reports', the Borough Council wishes to submit Supplementary Bids for funding.

The schemes put forward are crucial to the development of an integrated transport system in Southend but are unlikely to come forward in the short term due to the limited resources available. They are regarded as essential to ensuring an effective road safety programme and to secure the strengthening of a key bridge in the local route hierarchy which serves an important commercial/retail area of the Borough.

The Borough Council has the ability to deliver these schemes in 2004/05 as witnessed by its;

- delivery of all the LTP allocated schemes in 2002/03,
- all the recycled SCA monies,
- establishment of a firm programme for delivering the Hamlet Court Road Enhancement Scheme in 2003/04 for which a supplementary allocation was made following a bid in last years Annual Progress Report, and
- the establishment of a term partnering contract to deliver bridge strengthening schemes in an effective and cost effective manner.

Small Scale Integrated Schemes

A bid for recycled 2002/03 SCA Funding was made in June of this year. If this bid proves to be unsuccessful the Borough Council would wish to put it forward as a Supplementary Bid given the importance the Borough Council attaches to implementing these schemes, which all relate to road safety.

The schemes are a direct result of consequential funding implications arising from bids accepted last year and **thereby comply with the Guidance requirements for eligibility.**

Scheme	Cost £000s	Brief Description
A127 Central Reserve Safety Fencing	1,500	£1.9 million road safety risk reduction by introducing central reserve safety fencing to prevent crossover and central reserve injury accidents on a 40mph dual carriageway.
Safer Journeys to School and Environmental Rooms projects	500	Child Road Safety risk reduction near schools and in areas of deprivation.
Accident Remedial Measures	250	Road safety risk reduction by reducing backlog of sites with identified injury accident location and agreed remediation proposals.
Pedestrian overbridges – structural safety barrier/fencing	300	Road Safety risk reduction by protecting 3 pedestrian overbridges from adverse vehicle impact.
Total	2,550	

Scheme Details

A127 Central Reserve Safety Fencing

The project is to provide central reserve safety fencing on the A127 between the Borough boundary and "The Bell" junction with Rochford Road to eliminate the incidence of crossover and reduce the severity of central reservation injury accidents.

This section of A127 has a history of crossover and central reservation injury accidents. 20 such accidents occurred in the 5 year study period 1996 to 2000. Owing to the apparent random location of accidents and the change of character that significant individual lengths of fencing would create the Council has had a scheme assessed for the whole length of A127 noted. The accident savings would return investment in about 3 years. At an estimated cost of £1.9 million the Council has considered that implementation of the whole project would distort the profile of it's approximately £3.0 million per annum LTP integrated transport expenditure. Consequently the Council has sought tenders for installation at two sections where there have been recent fatalities. The cost of these works and associated fees is £0.4 million and will be funded £0.250 million from LTP integrated transport and £0.150 million of private sponsorship from a local company KeyMed. Works are expected to commence in July 2003.

This bid for £1.5 million would fund the remainder of the project ensuring that the full risk reduction benefits are accrued, that the design character of the road is consistently maintained and that crossover and central reserve injury accidents will not migrate to the unfenced sections.

Whilst the Council is seeking £1.5 million to complete the scheme, construction is feasible in sections between junctions. The following table details these sections in order of priority in case only partial funding can be considered.

Section Ref	Section description in priority order for phased implementation	Projected Cost £000s
3	A127 - from B1013 'Tesco' roundabout to Rochford Road 'The Bell' junction	400
2	A127 - from Bellhouse Lane to A1015 Rayleigh Road 'Kent Elms' Junction (excluding a section near Eastwood Old Road being funded in July 2003)	410
2a	A127 - from Fairway to Bellhouse Lane	260
3a	A127 - from A1015 Rayleigh Road 'Kent Elms' junction to B1013 'Tesco' roundabout	430
Total		1,500

Safer Journeys to School and Environmental Rooms Projects

These LTP projects have been successful in gaining public interest and support for the objectives and strategies of the LTP to reduce reliance on the use of the motor car and reclaim residential areas for the benefit of residents whilst improving road safety and reducing real and perceived injury accident risks.

The purpose of the bid is to help fund the schemes that are resulting from public consultation. Without additional funding pupils at many schools, and residents, will have to

wait many years for road safety improvements for which they have already given their support. The Council does not wish to lose this newfound support for road safety. One specific scheme in this project would deliver controlled pedestrian crossing facilities at the junction of A1159 and A13. Three dual carriageways and three other roads meet and a complex junction of a roundabout and dumbbell arrangement. This junction is a deterrent to walking trips particularly to schools. Crossing facilities would provide for safe school walking trips accessing 4 primary schools (2 private) and 3 secondary schools (1 private).

Additional support for these projects would contribute towards the Council's LTP targets for improved child road safety, increasing travel to school by non-car modes especially walking and road safety improvement and reduced vehicle speeds in residential areas. Through capacity building with its consultants and contractor the Council has the ability to deliver expenditure on these schemes in this financial year.

Accident Remedial Measures

The purpose of this project bid is to reduce the backlog of identified low cost/ high benefit accident remedial measures such that within a couple of years future identified measures can be implemented within about 12 months of approval.

The Borough has some 75 low cost/ high benefit accident remedial measures, to a total cost of about £1 million including fees, agreed for implementation. The typical first year rates of return range between 100% and 1000%. The Council allocates LTP funding of about £0.250 million per annum to these low cost/high benefit measures. These measures address sites/ routes/ areas with an injury accident record of 4 or more in a 3 year period and for which an accident reduction measure has been identified and agreed. An additional £0.250 million as bid would enable the current backlog to be halved.

The additional funding would contribute towards the Council efforts to meet its and the national performance indicators for road safety.

Pedestrian Overbridges – Structural Safety Barrier/Fencing

The purpose of this project is reduce safety risk by providing adequate barrier/ fencing to 3 pedestrian overbridges, on the A127/ A1159 dual carriageways, to current standards to prevent injury to persons and damage to vehicles that might result from structural failure due to vehicular impact. Each of the 3 bridges serves school pedestrian traffic and one of which also serves a sports centre and links to an area of deprivation with child highway injury accidents.

Small Scale Maintenance Schemes

Supplementary Bid In Respect Of Hamlet Court Road Bridge Approaches

At its southern end, Hamlet Court Road crosses the c2c Shoeburyness to Fenchurch Street railway line via a substantial bridge that includes a reinforced concrete structure built into the embankment on the approach. This incorporates two cells.

The bridge forms part of a key distributor in the Route Hierarchy and serves the Principal shopping/commercial centre of Hamlet Court Road. It is also an important bus and coach route serving the towns premier regional entertainment's complex at the Cliffs Pavilion and seafront leisure facilities.

Access at the southern end of Hamlet Court Road is therefore strategically necessary to support the important commercial and leisure activity of the area.

Hamlet Court Road will be subject to major improvements in 2003/04 as part of the enhancement scheme being funded by LTP and Objective 2 European monies. These have long been sought by traders in the street. Strengthening of the approach ramps to the bridge will complete the necessary works in the area and secure the continued operation of this important commercial centre.

The Hamlet Court Road bridge is owned by the Borough Council. One cell is leased to 24/7 the electricity supplier and the remainder to a private printing company, who have occupied the site for many years. The tenant's 7 year lease is due for renewal and needs urgent resolution.

The bridge carries heavy traffic with a relatively high proportion of HGVs generated by the retail/commercial area. Weight limiting the structure would be highly disruptive and would still require some strengthening work as the structure is assessed as capable of supporting self-weight only. In order to keep this strategically important route available it is subject to regular monitoring.

As a consequence of the above, a commitment to the strengthening of the Hamlet Court Road bridge is urgently required in order to ensure;

- that this key route can perform its stated function,
- that unsuitable routes are not used for commercial traffic in order to avoid the bridge structure,
- the commercial/retail and leisure activity of the area is not seriously disrupted,
- the Borough Council can resolve the renewal of the commercial lease for premises located within the bridge structure, and
- that the scheme links with and complements the programme for enhancing Hamlet Court Road.

In enabling this key route to perform its stated function, the bridge strengthening would be contributing to the Government's 10 year plan targets by; halting the deterioration in the condition of local roads; improving the accessibility, punctuality and reliability of local public transport; bringing a dangerous structure up to standard and thereby improving road safety; and reducing congestion in urban areas.

However, the costs for the bridge works exceed the total allocated budget for all bridge works in the Borough and as a consequence are unlikely to come forward for strengthening for many years. This would undermine the progress made to date, particularly in seeking to improve Hamlet Court Road.

For all these reasons the scheme is regarded as being exceptional thereby complying with the Guidance requirements for eligibility.

Costing

The total gross cost of the bridge works (the Borough Council's preferred option – see below) would be £1.93 million, which represents considerably more than 75% of the authority's total formulaic maintenance allocation for 2004/05 but less than £5million thereby complying with the Guidance requirements for eligibility.

The Scheme

The main span of the structure falls under Network Rail ownership. Each approach to the bridge consists of a ramp, and each one of these incorporates premises constructed as reinforced concrete slab-and-column structures built into it. The ramps are under Council ownership. These structures have been assessed for their capacity to support 40t vehicle loads on the highway above, and both have been found severely deficient. They are consequently subject to frequent monitoring to permit continued use of the bridge.

The structures were identified in the Local Transport Plan Technical Paper (July 2000) as being in need of strengthening. At that time they were included in the 10 year Bridge Strengthening programme for work in 2001/2002 and 2002/2003 at a total estimated cost of £550,000.

There are three practicable options for dealing with the strength deficiency. They and their costs are:-

	Option 1: Fill Structures	Option 2: Replace Structures	Option 3: Strengthen Structures
South Approach	1.0m	2.0m	1.55m
North Approach	0.4m	0.6m	0.55m
Statutory Undertakers	0.263m	0.263m	0.263m
Contingency	0.167m	0.287m	0.237m
Fees	0.1m	0.25m	0.2m
Totals	1.93m	3.4m	2.8m

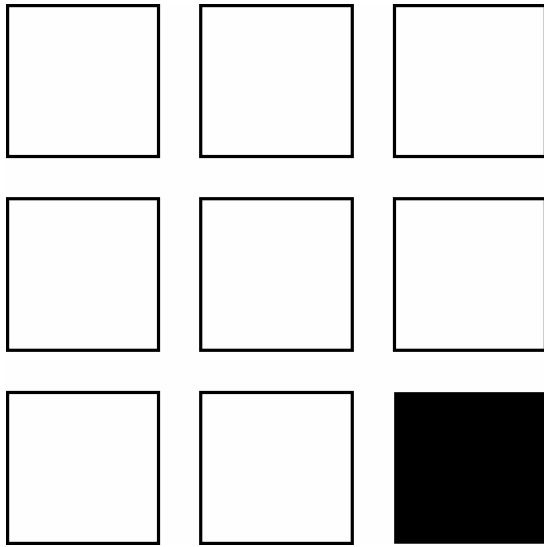
Option 1 will require permanent vacation of the leased premises and subsequent loss of the revenue. Option 2 will require closure of the leased premises for approximately nine months with the Council being liable for compensation for disturbance and loss of profits.

Despite the permanent loss of income from the lease premises provided by the structures, the Council's preferred option is Option 1. This would be the most economic and result in filling the structures and abandoning them as premises.

However, the LTP allocations for bridge strengthening and highways maintenance over the past two years have been limited. Therefore, not only has this precluded the Council from exploiting to the full a very successful term contract, recently created for quick implementation of the bridge strengthening programme, but it has also precluded any consideration of strengthening at this individual site in any sensible time frame.

The scale of cost for this scheme, however, and the level of the Council's commitment in respect of the overall LTP budget, precludes carrying it out either from its own resources or by adjustments in the indicative spend for other areas of LTP.

The Borough Council considers it essential that this bridge is strengthened as soon as possible. The results would be the maintenance of the economic activity of this vibrant area, the completion of the environmental improvements to the street, and the maintenance of the Council's progress in achieving its approved bridge strengthening programme.



Annex 2

Annex 2: Generic Quality Bus Partnership

SOUTHEND BOROUGH QUALITY PARTNERSHIP PROGRAMME

QUALITY BUS PARTNERSHIP STATEMENT OF PROTOCOL

The Partnership

Southend Borough Council, Arriva, First Group and Stephenson's all share a common objective to encourage greater use of public transport to address traffic congestion, to offer the travelling public more choice, to improve the customer environment and to improve air quality through reduced energy use. The four parties now intend to work together, in partnership, to meet the common objective.

The Local Transport Plan

The Southend Local Transport Plan has a key aim to reduce congestion in Southend and its hinterland to stimulate regeneration, economic improvement, environmental enhancement and community well being in a sustainable manner. The plan recognises that public transport has a fundamental role in achieving that key aim and also that the provision of high quality, reliable, accessible and integrated public transport can best be achieved through a partnership approach.

The Protocol

This statement of protocol sets out the basic and over-arching aims of a Quality Bus Partnership that can deliver the objectives outlined above. The protocol is non-statutory and is intended to set out the over-riding principles that will be adopted on a Borough-wide basis, allowing for individual agreements, either statutory or non-statutory, to be introduced on a corridor or area basis as appropriate.

The Primary Partners

Southend Borough Council, Arriva, First Group and Stephenson's have a key role to play in delivering high quality public transport and are, therefore, Primary Partners in this Quality Bus Partnership. The protocol is a statement of their best intentions to work, in partnership, to achieve their common objective and to deliver new investment in a high quality, integrated transport system that will operate to the benefit of all Southend residents, businesses and visitors to the area.

The Associate Partners

The protocol also recognises that to encourage greater use of public transport and bus services in particular, a fully integrated approach is required. As well as the Primary Partners a number of Associate Partners including Essex County Council, local businesses through Southend Business Travelwise, rail operators First Great Eastern and c2c and shelter suppliers are to be invited to be signatories to the Protocol and agree to work with the primary partners to develop and improve all aspects of public transport provision, information and operation. The Quality Bus Partnership Protocol is intended to form one element of a range of Quality Partnerships, covering rail services, freight operations and street maintenance. Primary Partners in each element undertake to partake as an Associate Partner in other elements.

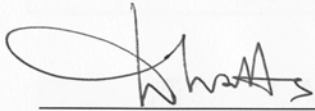
The Primary Objective

The primary aim is to increase the use of public transport and, therefore, to secure the maximum possible level of commercial bus operation in the Borough, although Southend Borough Council recognises the need for the funding of certain non-commercial bus services.

Review Procedure

The Partnership is intended to be a vibrant, pro-active forum for the improvement of public transport and bus services in particular. It is essential, therefore, that a procedure exists for updating and modifying the over-arching protocol and for other partners to be included. The protocol includes an ongoing review procedure with consultation meetings at least twice per annum. Agreement between the partners will be through negotiation and any partner wishing to withdraw from the Partnership is required to give at least six months notice of their intention.

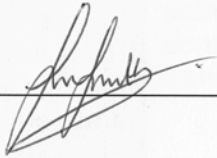
Signed on behalf of the Primary Partners:



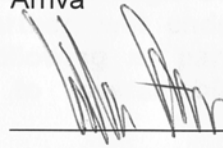
Southend-on-Sea Borough Council



Arriva



First Group



Stephensons

Southend Borough Area Quality Bus Partnership

Schedule Of Commitment

All partners agree that the primary objective of this protocol is to identify areas of commitment that each can become involved in to deliver consistent high quality, reliable, accessible, safe, socially inclusive and integrated bus services.

Southend-on-Sea Borough Council, as a Primary Partner, will endeavour to deliver the following as part of their commitment to sustainable public transport:

Improved Infrastructure

- The implementation of bus priority measures at locations on the network where significant operational difficulties are experienced by the bus operators with the intention that schemes are ready for implementation as funding from the Local Transport Plan and/or other sources of funding (e.g. developer contributions) becomes available. A list of locations will be developed in conjunction with the operators as a first stage in the implementation of the Partnership.
- Major improvements to Southend Bus Station.
- Improved interchange arrangements (see Appendix I for details of interchange sites within the Borough).
- Improved kerb-side infrastructure that will include, as appropriate, new bus shelters, raised kerbs and appropriate highway access to bus stops for low floor buses. A 'hierarchy' of stops will be developed in conjunction with the operators in order to determine and define appropriate levels of infrastructure and standards for the various different categories of stop.
- Appropriate traffic management and traffic regulation orders to ensure safe and efficient bus services

Enhanced Information, Promotion and Marketing

- Improved passenger information systems, to include Real time information at locations to be specified, but to include all central bus stops.
- Continue with Essex CC the implementation of Bus Telematics initially along the A13 corridor, but extended throughout the Borough longer term.
- Enter into joint marketing initiatives to promote Partnership routes, corridors and areas.
- General promotion of bus travel in transport policy initiatives, including Work Place Travel Plans and School Travel Plans.

Better Integration with Land Use Planning and Development

- Assessment of all new highway schemes and development proposals, as appropriate, to ensure maintenance of existing access and improved access arrangements for buses and bus users.

- Discussions will be held with the relevant operator(s) to determine best practice in each individual scheme and to ensure that the best interests of the public transport operators are promoted and protected whenever development occurs.
- New parking standards will be implemented in future developments, in line with Work Place Travel Plans.

Co-ordinated Management and Maintenance of the Highway Network

- As the parking enforcement agency, following decriminalisation, to ensure effective parking management and enforcement of traffic regulation orders.
- A responsive maintenance regime on Partnership routes to include maintenance of the highway, street furniture (to include bus shelters) and footways and the funding to support this maintenance commitment. The Borough Council will seek to enter into innovative funding arrangements for street furniture and other maintenance.
- Better liaison between highway maintenance engineers and bus operators both before and during roadworks so as to minimise delays to buses and provide a single e-mail contact address for the bus operators to report defects on the highway which are impacting upon their services. It is intended that a 'Code of Best Practice' be produced following discussions with relevant parties.

Improved Safety

- Improve lighting at bus stops to enhance passenger safety, reduce vandalism and improve the waiting environment.
- Provide CCTV at locations, as appropriate, particularly those stops where large numbers of passengers board and interchange points and as defined in the 'hierarchy' of stops.
- Incorporate within the Community Safety Strategy, specific targets and actions with respect to bus routes and bus stops.

Improved Levels of Co-operation and Liaison

- Co-operate with the bus operators in undertaking attitudinal surveys to establish passengers' aspiration and reactions to Partnership initiatives.
- Participation in regular consultation meetings with the bus operators, at least twice per annum, to monitor and review progress on the constituent parts of the Quality Bus Partnership.
- Develop, in conjunction with the bus operators, an improved database on bus service performance, including making use of information provided by telematics.
- Liaise with Essex County Council to ensure compatibility between policies and objectives, particularly on those routes/corridors that operate into or from Essex.

The Bus Operators, as Primary Partners, will endeavour to:

Improve Vehicle Standards

- Improved vehicle standards which will include, as capital funding allows, the ongoing introduction of low floor buses on Partnership routes with a high standard of internal and external cleanliness and maintained to high safety and quality standards. Details of specific standards, including cleaning frequencies, will be incorporated within the individual Quality Partnership agreements.

- Equip vehicles operating on QBP routes or corridors with high-profile marketing materials that clearly identify the QBP status.

Improve Service and Customer Service Standards

- Provide improved service frequencies both in response to passenger demand and where improved frequencies would encourage improved patronage.
- Promote and enhance Customer Charter commitments that outline basic levels of customer service and recourses available when these are not met.
- Promote public information and customer services by telephone and electronic means.
- Monitor service reliability, journey times and patronage levels on all routes within the Borough and, subject to considerations of commercial confidentiality, make the results available to Southend Borough Council and, if necessary, Essex County Council.
- Provide information to support Best Value Performance Indicators and appropriate LTP indicators. BVPI102, BVPI103, BVPI104.
- Develop targets for improvement.
- Improve and promote staff training opportunities to cover all aspects of customer care, safer and economic driving and passenger safety whilst boarding, alighting and travelling in the vehicle.

Enhance Passenger Information, Promotion and Marketing

- Install timetable information at bus stops in line with the Southend Borough Council Bus Information Strategy, taking particular care to advise of service changes in advance.
- Enter into marketing initiatives to promote Partnership routes in particular, but to include the network as a whole.

Co-ordinate and Integrate Services and Ticketing Initiatives

- Subject to the provisions of the Competition Act and any other relevant legislation, integrate and co-ordinate their services so as to maximise journey opportunities and to facilitate interchange both between bus services and other transport modes. Particular attention will be given to Key Interchanges and supporting rail interchanges.
- Develop ticketing initiatives to attract new passengers.
- Co-operate with Southend Borough Council and Essex County Council to promote advanced electronic ticketing and other new technologies as part of integrated ticketing arrangements, including furthering of the existing through bus-rail ticketing schemes.
- Make available bulk purchase arrangements and discounted travel options to businesses, schools and other organisations wishing to participate in green travel initiatives including Work Place and School Travel Plans.

Improve and Enhance Levels of Co-operation and Liaison

- Consult with the Southend Borough Council in advance of any significant service alterations. Significant is deemed to include changes to headway frequency; changes where roads are no longer served; changes where school start/finish times are no longer met; changes where the times of the first or last buses on a

route alter by more than 10 minutes; and any changes where town centre terminal arrangements are varied.

- Co-operate with Southend Borough Council and Essex County Council in undertaking attitudinal surveys to establish passengers' aspirations and reactions to Partnership initiatives.
- Participate in regular consultation meetings, at least twice per annum, to monitor and review progress on the constituent parts of the Quality Bus Partnership.

Train Operating Companies, as Associate Partners, will endeavour to:

- Liase with Southend Borough Council and the other Primary Partners on all matters relating to train services, railway stations and passenger facilities where such matters will have an effect on interchange and integration with bus services in the Borough.
- Co-ordinate their services with those of the bus operators such that journey opportunities are maximised, particularly through enhanced interchange possibilities.
- Investigate the provision of through ticketing between rail and bus services and facilitate its introduction wherever possible.
- Make railway stations and rail services more accessible to bus users.
- Provide bus service information, as appropriate, at all railway stations within their control.
- Co-operate with the Primary Partners in the provision of integrated timetable information.
- Work together with the Primary Partners in joint marketing initiatives.

Local Businesses, through Southend Business Travelwise will endeavour to:

- Promote the role of the bus in their transport policy initiatives for staff, and visitors. In particular they will seek to increase the number of staff making use of bus services through a Work Place Travel Plan.
- Co-operate and liase with Southend Borough Council in any changes to or developments on or around their premises and sites that are likely to have an impact, directly or indirectly, on transport patterns and the need for public transport.
- Work together with the Primary Partners in joint marketing initiatives.
- Participate in a Quality Partnership Forum to be held at least annually to discuss with the Borough Council and bus operators their plans to promote greater use of bus services.

Suppliers of Bus Shelters, as Associate Partners, will endeavour to:

- Provide enhanced shelters at all existing locations.

- Provide new shelters to ensure that all bus stops on Partnership routes have a shelter where possible.
- Improve cleaning standards.
- Co-operate with Southend Borough Council and the bus operators to improve the provision of customer facilities at bus stops.
- Make general improvements to shelters in line with the Southend Borough Council Bus Strategy.

Essex County Council, as an Associate Partner, will endeavour to:

- Liaise with Southend Borough Council on all matters relating to Quality Bus Partnerships, initiatives and bus services where any policies or objectives will have a material effect on bus services operating to or from the Southend Borough.
- Promote improvements to bus services operating within Essex that will benefit services operating to or from the Southend Borough.

Southend Borough Area Quality Bus Partnership

Local Transport Plan Targets

The Southend LTP includes a number of targets that are relevant to the Quality Bus Partnership, as follows:

Performance Indicator 15

An annual increase in the number of local bus service kilometres operated per annum.

For the base year of 2000, the number of local bus kilometres operated was 8,245,558.

Performance Indicator 16 (BVPI 102)

An annual increase in the number of local bus service passenger journeys per annum.

For the base year of 2000, the number of trips made on local bus services was 10,574,158.

Performance Indicator 16 (BVPI94)

Targets with respect to the cost per passenger journey of subsidised bus services remains to be set.

Performance Indicator 17A&B (BVPI104)

17A Bus passenger satisfaction.

17B Rail passenger satisfaction.

Performance Indicator 18

The majority of households to be within 400 metres of a bus stop.

For the base year 2000, 97% of households were within 400 metres.

Performance Indicator 19

An annual increase in the percentage of the bus fleet complying with DiPTAC levels of accessibility.

For the base year 2000, 80% of the fleet complied.

Performance Indicator 20

To increase the number of passengers by more than 10% by the year 2010 as compared to the base year of 2000.

Performance Indicator 21

The number of bus priority measures in the Borough and their impact on reliability and journey times.

Performance Indicator 22

All interchange sites to meet best practice by 2010.

Performance Indicator 23

Development of integrated ticketing schemes.

Performance Indicator 34

An annual decrease in the number of reported crimes on passenger transport.

For the base year 2000, 56 bus related crimes were reported.

Performance Indicator 39 (BVPI103)

An increase in the percentage of users satisfied with local provision of public transport information.

For the base year 2000, 40% of users were satisfied.

Performance Indicators 42/43

To reduce the number of journeys to school made by car and, therefore, to increase the number made by bus.

Other standards as set out in the Local Transport Plan Technical Papers:

- Minimum core network off peak Monday to Friday
- Minimum core network at peak times Monday to Friday
- Minimum core network on Saturdays.
- Minimum core network on Sundays
- Minimum core network evening services.
- Upgrading of all bus stops within the Borough.
- Improved ticketing technology to allow trouble free interchange between bus and rail.
- Improved bus interchange facilities at key interchange sites.
- Improved bus facilities at the intersection of major bus corridors.

Southend Borough Area Quality Bus Partnership

Specific QBP Targets

Patronage Growth

The primary objective of the Quality Bus Partnership is to increase the use made of bus services and, thereby, ensure and enhance the commercial viability of the network. Within the overall target specified in performance indicator 20, there is a specific target for routes, parts of routes, or corridors subject to QBP status of a 5% growth in patronage in year 1 and an average 2% growth thereafter up until 2010 (following full implementation of a scheme). Growth in excess of 5% has been achieved elsewhere in the United Kingdom in the early years of QBP implementation. Given the already high frequency of services on many corridors in Southend, however, it is not appropriate to set a target in excess of 5%. Growth in future years is both more difficult and less certain, with little empirical evidence yet available and, therefore, the lower rate of 2% has been set, although this should be subject to annual review.

Passenger Information

100% of bus stops on routes or sections of route subject to QBP status to be furnished with timetable and other service information as soon as possible after scheme implementation and no later than 6 months afterwards.

Real-time information to be implemented on designated corridors within 12 months of the signing of the protocol.

Passenger Facilities

100% of bus stops on routes or sections of route subject to QBP status to have shelters within 6 months of scheme implementation, subject to an assessment of need, patronage levels and physical attributes of the site. Shelters to be provided either via the Adshel contract or by other Southend Borough Council shelter contracts.

Marketing Initiatives

A comprehensive bus route map, with associated travel, community and tourist information, to be produced annually. The first will be produced during 2002, although subject to agreement with the operators and to coincide with their known service change programmes.

Ticketing Schemes

Southend Borough Council, in association with Essex County Council, to work with the operators to consider a review of the possibility of introducing an integrated ticketing scheme, beyond that currently available during 2002.

Accessible Vehicles

The bus operators will provide new or newer vehicles that are fully accessible on all QBP designated routes from the outset of the implementation of the scheme.

QBP Schemes

The Partners in the QBP protocol to develop specific schemes for implementation with a target of the introduction of at least one scheme each year between 2002 and 2006. Each scheme will include at least one measure of bus priority.

Southend Borough Area Quality Bus Partnership

Programme Structure

Within the scope of the overall QBP protocol a number of specific QBP schemes will be developed and individual agreements signed by the Partners.

The Protocol is non-statutory and outlines the over-arching objectives of a Southend Area Quality Bus Partnership. The individual schemes will be either statutory or non-statutory, dependant upon the outcome of negotiations in each case.

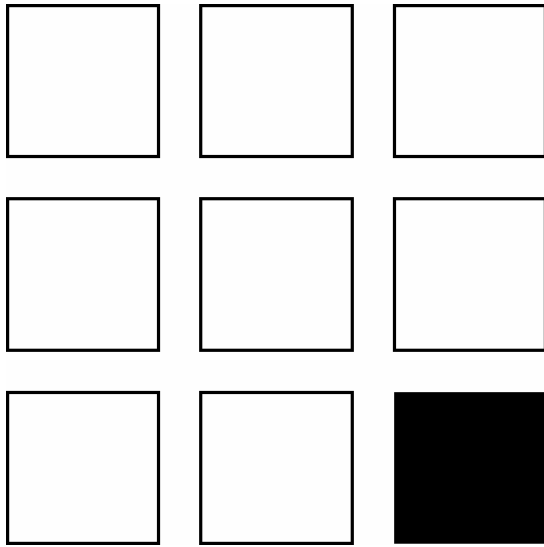
A13 Programme

A13 Passenger Transport Corridor Pilot Area	Summer/Autumn 2002
	Dates below are approximate
A13 Passenger Transport Corridor Phase II	Late 2003/early 2004
A13 Passenger Transport Corridor Phase III	Late 2004/early 2005

Other Projects

Southend Bus Station/interchange Travel centre 2001/2 – 2005/6

The above programme is illustrative only and does not preclude other schemes being brought forward either by Southend Borough Council or other Partners.



Annex 3

Annex 3: Congestion Statement

The Third Annual Progress Report Guidance published by the Government (June 2003) requires Local Highway Authorities with a population of over 250,000 residents, or any other authority that considers congestion to be a problem, to include a statement in their Progress Report.

Although Southend has a population of less than 250,000 residents, congestion is regarded as a major problem in the Borough affecting journey reliability, the local business economy and the quality of life of residents and visitors to the town.

The Southend Integrated Transportation Partnership considered the problem to be such that it resolved to make its reduction the key aim of the Local Transport Plan.

LTP Key Aim: Reduce congestion in Southend and its hinterland to stimulate regeneration, economic improvement, environmental enhancement and community well being in a sustainable manner.

Reducing congestion and improving accessibility to Southend are key to regenerating the town and to realising the objectives of the Government's Communities Plan to achieve regeneration in the Thames Gateway as a national and regional priority.

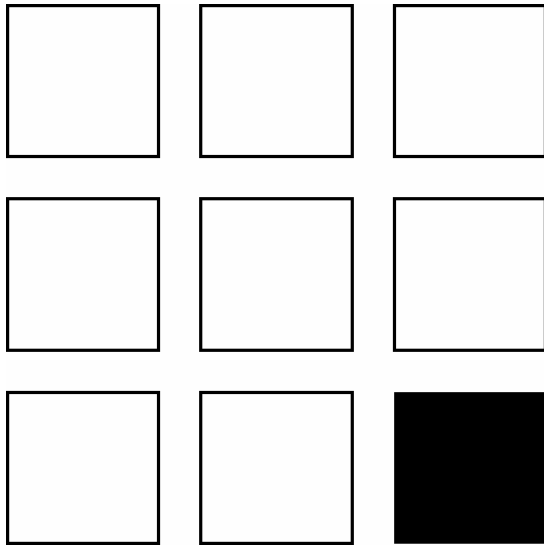
Since the adoption of the Southend Local Transport Plan, the Borough Council and its partners have made steady progress towards realising the key aim of the Plan.

The steps being taken to reduce congestion can be summarised as follows;

- Introduction of parking decriminalisation across the whole Borough to effectively control and enforce parking regulations to ensure the free movement of traffic and reduce incidents of unnecessary congestion created through illegal parking.
- Development of the Major Scheme to reduce congestion on the towns strategic routes, namely;
 - Progressing the design of the preferred scheme for improving Cuckoo Corner and upgrading Priory Crescent on the A127/A1159, a major bottleneck in the strategic network;
 - Improving journey reliability and bus passenger transport facilities and services on the strategic A13 route through a range of complimentary traffic management measures to make best use of the available road space – including decriminalisation, bus telematics, real time travel information;
- Implementation of a range of passenger transport improvements in partnership to provide/promote a wide choice of travel;
- Implementing a range of walking and cycling improvements;
- Developing 'soft measures' such as Travel Plans and Safer Journeys to School initiatives to reduce unnecessary travel by motor vehicle;
- Raising awareness of the consequences of continuing traffic growth for the environment and local economy;
- Introducing comprehensive traffic management measures, including Variable Message Signs, to improve traffic management and reduce congestion.

The impact of some schemes delivered on the ground has yet to be realised and adequately reflected in the LTP performance indicators to give a realistic view of their impact and likely future trends.

However, early trends emerging from the data sources, indicating a move to more sustainable travel patterns in the Borough, is encouraging in seeking to achieve a reduction in congestion in the Borough. The data indicates that car growth is being restrained, bus usage is generally being maintained, and walking, cycling and rail travel has increased. These data results generally reflect those of the 2001 census travel to work data.



Annex 4

Annex 4: List of Partners

The Organisations listed below form the Southend Integrated Transportation Partnership who played a major role in preparing and delivering the Southend LTP.

Disability Groups

Disabled Persons Transport Advisory Committee
DIAL Southend
Dial A Ride
The Disabled Income Group (D.I.G)
Help The Aged
National Federation of the Blind
Southend Access Group
Southend District Pensioners Campaign
Southend Disabled Drivers Association
Shoebury Forum

Business

A R Consortium
Albon Engineering
Andrew Martin Associates
Anthony Bowhill Associates
Aprile Smith Tailors
Ayes & Cruik
Ayshford & Samsome Chartered Accountants
Mayer Brown
Baldwins Bakeries
Barry Linton Ltd
BHS
Boots The Chemist
Business Link for Essex
Brian Cole Associates
British Hardware Federation
Broadway Vanguard Supplies
Buchanan Consulting Engineers
Bugfinders 2000
Crossways Music
C.I.S Ltd Investment Department
Cheque Accelerator
Chestergate Estates
Churchills Café Bar
Compact Services
Cory Environmental Trust
Costin Ltd
Countryside Properties
Countrywide Property Management

Debenhams
Dreamland Surf
Dennis Wilson Partnership
Dedman Property Services
Enterprise Agency South East Essex
Essex & Suffolk Water PLC
Essex Chambers of Commerce
Essex Economic Partnership
Express Properties
Fishey Business
Fairtrade Properties Co Ltd
Federation of Small Business
First Data Resource
Fisher Wilson
Forester Hyde
Gilberts Bakery
Gladedale Homes
Gilcos Tools
H West Furnishers
Hair & Sons Estate Agents
Hamlet Court Business Association
Hi Tec Sports Plc
HSBC Card Services
Ifracombe House Hotel
Intermodal Transportation
IPECO
J Sainsburys
John Stacey & Sons
Kemsley White & Ferris
Key Med Ltd
Kinghamst Consulting Group
Southend Retail Association
Southend United Football Club Ltd
Lambert Smith Hampton
Lee & Co
Leigh Traders Association
Lentern Aircraft
Les & Gary's Dealers
London Road Traders Association
LINPAC Automotive
Littlewoods Retail
Lloyds TSB Card Services

Crossways
MCB Restaurants Ltd
Marks & Spencers
Martin Dawn Plc
Michael C Fletham Associates
Nat West
Prudential Plc Property Division
Percys Café
Perrys
Planetary Initiatives
Phoenix Beard Property Services
Pipe of Port Wine Bar
Peter Pans Adventure Island
Royal Bank of Scotland
Regis Group
RIBA
Robert Leonard Group Plc
Roslin Hotel
S E Essex Business Link
South Essex Health Authority
S & A Supplies
S E Apex Ltd
Rona Partnership Land Agents
S Held
Southend & Essex Hotel & Catering Assoc
Southend & Leigh Fisherman's Assoc.
Safeways Stores
SAVs
Sanders Home & Houseware
Shoebury Traders Association
Shoebury Business Circle
Skeels Ltd
S E Essex Economic Partnership
Southchurch Road Traders Association
Southend Seafront Illuminations &
Business Association
Southchurch Road Traders Assoc.
Southend Primary Health Care Trust
Steer Davies Gleave
The Piano Pavilion
The Co-operative Insurance Society
The Countryside Agency East England
Tower Hotel & Restaurant
Tofs
Traffic & Transport Consultancy
TV Aerials
Tesco Stores Ltd
Take A Break Café
The Arlington Rooms

Town & Country Development
Veritas Holdings
W H Smiths
Waitrose Ltd
Watson & Temple Commercial
West Road Shoebury Traders Assoc.
Westcliff Army & Navy Stores
Westcliff Financial Ltd
Willamette Europe

Education

Belfairs High School
Cecil Jones High School
Chalkwell Hall Junior & Infants Schools
Kingsdown Junior School
Prittlewell Technology College
Sacred Heart Walking Bus
Shoeburyness High School
South East Essex College
Southend Adult Community College
Southend High School for Boys
St Thomas Moore High School
Temple Sutton Junior School
The St Christopher School
Thorpe Bay High School
West Leigh Junior School
Westcliff High School for Boys
Westcliff High School for Girls

Emergency Services

Essex Ambulance Service
Essex County Fire & Rescue
Essex Police Headquarters
Essex Police Southend Division

Government Agencies

East of England Development Agency
EELGC Transport Department
Environmental Agency
Inland Revenue
Government Office for Eastern Region
H M Customs & Excise
Highways Agency
Port of London Authority
Office of Deputy Prime Minister (ODPM)
Thames Gateway S Essex Partnership

Local Authorities

Castle Point Borough Council
Colchester Borough Council
Basildon District Council
Essex County Council
Rochford District Council
Southend Borough Council
Southend Social Services
Thurrock Council

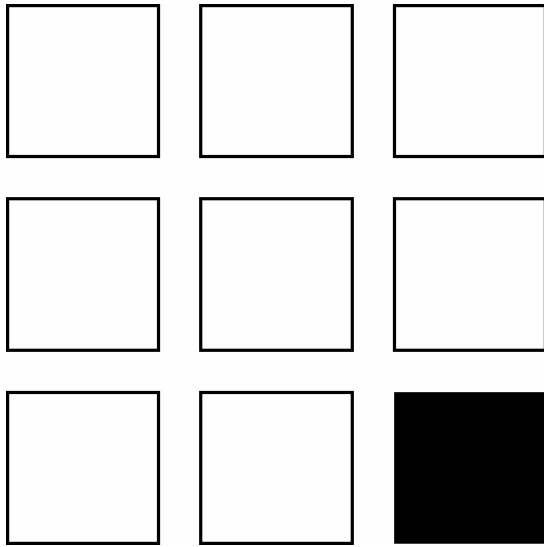
Residents Associations

Argyll House Flats Management Co
Balmoral Residents Association
Belfairs Gardens Residents Assoc.
Burgess Estates Residents Assoc.
Chalkwell Residents Association
Chalkwell Ward Residents Assoc.
Counties Tenants Association
COBRA (Coalition of Borough Residents Associations)
Darby & Joan Organisation
East Anglia Tourist Board
Essex Bridleways Association
Holland Road Residents Association
Individual Residents of the Borough
Leigh Cliff Association
Leigh Seafront Action Group
Leigh Society
Leigh Town Council
Maple Square Tenants Association
Marine Estate Residents Association
Milton Ward Residents Association
Parklife
Quality of Life Forum
Quorn Residents Association
Residents Association of Westborough
Sandpipers Tenants Association
Save Priory Park Campaign
Sea Valley Consultants
South Essex Natural History Society
Somerset Gardens Residents Association
Southchurch Boulevard Residents
Southend Carnival Association
Southend Central Residents Association
St Marys Road Residents Association
Tattersall Gardens Traffic Campaign

The Milton Community Partnership
The Milton Conservation Society
The Ramblers Association Essex Area
The Southend Society
Working Communities Partnership
Youth Services

Transport

AA
AC Taxis
Arriva Southend
British Motorcycle Federation
British Horse Society (Essex Area)
c2c
Coach Stop
(CTC) Cycling Touring Club
Confederation of Passenger Transport
English, Welsh & Scottish Railway
Essex Buses
First Great Eastern
First Thamesway
Freight Transport Association
Forty Plus Cycling Club
London Southend Airport
LondonLines (c2c, WAGN, & Sliverlink)
National Car Rental
National Express
Network Rail
Road Haulage Association
Silverlink Train Services
Safer Journey's to School
South Essex Cyclist Touring Club
Southend Advanced Drivers Assoc.
Southend & District Driving Instructors Association
Southend & Surrounds Cycle Campaign
Southend Airport Freight Assoc.
Southend Area Bus Users Group
Southend Wheelers
Stephensons of Essex
SUSTRANS
Supreme Travel
Strategic Rail Authority
T2000 (NLHC)
WS Atkins Consultants



Annex 5

Annex 5: Bridge Strengthening

Latest bridge data

No. of bridges requiring strengthening	No. of bridges requiring major maintenance (> £50,000)	Total no. of bridges (> 1.5m span)
44	Not Applicable	75

Latest Primary Route Bridge and Retaining Wall Strengthening and Major Maintenance Data

Structure Name	Primary Route (i.e. road number)	Indicate Strengthening or Major Maintenance (> £50,000)?	Cost £	Date
Not Applicable – No Primary Route in the Borough				

Bridges Achieving Target Strengths

DISTRIBUTOR ROUTES										
Bridge No	Name	Owner	Function	Type	Span	Ass'd Strength	Target Strength	Cost £,000	Date	Comments
1579	St Laurence	SBC	B1013/RV	PSC	8.90	New Bridge	40T	N/A		Ok
2426	Royal Artillery Way A	SBC	A1159/SUBWAY	BC	2.45	7.5	40T	6	Mar-99	Reassessed To 40t
2434	Priory	SBC	A1159/RWY	ISC/P G	3 X 8.0	10T	40T	502	1999 /00	Strengthened 99/00
2439	Victoria Avenue Subway	SBC	A127/SUBWAY	BC	2.39	0	40T	5	Mar-99	Reassessed To 40t
2440	Victoria Avenue	SBC	A127/RV	RSJ	4.30	0	40T	331	1998 /99	Strengthened 98/99
2450	Progress Road	SBC	D/RV	ISC/P SC	3.07	0	40T	127	2001 /02	Strengthened 01/02
2463	Eastwood Rd	SBC	R/RV	ISC/P SC	2.1	40T	40T	N/A	2002 /03	Reassessed To 40t
2476	Southbourne Grove	SBC	A1158/RV	RSJ	4.35	10T	40T	6	2000 /01	Strengthened 00/01
2477	Westbourne Grove	SBC	A1158/RV	RSJ	4.35	10T	40T	6	2000 /01	Strengthened 00/01
2483	Prittlewell Chase	SBC	D/RV	PSC/I SC	4.75	0	40T	137	2001 /02	Strengthened 01/02
2488	Priory Crescent	SBC	A1159/RV	BC	4.30	40T	40T	N/A		Ok
2504	Woodgrange Drive	SBC	R/RV	ISC/P SC	1.8	40T	40T	120	2002 /03	Strengthened 02/03
2959	Porters Grange	SBC	B1015/SUBWAY	BC	2.40	40T	40T	N/A		Ok

2960	Tyrells	SBC	B1015/SUB WAY	BC	2.90	40T	40T	N/A		Ok
2961	Pennine	SBC	B1015/SUB WAY	BC	2.40	40T	40T	N/A		Ok
2962	Queensway N	SBC	B1015/A13	ISC	18.30	7.5T	40T	6.5	Mar- 99	Reassessed To 40t
2963	Queensway S	SBC	B1015/A13	ISC	16.75	5T	40T	6.5	Mar- 99	Reassessed To 40t
2964	Whitegate	SBC	B1015/SUB WAY	BC	2.41	40T	40T	N/A		Ok
ENVIRONMENTAL ROOMS										
591	Prittle Brook Outlet	EA	R/RV	ISC	2.50	40T	25T	N/A		OK
2445	Glenwood Avenue	SBC	R/RV	BC	2.5	40T	25T	N/A	2002 /03	OK
2447	Belgrave Road	SBC	R/RV	BC	2.95	3T	25T	74	2002 /03	STRENGTHENED 40T
2448	Pargat Drive	SBC	R/RV	ISC	2.70	3T	25T	75	2002 /03	STRENGTHENED 40T
2453	Lambeth Road	SBC	R/RV	ISC	3.2	7.5T	25T	98	2002 /03	STRENGTHENED 40T
2459	Comet Way	SBC	R/RV	PSC	7.50	40T	25T	N/A		OK
2462	Highlands Boulevard B	SBC	R/RV	RSJ	2.30	3T	25T	71	2002 /03	STRENGTHENED 40T
2464	Flemming Avenue	SBC	R/RV	RSJ	4.30	38T	25T	N/A		OK
2466	Tankerville Drive	SBC	R/RV	RSJ	4.50	40T	40T	N/A		OK

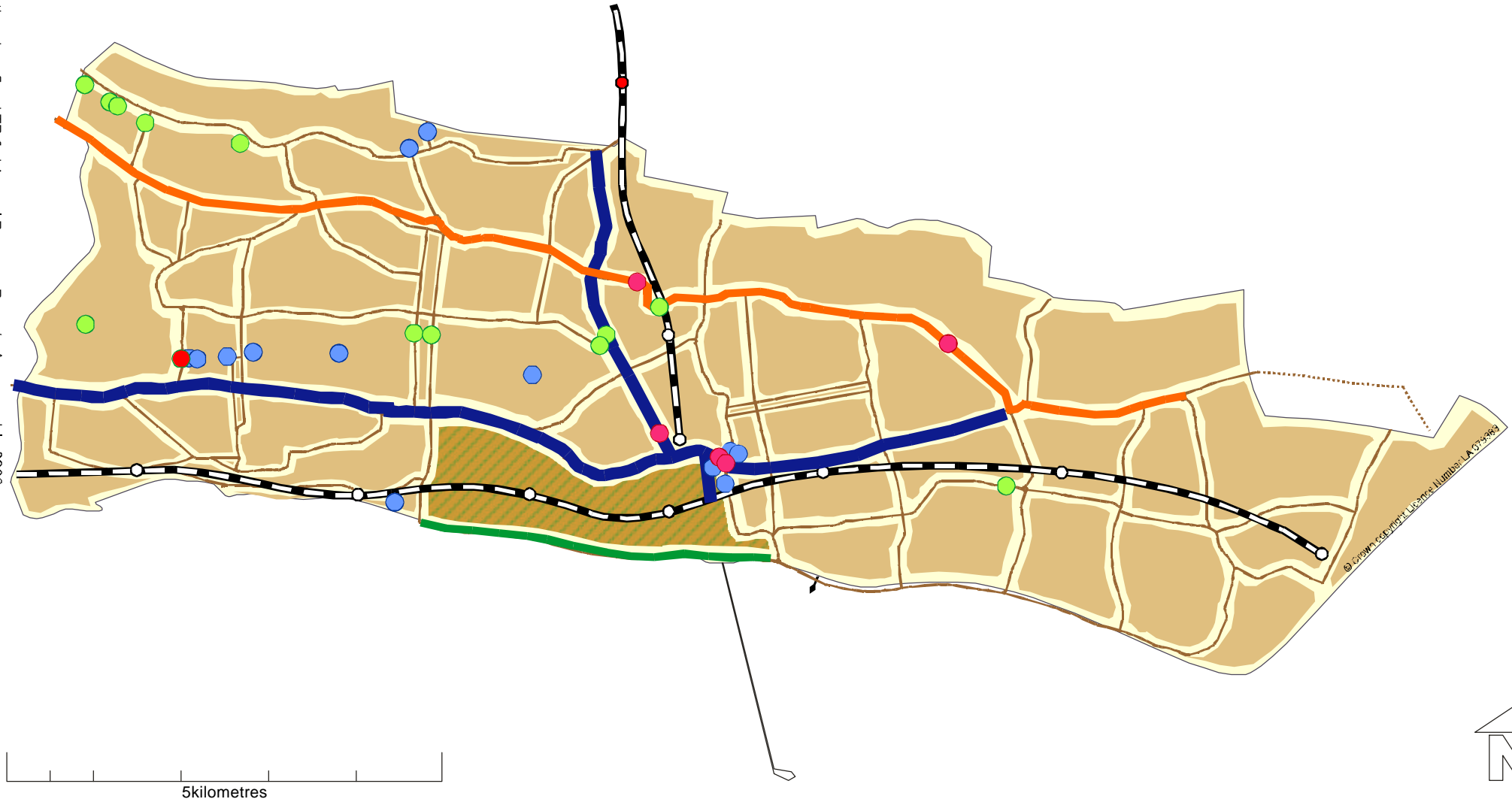
2468	Station Road	SBC	R/RV	RSJ	4.40	38T	25T	N/A		OK
2470	Blenheim Crescent	SBC	R/RV	RSJ	4.30	40T	40T	N/A		OK
2474	Darlinghurst Grove	SBC	R/RV	RSJ	4.25	40T	40T	N/A		OK
2480	Highfield Crescent A	SBC	R/RV	RSJ	4.25	40T	25T	N/A		OK

Key

RV = River R = Road RWY = Railway RSJ = Filler Joist ISC = Insitu Concrete PSC = Prestressed Concrete BC = Box Culvert PG = Plate Girders

Bridges Achieving Target Strengths - Rooms and Distributors

Southend-on-Sea LTP 3rd Annual Progress Report - Annexes July 2003



Key

	Distributors		Main Public Transport Corridor
	Environmental Rooms		Freight/Employment Access Corridor
	Core Area (Environmental Rooms and Distributors to be determined)		Railway line and station
	Central Seafront Corridor	Achieving Target Strengths	
	Potential Transportation Links		On first assessment
			By strengthening
			By re-assessment

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 highway and footway maintenance.

Bridges on Distributor Routes, Requiring Strengthening and/or Re – Assessment

Bridge No	Name	Owner	Function	Type	Span	Ass'd Strength	Target Strength	EST	COSTS	5yr Prog Date	10yr Prog Date	Comments
								Design £000	Works £000			
1803	Warners (Rochford Road) (50%)	RT	D/RWY	PSC	9.45	TBD	40T	27	175			Awaiting Agreement
2423	Danger (Ness Road) (50%)	RT	A13/RWY	PSC	8.25	TBD	40T	29	350			Awaiting Agreement
2428	Vanguard Way Subway	SBC	SUBWAY	BC	2.40	10T	40T	32	90			Strengthen/Fill
2429	Elm Road East Subway	SBC	SUBWAY	BC	2.45	10T	40T		INC			Strengthen/Fill
2430	Hermes Way Subway	SBC	SUBWAY	BC	2.42	10T	40T		INC			Strengthen/Fill
2431	Elm Road West Subway	SBC	SUBWAY	BC	2.40	10T	40T		INC			Strengthen/Fill
2456	Rayleigh Road	SBC	A1015/RV	BC	3.05	17T	40T	20	0			Reassess
2457	Cockethurst	SBC	D/RV	PSC	7.27	0 (footway)	40T	10	5			Traffic Management
2469	Elmsleigh Drive	SBC	D/RV	RSJ	4.40	17T	25T	10	15			Reassess + Works
2487	Elm Road, Shoebury (50%)	RT	D/RWY	PSC	2 x 10.00	TBD	40T	32	250			Awaiting Agreement
2921	Southchurch Avenue	RT	D/RWY	PSC	3 x 10.00		25T	0	0			Awaiting Agreement

2924	Jubilee (Maplin Way)	SBC	D/RWY	PSC	19.87	Weak parapets	40T	32	100			Strengthen
2927	East Street (50%)	RT	D/RWY	PSC	8.90		40T	32	250			Assumed Costs
	TOTAL COST							224	1,235			-

Key

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ISC = Insitu Concrete

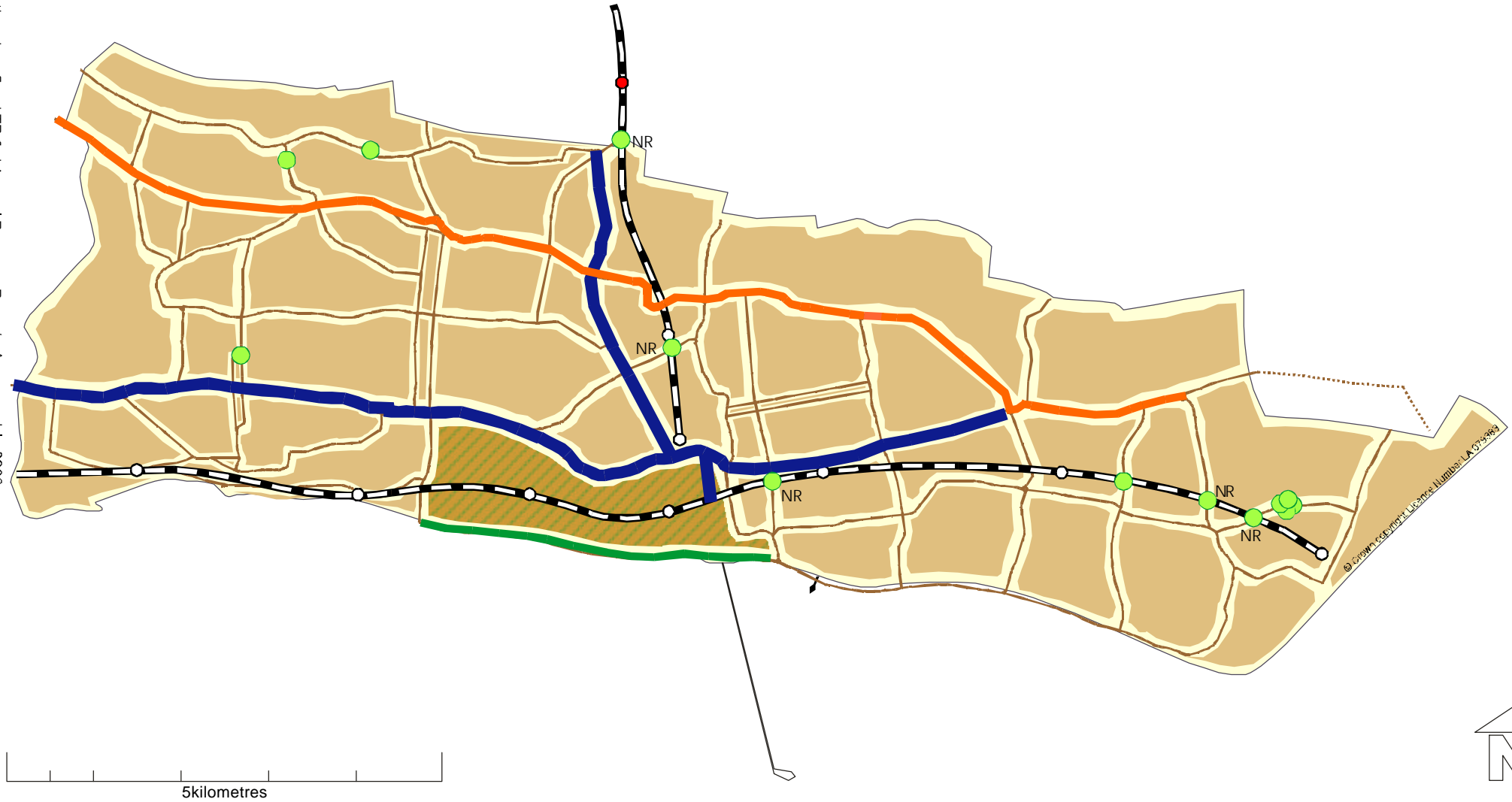
PSC = Prestressed Concrete

BC = Box Culvert

PG = Plate Girders

Bridges on Distributors Requiring Assessment or Strengthening

Southend-on-Sea LTP 3rd Annual Progress Report - Annexes July 2003

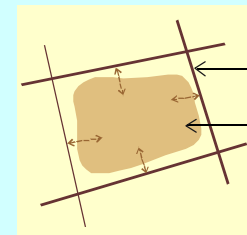


Key

- | | | | |
|--|---|----|--|
| | Distributors | | Main Public Transport Corridor |
| | Environmental Rooms | | Freight/Employment Access Corridor |
| | Core Area (Environmental Rooms and Distributors to be determined) | | Railway line and station |
| | Central Seafront Corridor | | Requiring Strengthening and Reassessment |
| | Potential Transportation Links | NR | Network Rail |

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 highway and footway maintenance.



Distributors - where accessibility is the priority and obstruction kept to a minimum
 Environmental Rooms - where the quality of the local environment has priority

Bridges in Environmental Rooms, Requiring Strengthening and/or Re- Assessment

Bridge No	Name	Owner	Function	Type	Span	Ass'd Strength	Target Strength	EST Design £000	COSTS Works £000	Prog Date	Comments
1620	Palmeira Arches	SBC	VIADUCT	BWK ARCHES	21x 2 - 4.3	3T	25T	32	90		Strengthen
2417	Belton Gardens	SBC	R/RWY	PSC	5 x 20.00	7.5 (footways)	40T	32	35		Reassess + Works
2432	Constable Way Subway	SBC	SUBWAY	BC	2.35	10T	25T	27	85		Strengthen/Fill
2433	Eagle Way Subway	SBC	SUBWAY	BC	2.35	10T	25T	32	125		Strengthen/Fill
2452	Bellhouse Road	SBC	R/RV	BWK ARCH	1.80	7.5T	25T	10	0		Reassess
2458	Western Approaches	SBC	R/RV	PSC	8.00	17T	25T	32	150		Strengthen
2460	Aviation Way	SBC	R/RV	PSC	6.70	7.5T	25T	10	0		Reassess
2461	Highlands Boulevard A	SBC	R/RV	RSJ	2.30	5T	25T	27	110		Strengthen
2467	Kingswood Chase	SBC	R/RV	RSJ	5.00	17T	25T	32	105		Strengthen
2471	Manchester Drive	SBC	R/RV	RSJ	5.80	17T	25T	10	15		Reassess + Works
2473	Pavilion Drive	SBC	R/RV	RSJ	4.30	17T	25T	10	15		Reassess + Works
2475	Eastwood Boulevard	SBC	R/RV	RSJ	4.30	17T	25T	42	240		Strengthen
2479	Springfield Drive	SBC	R/RV	RSJ	4.35	17T	25T	10	15		Reassess + Works

2481	Highfield Crescent B	SBC	R/RV	RSJ	4.00	17T	25T	10	15	Reassess + Works
2482	Gainsborough Drive	SBC	R/RV	RSJ	4.30	17T	25T	10	15	Reassess + Works
2499	Willingale A	SBC	R/RV	BC	1.80	5T	25T	22	80	Strengthen
2557	Willingale H	SBC	R/RV	BC	1.80	2000/01	25T	27	120	Assumed Costs
2900	Willingale B	SBC	R/RV	BC	1.80	5T	25T	15	60	Strengthen
2901	Willingale C	SBC	R/RV	BC	1.80	5T	25T	15	60	Strengthen
2902	Willingale D	SBC	R/RV	BC	3.40	5T	25T	15	80	Strengthen
2903	Willingale E	SBC	R/RV	BC	1.80	3T	25T	15	80	Strengthen
2904	Willingale F	SBC	R/RV	BC	1.80	5T	25T	15	80	Strengthen
2905	Willingale G	SBC	R/RV	BC	3.20	3T	25T	15	90	Strengthen
2914	Valkyrie Road	RT	R/RWY	PG	14.00	2000/01	25T	0	0	Assume Ok
2915	Hamlet Court Road (50%)	RT	R/RWY	RSJ	2 x 9.0	2000/01	25T	46	650	Assumed Costs
2916	Milton Road (50%)	RT	R/RWY	PCS/BW K	9.40	2000/01	25T	28	275	Assumed Costs
2917	Avenue Road (50%)	RT	R/RWY	PG	8.60	2000/01	25T	28	350	Assumed Costs
2918	Park Street	RT	R/RWY	PCS	24.00	2000/01	25T	0	0	Assume Ok
2923	Chase Road (50%)	RT	R/RWY	BWK ARCH	4 x 4 - 10	2000/01	25T	28	375	Assumed Costs
2933	Hamlet Ct Approaches	SBC	BRIDGE APPROACH	RC/BWK STRUCTURE	5.60	0	25T	100	1,830	Fill
5005	Pier Arches	SBC	VIADUCT	BWK ARCHES		2000/01	25T	37	100	Assumed Costs
	TOTAL COST							732	5,245	

Key

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PSC = Prestressed Concrete

BC = Box Culvert

PG Plate Girders

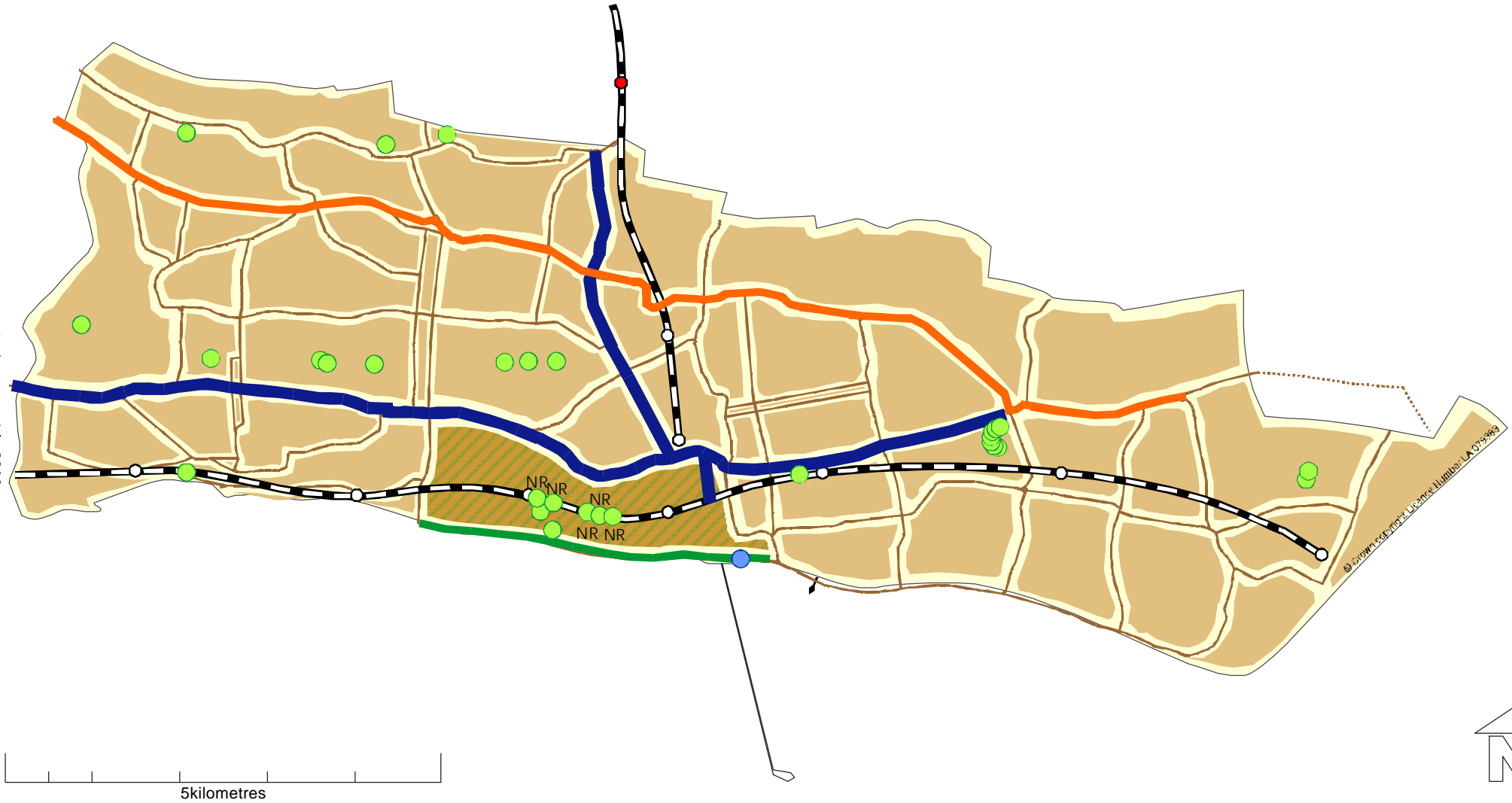
BWK = Brickwork

WL = Weight Limit






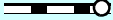




TM = Traffic Management

Bridges in Rooms Requiring Assessment or Strengthening

Southend-on-Sea LTP 3rd Annual Progress Report - Annexes July 2003

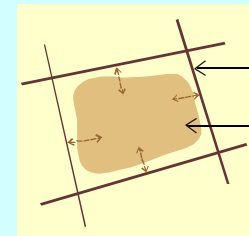


Key

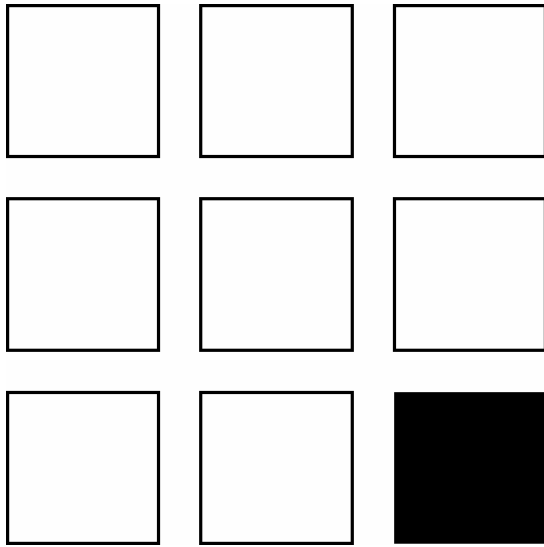
- | | | | |
|--|---|---|--|
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|  | Environmental Rooms |  | Freight/Employment Access Corridor |
|  | Core Area (Environmental Rooms and Distributors to be determined) |  | Railway line and station |
|  | Central Seafront Corridor |  | Requiring Assessment |
|  | Potential Transportation Links |  | Requiring Strengthening and Reassessment |
| | | NR | Network Rail |

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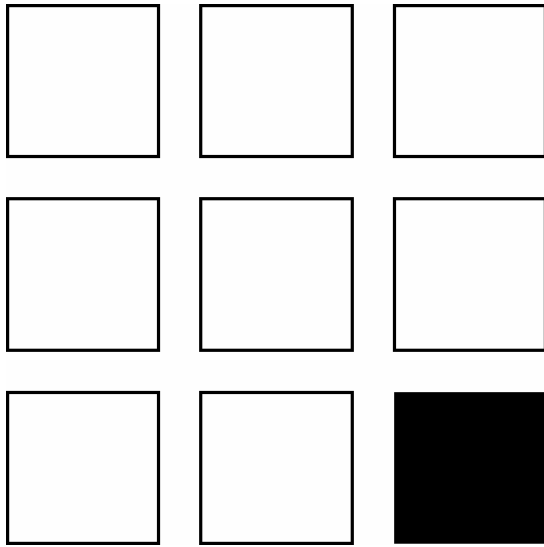
Annex 6

Annex 6: Highway Maintenance and Road Statistics

Latest available carriageway and footway condition data from 2002/03 surveys

Indicator	Best Value Performance Indicator	Value
Principal Road Condition	BV 96	6.18%
Non-principal classified road condition	BV 97a	22.30%
Non-principal unclassified road condition	BV 97b	15.20%
Categories 1 & 2 footway condition	BV 187	39.75%

The BV indicators show the proportion of the network that should be considered for structural treatment. See also Annex 9



Annex 7

Annex 7: Bus Information Strategy

Draft Public Transport Information Standards Strategy

1. General Standards

(Accuracy)

- 1.1 All information must be accurate at the date of publication, and any organisation producing public transport information must have in place suitable quality control procedures to ensure that this is the case.
- 1.2 All information must show:
 - i) the period for which it is current (with a specific expiry date), or
 - ii) the date which it applies and 'until further notice'
 - iii) a summary of new or changed details as appropriate.

(Format)

- 1.3 All information must be produced in formats appropriate to the intended audience, and comply with the requirements for access to information contained within the Disability Discrimination Act 1995 s21.

(Conform with Standards)

- 1.4 Information should conform with the relevant standards set out in 'Printed Public Transport Information: a Code of Good Practice' (produced by Association of Transport Co-ordinating Officers (ATCO) in collaboration with Confederation of Passenger Transport (CPT), Association of Train operating Companies (ATOC) and Disabled Persons Transport Advisory Committee (DiPTAC) or 'Public Transport Information Websites: how to get it right' produced by Institute of Logistics and Transport (ILT).
- 1.5 A distinction must be drawn between marketing or promotional material. The latter need not meet these standards, but should always be the following:
 - and not misleading in its presentation
 - unlikely to cause offence to members of the public or to other passenger transport providers.

(Procedures)

- 1.6 Southend Borough Council will work with all operators – especially through partnership arrangements – to ensure that all information and promotional material is produced to an acceptable standard. The parties will seek to develop joint

procedures to secure the improvement or withdrawal of any publication that does not meet the appropriate standards. Failing this the Council will consider stronger measures, including the publishing of suitable replacement material and recovery of its costs from operators, as laid out in the Transport Act 2000 Part II s140.

2 Timetable Books and Leaflets

2.1 Timetable publications should indicate clearly on the front cover:

- the mode(s) included and the word 'times' or 'timetable'
- the service(s) and/or area(s) which they cover
- the start date of validity
- the identity of the operator(s) whose services are included.

2.2 All timetables should include prominent reference to the availability of the bus timetable information by the 'Traveline' telephone information service. They should also include the name, Web address and telephone number of the operator(s) of all services included in them, and identify the organisation(s), which have produced them.

2.3 Times should be clearly legible, and preferably be in 24-hour format, but if shown in 12-hour format must clearly differentiate between times before and after noon.

3 Bus stops and roadside information

3.1 All fixed bus stops will be marked by a flag incorporating a bus stop sign, the Councils' logo, and the Southend Integrated Transport Partnership logo 'moving forward together' or the Quality Bus Partnership Logo. There will also be a reference to the 'Traveline' telephone information service with logo and number. There may be a supplement of additional information.

- the identity of the operator(s) of services at that stop
- the number(s) and/or destination(s) or direction of service(s) using the stop, route numbers may be allowed to be attached to the flag, subject to agreement with the Council
- identification of fare stage

3.2 The stop flag and any additional information will be maintained in an accurate and legible condition. Southend Borough Council retains control over siting, design, fixing and nature of all signs and where the operator(s) have their own display cases

on or adjacent to the highway, the Borough Council should be consulted over any changes.

3.3 The owner of any sign, case or equipment will be responsible for securing consent for its fixing to any pole, and for any contingent liability (whether arising from accident or otherwise). Consent will normally only be given or continued by Southend Borough Council for an operator to erect or retain a display case where it is made available to show details of all services calling at that stop on equal terms, including those provided by other operators. If the Operator owns the case it is their responsibility to update and maintain the information cases, ensuring that all damaged or vandalised cases are replaced within a reasonable time frame, where the defects are known about. If the information case is owned by Southend Borough Council the information within is still the Operators responsibility, no operator can cover up or tamper with other operators' information already on display. The Council will endeavor to replace or repair any damaged case within a reasonable time frame.

3.4 It is suggested that the following order of priority for the provision of roadside information in display cases be as follows:

- Quality Partnership Routes

A13 Passenger Transport Corridor and other passenger transport corridors as individual agreements are signed.

- Primary locations

All bus stops at the following are designated as primary locations:

Bus station, recognised interchange points between bus services, stops within the grounds or adjacent to rail stations, hospitals and health centres, schools, superstores or shopping centres, leisure complexes, large employment sites.

- Other locations

All other stops where averages of 15 or more passengers per day board buses

3.5 Relevant information to be shown in display cases comprises the following:

- the service number, terminal and main intermediate points of each service(s) calling there irrespective of the operator
- the departure times of buses from that stop (with a note of the likely degree of variation where the stop is not a timing point) for Mondays to Fridays, Saturdays and Sundays (Saturdays may be combined with Mondays to Fridays where any variations are minor).
- indication of the commencement date.
- reference to the availability of bus timetable information from 'Traveline' telephone information service.

- 3.6 Where changes occur in any information shown in a display case, these must be updated not more than 7 days before or after the change takes effect. The responsibility for this lies with the owner, however with the owners' consent, updating may be carried out by Southend Borough Council.
- 3.7 Where a change results in a bus stop ceasing to be served by all buses:
- advance notice should be posted on the stop for at least 14 days prior to the change, stating the date of change and if possible giving details of the nearest alternative service.
 - the Borough Council will endeavor to remove the flag within 7 working days or as soon as practicable after the cessation of the service.
- 3.8 If Southend Borough Council becomes aware that the owner of a display case has failed to comply with these standards, the owner will be notified to its' last notified address. If after 7 days the owner has failed to respond, Southend Borough Council may take such measures as it deems necessary to rectify the failure. The costs incurred by Southend Borough Council in so doing will be recovered from the owner, including costs of inspection and administration.
- 3.9 Where the owner of any display case or the information provided within repeatedly fails to maintain or update it as required by these standards, Southend Borough Council may give written notice to the owner's last notified address of an intention to take over the relevant equipment, which shall take effect 28 days after posting or at such later date as specified. Thereupon Southend Borough Council shall assume ownership of and responsibility for the equipment, and may, replace, amend or otherwise alter it as it sees fit in accordance with these standards.

4 Real Time Passenger Information

- 4.1 Southend Borough Council in partnership with Essex County Council is committed to Real Time Passenger Information (RTPI) to provide accurate information on waiting times to passengers at stops on selected bus corridors. It is planned to install real time passenger information at the new Travel Centre (bus station) and other key locations, as funding permits. A link with Internet journey planning and timetable information will apply as appropriate.
- 4.2 Priorities for implementation of RTPI as funding permits are as follows:
- A13 Quality Bus Passenger (QBP) Transport Corridor
 - provision to bus station departure screens and passenger enquiry systems, with ability for manual input of short-notice variations e.g. A13 London Road Town Centre to Borough Boundary at Hadleigh.
 - provision of RTPI at key locations on QBP routes.
 - provision of RTPI to key interchanges, including inter-modal interchanges.

- extension of RTPI to principal interchanges on other routes, including inter-modal interchanges
- extension of RTPI to key locations on other strategic routes
- further extensions of RTPI

5 'Traveline' Telephone Enquiry Service

- 5.1 Southend Borough Council, in partnership with Essex County Council has provided a quality and easily accessible bus telephone enquiry service. This has now become part of the southeast regional constituent of the national public transport information service, which is known as 'Traveline'.
- 5.2 Essex County Council will supply the information for the 'Traveline' database, which covers all bus services in southeast England, from the Essex timetable database. Traveline provides impartial information and advice on all operators' services.
- 5.3 All bus operators are required to contribute to the funding of 'Traveline', in accordance with arrangements shown in section 6

6 Operators' supply of Information

- 6.1 Operators are required to supply information to Southend Borough Council on all their services in a format to be agreed. This will be either paper based and / or electronic.
- 6.2 Operators must accept responsibility for warranting the accuracy of all information supplied by them, and shall be deemed to indemnify Southend Borough Council and any other public information provider against any liability arising from reliance on accuracy of that information or any other failure to provide the service. Southend Borough Council must accept responsibility for accuracy of information that they transpose onto information boards, as supplied from the Operators.
- 6.3 All information must be kept up to date, and provided no later than 21 days prior to the implementation of any new service, or of any change to or cancellation of an existing service, unless otherwise mutually agreed. Such information must be provided in accordance with the Regulations on registration of Local Bus Services, but including such additional information as may be required by ECC for the provision of an effective public enquiry system. This will include for each service:
- full route and stopping details
 - full timetables
 - details of any service features e.g. 'hail and ride', connections
 - the type of vehicles used e.g. if offering low floor access/ full wheelchair access.

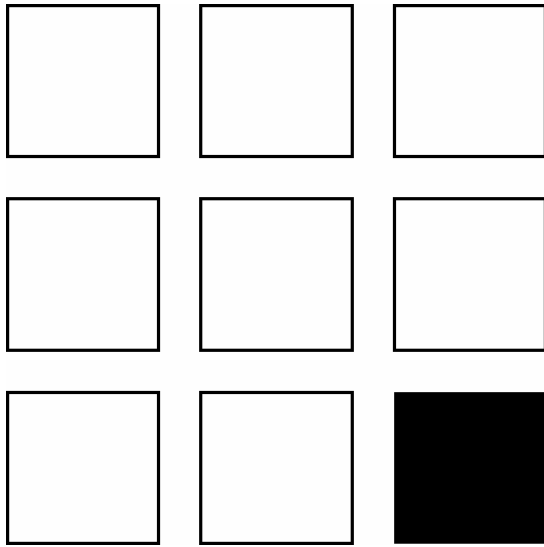
6.4 Failure by any operator to meet its' obligations to supply information in a timely fashion and in the required format may lead to a report to the Traffic Commissioner for consideration of disciplinary action against its' Operators Licence. Southend Borough Council may also recover reasonable costs incurred as a result of such failure.

7 Responsibilities for costs

7.1 The costs of operating 'Traveline' telephone enquiry service will be shared as specified in the regional partnering agreement on charges.

7.2 Responsibilities for provision, maintenance and updating of infrastructure relating to these standards are identified in the relevant sections of the specification, and generally rest with the owner.

7.3 Southend Borough Council through Essex County Council does not intend to levy any charge on operators in respect of continuing to publish its area timetable books, maps and similar information material. The circumstances, in which the council would seek to implement its powers under the Transport Act 2000 Part II s 140 to provide information, and recover the costs from operators, are set out in this specification.



Annex 8

Annex 8: Road Safety and Disadvantaged Statement

Background

There is strong national evidence that members of poorer communities are more likely to become road accident casualties than their better-off peers. In response, the Government has published "Tackling the road safety implications of disadvantaged", which encourages local authorities to take action to reduce the number of casualties in their most deprived areas. Government guidance on LTP Third Annual Progress Reports provides that Authorities must include a statement outlining how they plan to tackle this issue in 2003/04 and 2004/05.

Southend on Sea Borough Council Statement

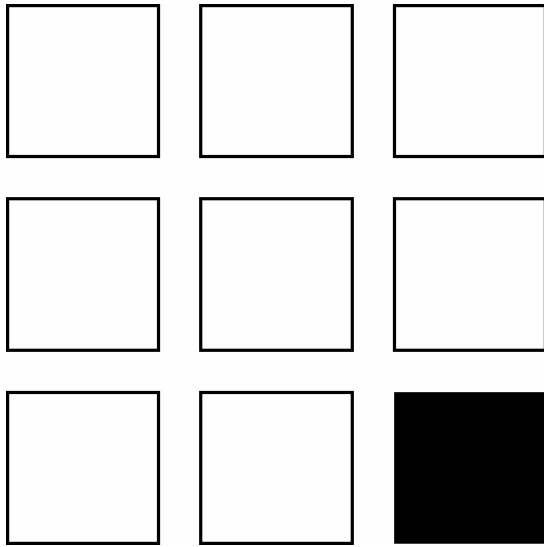
As part of its programme for improving road safety and the quality of life in Environmental Rooms, the Borough Council has already established priorities for action (see 2nd Annual Progress Report, page 33). This prioritisation took mainly into account accident data and regeneration issues.

The first stage process of quantifying whether there is a correlation between road safety and the disadvantaged and the related problems involved, in accordance with the guidance "*Tackling the road safety implications of disadvantage*", has already been completed. An analysis of road safety data, accident data and multiple deprivation indices supports the established priorities for the treatment of Environmental Rooms, particularly in the central Wards of Milton and Victoria. These have the highest recorded numbers of accidents and the highest deprivation indices in the Borough. Indeed, Milton has one of the highest recorded deprivation indices in the region. The correlation between accidents and deprivation in the non-priority Environmental Rooms, at this stage, is less clear.

The second stage process of identifying the underlying factors for this correlation between deprivation and road safety, and developing an appropriate strategy for action, has already commenced.

KeyMed Limited have agreed to fund a new member of staff to co-ordinate the work in partnership with other agencies such as the Primary Care Trust, Local Partnerships, Community Groups and Emergency Services. A multidisciplinary Borough Council working group has also been established comprising engineers, transport planners, road safety officer, and members of the safer journeys to school team, together with officers from the Council's education, community safety and economic regeneration departments.

As part of the development of the strategy, appropriate targets will be formulated to provide for an effective focus and monitoring of action. It may also be appropriate to target intervention at some key locations having regard to available resources, involving a variety of traffic management and other solutions, to achieve the maximum benefit in reducing the number of casualties in the most deprived areas of the Borough.



Annex 9

Annex 9: Progress Towards Local Objectives and Targets

Sub-Annex A National Core Indicators

Core Indicator	Units/Definitions	Baseline position		Most recent position		Target		LA view on progress	Source of data
		Year	Data	Year	Data	Year	Data		
Road Condition (% where structural maintenance should be considered)	(1) Principal roads - BV96 (amended)	2000	25%	2002	6.18%	2003/04 = 5% 2004/05 = 5% 2005/06 = 4%		Future targets	Annual Coarse Visual Inspections
	(2) Non-principal classified roads - BV97a	2000	18%	2002	22.30%	2003/04 = 20% 2004/05 = 18% 2005/06 = 16%		Future targets	Annual Coarse Visual Inspections
	(3) Unclassified roads - BV97b	2001	8.33%	2002	15.20%	2003/04 = 14% 2004/05 = 13% 2005/06 = 12%		Future targets	Annual Coarse Visual Inspections
Number of bus passenger journeys	Thousands of bus passenger journeys (ie boardings) per year in the authority - BV102 See also "local indicators"	2002/03	10,221,695	2002/03	10,221,695	2005/06 = 10,467,015		2.4% increase agreed as part of the Local Public Service Agreement	Bus operating companies
Bus passenger satisfaction	% of bus users satisfied with local bus services - BV104	2000	51% (± 4%)	To be surveyed 2003/4		2003/04 = 53%		To be monitored next year	MORI
Number of cycling trips	Number of cycling trips at a representative number of counting points	2000	7-day average 148	2002	7-day average 171 (+ 15.6%)	2005	Double 2000 trips on "key network"	On track for key network routes eg seafront. Completion of all	ATC survey data on "key network"

						2010	routes" Triple 2000 trips on "Borough wide network"	routes will be necessary to achieve targets, particularly link from Town Centre to seafront See also "local indicators"	routes"
Number of deaths and serious injuries (all ages)	Number of people killed or seriously injured on roads in the authority	1994- 1998 average	115	2002	99 14% below 94/98 average	2010	40% reduction on 94/98 average	On track to meet target	Essex Police
Number of children killed and seriously injured	Number of children (aged less than 16) killed or seriously injured on roads in the authority	1994- 1998 average	18	2002	20 11% above 94/98 average	2010	50% reduction on 94/98 average	No clear evidence, small numbers will fluctuate. Area wide measures eg. traffic calming, school safety zones, school travel plans and road safety ETP will assist	Essex Police
Light rail passenger journeys	Thousands of light rail passengers per year	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

% of rural households within 13 minutes walk of an hourly or better bus service	% of rural households within 13 minutes walk of an hourly or better bus service	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Congestion - average time lost per vehicle kilometre	Average time lost per vehicle kilometre	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Sub Annex B Local Indicators

Local Objectives contained in LTP	Local Performance Indicators contained in LTP	Source of Data	Local Targets or Outcomes contained in LTP	Baseline data (2000 unless stated)	Progress made in 2002/03 against local targets or outcomes	On track to meet targets?	Which National PSA or 10 Year Plan target does the local target/outcome link to?
Major Scheme - A13 London Road Passenger Transport Corridor (PTC), New Bus Station (Travel Centre) & Priory Crescent/Cuckoo Corner Improvement							
D	Delay per vehicle kilometre	Annual ATC and MCC Data collected by Atkins Consultants	Reduction in delay per VKM above free flow conditions	A13 = 0.051 sec A127/A1159 = 0.017 sec	A13 = ave 0.055 sec, A127/A1159 = ave 0.017sec	No clear evidence	1
D	Number of inadequate links in the principal network within the Borough	Southend-on-Sea Borough Council	Reduce number of inadequate links	A13, A127, A1159, Shoebury Link, 12 interchanges	16	On track A13 PTC phase 1 complete	1, 2 & 5
D&E	Improve accessibility, punctuality and reliability of journeys on A13 PTC route with an increase in number of bus passenger journeys (as part of Quality Bus Partnership)	Bus companies	Achieve 5% growth in year 1 (2005/6) and an average 2% growth per annum until 2010	2001/2 First=1,183,055 (actual) Arriva=1,865,224 (estimated)	The A13 PTC is being completed in 3 phases. Data collected will enable baseline figure to be fixed	Not applicable at this stage of scheme	1&2

Bridge Strengthening and Highways Maintenance							
D	% of principal road network not needing major repair	BV 186a	Under review	2002 = 0.004%	New indicator	no clear evidence - this is a new indicator	7
D	% of non-principal road network not needing major repair	BV 186b	Under review	2002 = 0.011%	New indicator	no clear evidence - this is a new indicator	7
	Bridges in need of strengthening						
D	Southend Borough Council Bridges	Southend-on-Sea Borough Council annual bridge survey	39 Bridges to be strengthened by 2010	39 to be strengthened	2002/03 - 4 strengthened 31 remaining	on track - the strengthening programme is on schedule	7
	Railtrack Bridges		8 Bridges to be strengthened by 2010	8 to be strengthened	2002/03 - 0 strengthened 8 remaining	not on track	7
D	Number of days temporary traffic controls or road closure on traffic sensitive roads caused by LA road works per km of traffic sensitive roads	BV 100- Annual (Amended 2002/03)	Less than 2/ km annually	0.17/km	1.68/km	on track	1 & 7
Public Transport and Quality Partnerships							
	Local bus service (vehicle kilometres per year)						

D&E	Arriva Southend	Arriva Southend	Linked to Core Indicator relating to bus passenger journeys	6,295,330	4,530,821 28% decrease since 2000	Rationalisation of services and staff shortages has led to reduction	1 & 2
	First Essex	First Essex		1,950,228	1,990,230 2% increase since 2000		
	Total	Bus Companies		8,245,558	6,521,051 21% decrease since 2000		
D & E	Provision of raised bus borders	Local Authority	125 bus stops to have raised borders by 2005/6	2002/03	12 programmed for 2003/04 up till June 2003	On track (subject to funding)	2
D & E	Provision of bus shelters	Local Authority	125 bus stops to have shelters by 2005/6	2002/03	12 programmed for 2003/04 up till June 2003	On track (subject to funding)	2
D & E	% of bus fleet complying with DiPTAC levels of accessibility	Bus operators	100% by 2005/6	80%	Arriva = 76% First = 79%	Not on track, to be addressed through QBP	2
	Local rail service (passenger journeys per year)						
D	c2c	c2c	SRA target - 33% increase in patronage in London and the South East between 2000	4,179,000	4,659,000 11% increase since 2000	On track – significant increase in passenger numbers in the Borough	1
	First Great Eastern	First Great Eastern		1,510,000	1,959,400 30% increase since 2000		

	Total	Train Operating Companies	and 2010 c2c target is for a 10% growth between 2003/05	5,689,000	6,618,400 16% increase since 2000		
D	Rail Passenger Satisfaction (good or satisfactory)	SRA National Passenger Survey	Annual improvement	2001 FGE = 63% c2c = 72%	2002 FGE = 77% c2c = 79%	On track	1
D	Number of facilities provided at transport interchange sites having regard to hierarchical states and defined criteria	Southend-on-Sea Borough Council - Audit of Facilities	All sites to meet best practice by 2010 - 1/2 sites p.a. depending on funding	36%	To be surveyed in 2003/04	2003/04 - New CCTV and cycle racks identified at Prittlewell, New interchange proposals for Westcliff	1 & 2
C	Number of reported crimes on passenger transport						
	Bus related	Essex Police - daily	14% reduction on 2002/03 figures by 2005/06	56	43 - a 23% decrease since 2000	On track	1&2
	Crime recorded at railway stations within Southend	British Transport Police - daily	Annual reduction	234	184 - a 21% decrease since 2000	On track	1&2
F	% of users satisfied with local provision of public transport information	BV 103	60% (± 4%)	58% (± 4%)	To be surveyed in 2003/04	To be monitored next year	1&2

Walking, Cycling and Motorcycles							
D	Number of journeys undertaken by sustainable modes (walking & cycling)	<i>Note:- Information will be available in 2003/04 from the NTS for Thames Gateway South Essex Area. See APR for information on 2001 census data (Travel to Work data)</i>					
	Walking	Annual Footfall Survey conducted by Atkins Consultants	5% increase in level of walking in Town Centre High St by 2005.	82,284	82,569 an increase of 0.3% since 2000	On track – Town Centre enhancements will support this	1
		Southend Town Centre CCTV Survey	Increase level of walking to Town Centre to 40% by 2005/6	March 2001 = 30%	March 2002 = 35%		1
D	% of footway to be inspected for possible maintenance to preserve serviceability	BV 187	38% by 2003/4	2002/3 = 39.75%	2002/3 = 39.75%	No clear evidence New BVPI	1&2
D	% of total length of footpaths and other rights of way that are easy to use by members of the public	Southend-on-Sea Borough Council BV 178-Annual	100% by 2006	95.53%	97% no change	On Track	1
D	Cycling trips	Southend Town Centre CCTV Survey	Double level of cycling to Town Centre High Street by 2005	March 2001 = 1.3%	March 2002 = 1.8%	On track	1&5
D	% increase in cyclists using designated	Survey carried out by Atkins	Triple the number of cyclists using	Maximum usage 33.7%	To be monitored	no clear evidence - to	1&5

	parking spaces in the Borough	Consultants	parking spaces by 2010		2003/04	be surveyed in 2003/04	
D	% of cycle network completed (Sustrans Route NCN 16)	Southend-on-Sea Borough Council/ Sustrans	Complete Sustrans network by 2006 (subject to funding)	23%	50% 90% of route is now signed "NCN 16"	On track – part of TGSE "Green Grid" proposals	1&5
D	% of cycle network (off-road cycle routes excluding NCN 16)	Southend-on-Sea Borough Council	Complete network by 2006 (subject to funding)	2001 = 62%	62%	On track – part of TGSE "Green Grid" proposals	1&5
D	% of cycle network completed (advisory on-road)	Southend-on-Sea Borough Council	Complete cycle network by 2006	1.5%	2%	Not on track – cycle review completed for consultation	1&5
D & E	New Indicator Motorcycle parking provision	Southend-on-Sea Borough Council	Provide secure motorcycle parking at 50% council owned car parks by 2005 (18no)	2002	5%		
Community and Road Safety							
	Road safety casualties	Note: figures in <i>italics</i> are also shown in core indicator table – additional targets have been set where shown in bold					
C	<i>Killed & Seriously Injured (all categories)</i>	Essex Police	40% reduction on 1994-1998 average by 2010 30% reduction on 1994-1998 average	<i>7.5% below 94/98 average</i>	<i>2002 = 99 14% below 94/98 average</i>	On track for 30% reduction	3

			by 2005				
C	Slight Injuries per 100 million vehicle kilometres	Essex Police	20% reduction on 1994-1998 Average by 2010	8.2% above 94/98 average	2002 = 124 14% below 94/98 average	2010 target of 10% already met New target of 20% set	3
C	Number of children receiving cycle training <i>Crime and Disorder Strategy Action No. 95</i>	Southend BC Road Safety, Education & Training	1000 by 2005	523 (Academic Year)	2002/03 = 900 (estimate)	On track	3
C	% of pedestrian crossings with facilities for disabled people	BV 165 (Amended)	100% by 2003/4	2000/1 = 86%	96.6%	On track	2 & 3
C	Number of injury claims received	Southend-on-Sea Borough Council	Annual reduction in claims	325	289 – decrease of 11%	On track	-
TravelWise for Business							
	Average length of personal trips for work, shopping and leisure - <i>This data will be available in 2003/04 from the NTS survey as part of Thames Gateway South Essex.</i>						
A, D & E	Work	Southend Travel Diary and Attitudes to Transport	Increase in average trip length for non-car modes	12.6 km	Results from NTS will be published in 2003/4	No clear evidence	1

	Shopping	Survey –2000	Reduction in average trip length	6.8 km			
	Leisure		Increase in average trip length for non-car modes	11.5 km			
A, D, &E	Travel to Work Data	Key Statistics Census 2001 (10% sample)	To maintain sustainable transport usage	1991 (%)	2001 (%)	No clear evidence Data will be used for comparison purposes and as part of TGSE Transport Study	1
			Car	56.48	56.52		
			Rail	14.90	13.24		
			Walk	12.00	11.40		
			Bus	7.05	5.99		
			Cycle	2.59	2.73		
			Motorcycle	1.35	1.02		
E & F	Number of designated spaces for car club use	Southend-on-Sea Borough Council	Establish Pilot and Feasibility Scheme	0	Awaiting quotations from operators	On track – first car club should be running in 2004	1
A, D, E & F	Total number of Workplace Travel Plans	Southend-on-Sea Borough Council	At major employment sites	1	14	On track	1
A, D & E	Number of planning applications where a Travel Plan and Traffic Impact Assessment (TIA) are requested	Southend-on-Sea Borough Council	All major development applications to provide a Travel Plan and TIA	0	2	On track – TIA and Travel Plan required for all major applications	1

Distributors and Environmental Rooms							
A – F	Vehicle Kilometres per average weekday	Annual ATC and MCC Data collected by Atkins	Increase by less than 11% by 2006	1999 = 1,501,658	1,589,905 - increase of 5.9% since 1999	On track	1, 3 & 4
A & D	Effect of parking decriminalisation – degree of compliance with parking restrictions	(SBC) Parking Contractor	More compliance with restrictions	2002/03	Report from Contractor indicates greater compliance	On track (data being finalised)	1
A & D	% of town centre parking that is short stay	Southend BC Car Park Management Dept	Annual increase where practicable	76%	100%	Target met - new indicator will be set for 2003/04	1
B & D	% respondents who have experienced car parking related crime	Customer Satisfaction Survey	6% by 2005	14%	To be measured in 2003/4	No clear evidence - to be surveyed in 2003/04	1
A & D	% respondents saying the signs and information lacked clarity	Customer Satisfaction Survey	30% by 2005	50%	To be measured in 2003/4	New VMS signing will benefit this indicator	1
A & D	% respondents who had experienced parking equipment problems	Customer Satisfaction Survey	40% by 2005	62%	To be measured in 2003/4	No clear evidence - to be surveyed in 2003/04	1
A, B & C	% of HGV traffic following identified routes	Annual MCC Data collected by	Increase in % of HGV traffic using suitable routes	Strategic/Primary Routes = 3.2% Urban	Strategic/Primary Routes = 4.1%	On track	1

		Atkins Consultants		Routes = 1.3%	Urban Routes = 1.3%		
A – F	Number of Environmental Rooms where traffic calming/management measures have been implemented	Southend-on-Sea Borough Council	25% by 2005	1	3	On track – 2 area wide schemes proposed for 2003/04	1

Safer Journeys to School							
	Total number of effective School Travel Plans						
A – F	Number of travel plans – primary schools	Southend-on-Sea Borough Council	35 schools to be covered by a Travel Plan by 2006	1	10	on track	1 - 5
	Number of travel plans – secondary schools	Southend-on-Sea Borough Council		3	4		
C, E & F	Number of walking bus routes at Primary Schools	Southend-on-Sea Borough Council	22 by 2005	April 2001 = 3	April 2003 = 12	on track	1 & 3
C, E & F	Total out of 42 Primary schools taking part in Walk to School Week	Southend-on-Sea Borough Council	42 by 2005 (was previously 43, prior to 2 schools merging)	April 2002 = 36	April 2003 = 37	on track	1 & 3

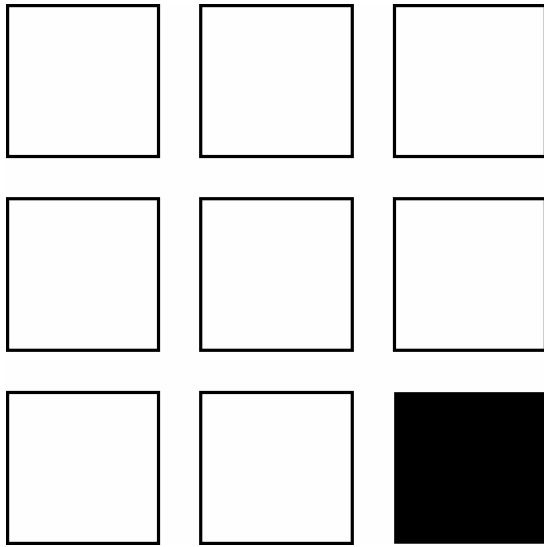
	NEW INDICATOR - Total number of quality covered cycle stands in schools						
E	Number of cycle stands - primary schools	Southend-on-Sea Borough Council	40% increase by 2010	Data currently being collected	New Indicator		5
	Number of cycle stands - secondary schools	Southend-on-Sea Borough Council	40% increase by 2010	Data currently being collected	New Indicator		5
	NEW INDICATOR - Total number of quality bus shelters at bus stops serving schools						
D & E	Number of shelters - primary schools	Southend-on-Sea Borough Council	10 shelters by 2005	Data currently being collected	New Indicator		2
	Number of shelters - secondary schools	Southend-on-Sea Borough Council	All bus stops to have shelters by 2005	Data currently being collected	New Indicator		
F	NEW INDICATOR – Raising Awareness Number of media releases/articles sent to local media/relevant local publications	Southend-on-Sea Borough Council	45 by 2005	27 (2002/03)	New Indicator		1
	% of children travelling to primary school by mode						

C, E & F	Walking - Primary	School travel data is based on a representative sample, taking into consideration the different school type 'strata' with their varying travel patterns. A whole borough survey is due	Targets for these individual modes are not set in the LTP. Provided to allow comparison between individual modes for monitoring purposes and allow intervention	54.3%	59.3%	Overall on track Two new programmes of work and accompanying targets have been introduced in relation to school cycle parking facilities and bus shelters to aid increase in these modes.	1
	Cycling - Primary			1.2%	0.6%		5
	Bus/ Coach - Primary			1.6%	0.8%		2
	Taxi - Primary			0.4%	Negligible		1
	Train - Primary			0.3%	Negligible		1
	Total of all above modes combined		80% of journeys to be made by these modes by 2010	57.8%	60.7%		

	Car - Primary	to be repeated during 2003/3 (and subsequently every 3 years).	Journeys by car to be reduced to 20% by 2010. All school journey targets relate to 'to school' journeys since these appear to be more difficult to change than 'from school' trips.	42.2%	39.3%		1
	% of children travelling to secondary school by mode						
C E & F	Walking - Secondary	Interim School travel survey based upon representative	Targets for these individual modes were not set in the LTP, however, clearly they have	25.9%	26.6%	Overall on track Measures proposed outside 3	1

	Cycling - Secondary	schools, for short term monitoring purposes	a bearing on the targets identified below, and so are reported here.	5.0%	7.17%	secondary schools for implementation in 2003/4 and 3 schools for 2004/05 as part of phase 2 works	5
	Bus/ Coach - Secondary			41.1%	38.4%		2
	Taxi - Secondary			0.3%	0.3%		1
	Train - Secondary			3.6%	3.8%		1
	Total of all above modes combined		90% of journeys to be made by these modes by 2010	75.9%	76.3%		
	Car - Secondary		Journeys by car to be reduced to 10% by 2010.	24.1%	23.7%		1

Air Quality							
B	NO2 and PM10 emissions						
	Measurement of Particulates (PM10)	SBC roadside monitoring stations (A127 & A1159)	40ug/m3 - the air quality objectives in the National Air Quality Strategy	26 ug/m3	25 ug/m3 37% below target	on track	4
	Measurement of Nitrogen Dioxide (NO2)			32 ug/m3	27 ug/m3 33% below target	on track	4



Annex 10

Annex 10: Evidence of Improvement Proforma

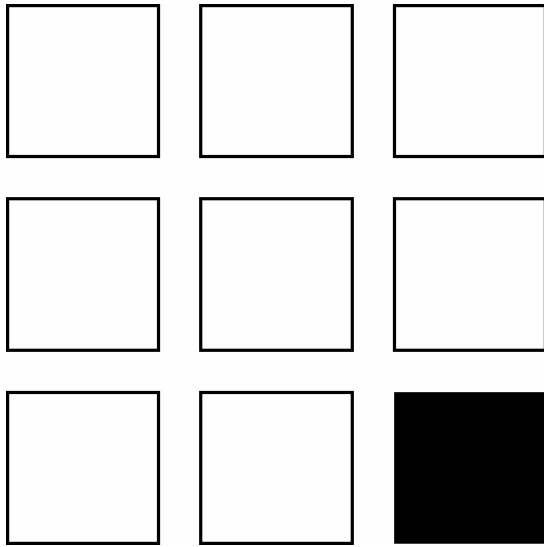
<p>Summary of the comments contained in the December 2002 LTP settlement decision letter that indicated a need for improvement or clarification (and any outstanding comments from 2000 and 2001 decision letters)</p>	<p>Summary of actions taken in response to comments contained in the decision letter</p>
<p>1. Progress towards targets and objectives</p> <ul style="list-style-type: none"> • The performance figures quoted for some of the projects appear to show good progress but the results are difficult to gauge without the target or baseline figures for comparison. • The proforma showing progress on the core targets is difficult to follow due to the small size of the text and lack of proper spacing. About 40% of core targets and 60% of non-core targets are reported as being on track. However, a few of these refer simply to "baseline data" and have no data to demonstrate progress in 2001/02 with "baseline" data being stated. • There are a significant number of targets where progress has been marked "N/A" although reasons have been given for some of these. A few targets have not yet been set. We would like to see all of these omissions remedied in your next APR. • You do not explain in the proforma what you intend to do about the targets that are not on track and the reader is directed to the 10 projects. We would have found it more useful if you had completed the proforma more fully. • You report adding some new Best Value Performance Indicators to your list and that you intend to review all your targets and performance indicators in time to report in your next APR. You include reasons for amending targets but do not provide evidence that the public or stakeholders support the changes. 	<p>Target and baseline figures now included – see Annex 9.</p> <p>Baseline data now included. All tables presented at 12 point font size with clear spacing - see Annex 9.</p> <p>All targets now set – see Annex 9. New targets have been also been included – see part C.</p> <p>New proforma summarising which projects are on target/not on target and action to be taken included in Part C.</p> <p>New targets supported by Integrated Transportation Partnership subject to there being adequate resources made available by Government to achieve them.</p>
<p>2. Delivery of schemes on the ground</p> <p>No improvement or clarification required.</p>	<p>Not applicable.</p>

<p>3. Spending programme</p> <ul style="list-style-type: none"> Table 1 gives a clear summary of spend achieved and programmed for 2002/03 and supports statements made in the Executive Summary about transferring money from integrated transport and road and bridge maintenance to your major scheme. Table 6 gives a fuller picture but does not include the allocation or programmed spend figures for 2001/02 making it difficult to determine spending efficiency. We feel it would be useful in your next APR to show the information presented in Table 6 adjacent to Table 1 so that the details of your spend be seen alongside the summary. You should also provide clear explanations for the underspends on integrated transport and maintenance. 	<p>All matters relating to finance are now contained in one section of the Annual Progress Report, namely Part D. This provides for a clearer explanation of the spend in 2002/03 and programmed spend for 2003/04.</p> <p>Any variations from the allocated funding are set out in Part D of the Report and reasons for this clearly explained.</p>
<p>4. Consultation arrangements</p> <ul style="list-style-type: none"> You provide examples of your consultation arrangements for developing schemes throughout the APR, but we consider that you should also provide details of consultation on the APR itself. Your reference to a meeting in July 2002, to report progress to the Integration Transportation Partnership, should also report the outcome. 	<p>Consultation on all the Borough Council's Local Transport Plan documents, including the Annual Progress Reports, has been extensive. All the documents have been progressed in liaison with and made available to partners of the Integrated Transport Partnership (over 300 partners). The documents have also been made available to other partnership groups, to the general public to view at the Borough Council Offices and all local libraries, and for general purchase. Summary and articles are also published on the Council's web site. In addition articles have been published in the Council's 'Civic News', which is delivered to all households in the Borough, and in other publicity leaflets.</p> <p>As in previous years, this year the Annual Progress Report has been prepared in consultation with the Integrated Transportation Partnership and revised targets agreed. On its publication this third Annual Progress Report will be made available to all partners and distributed as detailed above.</p> <p>Each years Annual Progress Report has had regard to feedback from partners and</p>

	<p>others on the previous years Annual Progress Report and other related issues. The Annual Progress Report is made available in different formats, and at the request of partners, has been made available in the spoken word, Braille and tactile maps.</p>
<p>5. Best Practice sharing and learning</p> <ul style="list-style-type: none"> You have given some examples of how you share best practice, but your next APR should go on to say what you have done to learn from other authorities and how you have implemented these lessons. However, you have said how and where information is shared in your Safer Journeys to School Initiative. 	<p>Best Practice is constantly being shared with other Local Highway Authorities, transport operators and others through a series of partnership meetings, Quality Partnership Meetings, regular regional transport topic based meetings and cross-boundary meetings – these were detailed in Table 8 page 57 of last years Annual Progress Report.</p> <p>The Borough Council regularly host events to share best practice and has liased extensively on best practice. This is set out in Part F of this Report and the Best Practice Notes in Annex 12.</p>
<p>6. Presentation</p> <p>The APR is considerably longer than the Guidance recommends, exacerbated by the use of a small font, which means the amount of information included is excessive. However, the majority of the document is reasonably easy to follow and you have made very good use of maps, diagrams and photographs.</p> <p>It is not clear whether the APR is available on your website and, although there is a statement offering a contact telephone number for those wishing to obtain the report in alternative formats, it has not been made clear which alternative formats are available. It is also not clear if you have produced a Summary Document.</p>	<p>This year the Annual Progress Report has been made more concise, concentrating on progress made in delivering schemes on the ground. However, it is important to report wider issues, notably the Thames Gateway.</p> <p>The Thames Gateway, as the Government's national and regional priority for regeneration, has significant implications for Southend and its transport network and it is important that this is reported to give the whole picture. Thames Gateway and related issues are always reported to members of the Integrated Transportation Partnership and other related partnership groups to give the 'full picture'.</p> <p>The font on this years Annual Progress Report has been made 12 point in accordance with the guidelines issued by the RNIB, no sheen or gloss paper has been used, text wherever possible has not been justified, and headings have been</p>

	<p>made clear and bold. Details of how alternative formats of the report can be obtained are clearly set out at the front of this document. Such provisions have always been available – see 4 above – ‘consultation arrangements’.</p> <p>Last year the Annual Progress Report summary was made available on the Council’s web site along with articles on the progress of particular schemes, notably the Major Scheme. Copies of last years Annual Progress Report Summary was also published separately and made widely available.</p> <p>This Annual Progress Report summary will again be made available on the Borough Council’s web site and be published separately and widely distributed.</p>
<p>7. Other issues Actions Taken To Address Areas Identified In The 2001 Decision Letter</p> <p>You give a good, if somewhat lengthy, report of what you have done to address the issues raised in the 2001 decision letter. You could have perhaps included the proforma as a summary table before the detailed explanations. However, you have made references to the relevant parts of the APR and we are satisfied, in the main, with the evidence you have provided to show improvement. However, the area of taxi and private hire vehicles, which was identified as a weakness in the LTP and mentioned in the decision letter, has not been included in the completed proforma or referred to in the APR.</p>	<p>Reference to progress made in delivering a quality taxi and community transport service is set out in Part B of this Annual Progress Report (Public Transport and Quality Partnerships).</p> <p>The Borough Council has for many years sought to ensure the provision of quality services.</p> <p>This is witnessed by its regular liaison meetings with taxi operators and schemes for improvements. A number of taxi improvements have been made and are proposed, particularly at rail interchanges, as part of the Major Scheme (Travel Centre) and crime reduction initiatives.</p> <p>Community transport continues to play a vital role in serving the more vulnerable members of the community. In 2002/03 £1.55 million was spent on Community Transport (70% revenue funding) as follows;</p> <ul style="list-style-type: none"> • 500 school age children with special educational needs are transported daily within the Borough, • 200 post-16 clients with learning

<p>We would also like to see you provide better definitions in your next APR of targets, which you currently describe simply as "annual increase" or "annual decrease" with no explanation why.</p>	<p>disabilities are transported into supported day care centres for further learning,</p> <ul style="list-style-type: none"> • 45 older people are taken into day care centres to assist with independent living, • 22,000 trips per year are carried out within the Dial-a-Ride service for people who are unable to use conventional public transport due to mobility problems, • 12 community groups use the Community Transport brokerage scheme to enable use of wheelchair accessible transport at evenings and weekends, • Training and advice is provided for drivers and passenger assistants in the safe operation of accessible vehicles and associated equipment. <p>In 2003/04 it is programmed to spend £1.46 million on Community Transport.</p> <p>Amendments to targets to clarify 'annual increase' or annual decrease' are set out in 1 above 'progress towards targets and objectives'</p>
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Annex 11

Annex 11: Sharing Best Practice

Sharing and Learning

Southend Borough Council is proactive in sharing and learning 'best practice', and does so through a range of networking opportunities. Some examples are listed below.

Consultants

- Use of specialist national and internationally recognised transport consultants to develop strategy and implement projects has provided access to an extensive specialist resource both in terms of staff and data resources.

Quality Partnerships

- Bus Quality Partnership Meetings
- Rail Quality Partnership Meetings

Regional Studies

- Regional Transport Strategy Group
- Thames Gateway Transportation Group
- Thames Gateway South Essex Transportation Group
- London to Southend Movement Study (LOTS)

Essex Area Liaison Meetings

- Essex Speed Camera Enforcement Partnership
- Bus Telematics partnership with Essex County Council, Thurrock Council and Siemens Traffic Control Ltd
- South Essex Monitoring Group
- Other regular meetings with Essex County Council and neighbouring Districts on various transport related issues

Regional Meetings

- County Surveyors Society, Rights Of Way Sub Group
- County Surveyors Society, Bridges Sub Group
- Travel Plan Coordinators And Development Control Officers, Eastern Region Working Group
- Cycling Forum, Eastern Region Working Group
- School Travel Plan Coordinators, Eastern Region Working Group
- TravelWise, Eastern Region
- Monitoring Sub-Group Of East Of England Directors Of Environment And Transportation (EEDET)

National Meetings

- Association Of Transport Coordinating Officers (Public Transport)
- Inter Authorities Group CAPS Forum (Procurement And Best Value)
- Signing User Group (Key Systems)
- Traffic Control User Group
- National Decriminalisation Of Parking Association
- East Anglian Parking Forum
- National Parking Adjudication Service
- British Parking Association

- TRL Parking Bench-Marking Initiative

Affiliation and Liaison With Local Groups

- Southend Integrated Transportation Partnership – see Annex 4

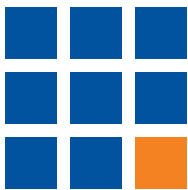
Corporate Membership of National Organisations

- Cyclist Touring Club (CCT)
- TravelWise
- Transport 2000
- Sustrans
- Royal Society for the Prevention of Accidents (RoSPA)
- Local Authority Road Safety Officer Association (LARSOA)

E-mail Networking

- UKLAST Email Group for School Travel Planners
- Freight Transport Association (FTA) Email Group
- TravelWise and CLIPS information network

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