

Part E:

# Implementation Programme



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## PART E: Implementation Programme

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### E1 Financial Profile

- E1.1 Details of the implementation programme are set out in a number of tables below, namely:
- **Tables 4a to 4c** show the annual bid profile over the plan period in relation to the strategy;
  - **Tables 5a to 5d** indicate the spending profile of the main elements of the strategy, and
  - **Tables 6a to 6e** provide information on individual schemes costing more than £250,000.
- E1.2 The level of programme is principally aimed at;
- *reducing the increase in congestion through widening travel choice, capacity reallocation, and parking enforcement ;*
  - *establishing a core network of priority routes to promote passenger transport and the more efficient movement of freight;*
  - *improving accessibility by making better use of the existing network;*
  - *providing additional cycle routes and pedestrian improvements;*
  - *providing for quality interchange sites at key public transport nodes;*
  - *promoting an Accident 2010 programme;*
  - *adequately monitoring PCN carriageways; and*
  - *strengthening bridges.*
- E1.3 The funding bid for Road Safety includes;
- *Accident 2010 schemes,*
  - *contributions to the accident reduction aspects of other schemes; (eg cycling, walking and pedestrianisation, journeys to work and school, and the major improvement scheme, will contribute to road safety through design and travel options),*
  - *measures to reduce the perception of risk, but not directly targeting existing accidents (e.g. 20mph zones and pedestrian crossing facilities to encourage sustainable modes).*
  - *development of 'Environmental Rooms' to increase road safety in predominately residential areas*
- E1.4 The funding bid is considered realistic for a congested urban area, both in terms of a portion of the national funding and the resources needed to have a serious impact in meeting the Local Transport Plan strategy. A lower level of funding would be less likely to produce the significant changes required to impact on existing travel plans.
- E1.5 The matrix in **Table 3** indicates the broad appraisal that the Borough would take to implement its strategy for a funding award different to the bid. The body of the table gives a flexible approach to rethinking on implementation rather than priorities for individual projects which may vary with the course of time.
- E1.6 The Table illustrates that only if the full LTP SCA project funding as per bid with the Major Scheme or an increase in LTP SCA project funding of 200% increase on the 2000/2001 allocation (with no Major Scheme), would permit the LTP strategy to be met in full and targets met. The accompanying Road Traffic Reduction Report illustrates that without the commitment of adequate funding, little impact will be made on the forecast traffic growth in Southend and its consequent adverse effects.

### E2 Major Projects and Programmes

- E2.1 The Borough Council has resolved that the implementation programme for the major scheme is based on the premise that the Council's Annual Capital Guidelines (ACG) will be set at a sufficient level to provide the Council's element of funding without detracting from the capital funding needs for Education, Social Services, and other service needs in line with Government expectations and economic regeneration of the Borough in accordance with the defined regional priority.
- E2.2 Table 6a details the expenditure profile of the Major Scheme. Having regard to the preliminary observations received from Government on the Major Scheme in relation to the Provisional Local Transport Plan submitted in July 1999, consideration has also been given to the funding profile that

would be required if the major scheme were to be implemented as part of an enhanced overall package.

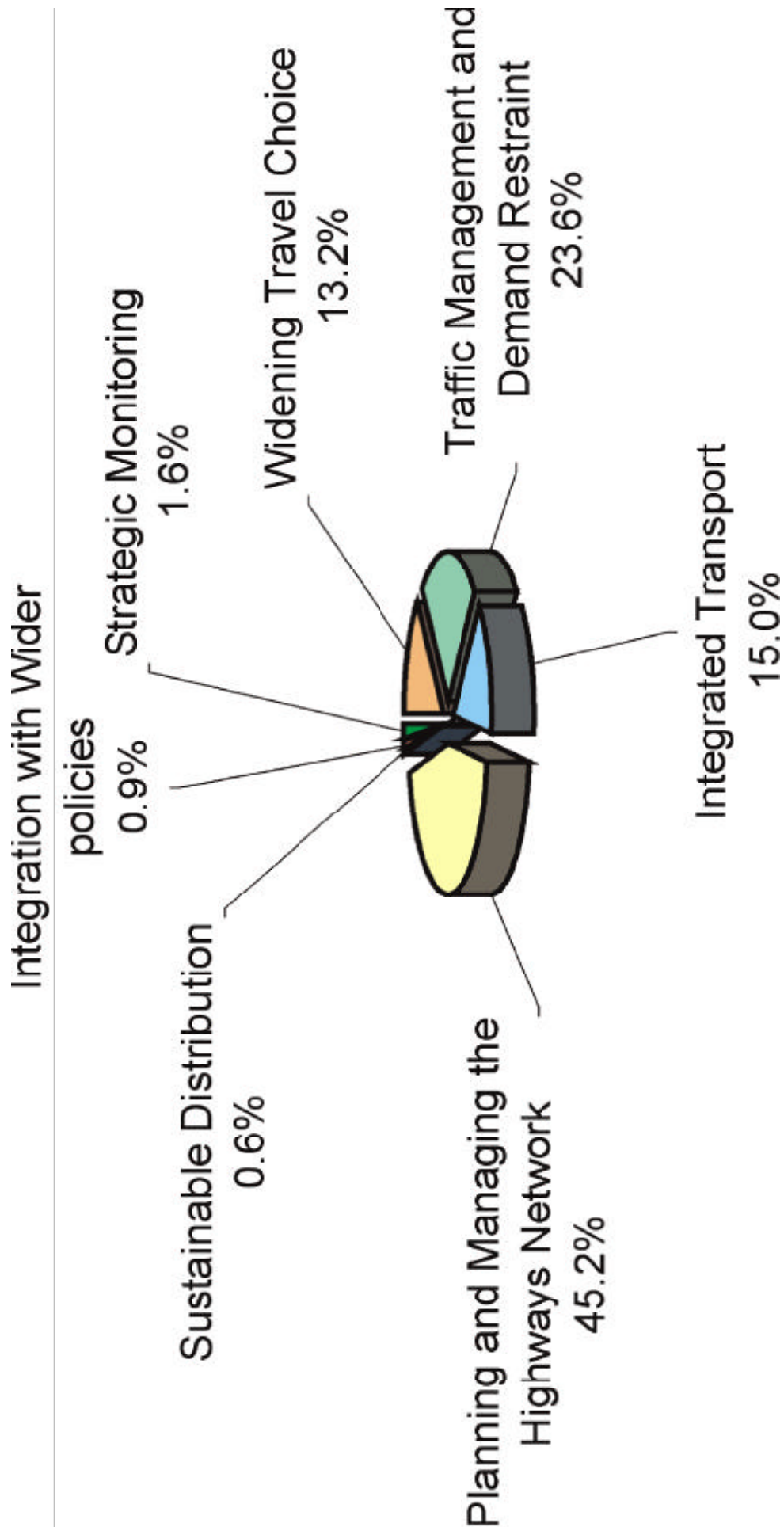
- E2.3 Because of the importance of the Major Scheme to the overall strategy and the need to implement it in as comprehensive manner and in as short a time span as possible (see paragraph D6.14), it is considered that the funding profile would need to be the same as detailed in Table 6a. This would represent an increase of 120% on the expenditure profile bid (excluding expenditure on planning and managing the highway network), and 200% increase on the 2000/2001 allocation – see **Table 3**.
- E2.4 Tables 6b to 6e overleaf provide additional information on the major scheme proposed and individual projects costing more than £250,000. Other projects listed in Table 4a with a value of more than £250,000 are composed of a number of small (less than £250,000) proposals which are not as directly dependent on each other to satisfy the strategy, although they will contribute to the same objectives. Components of the schemes are set out in Tables 5a to 5d.

<p>Partial LTP SCA Project Funding</p>	<p>Full LTP SCA Project funding as per bid (2000/01 settlement + 33.3% extra for Integrated Transport. Special maintenance and Bridge funding at level of need) (assumed base)</p>	<p>Increased LTP SCA Project Funding (2000/01 settlement + 50% extra for Integrated Transport. Special maintenance and Bridge funding at level of need) (additional £0.3m per annum)</p>	<p>Increased LTP SCA Project Funding (2000/01 settlement + 100% extra for Integrated Transport. Special maintenance and Bridge funding at level of need) (additional £1.17m per annum)</p>	<p>Increased LTP SCA Project Funding (2000/01 settlement + 200% extra for Integrated Transport. Special maintenance and Bridge funding at level of need) (additional £2.92m per annum)</p>
<p>Full LTP Major Project TSG/ ACG funding</p>	<p>Unable to meet LTP objectives in full. Scalling down/ abandon certain integrated transport projects with consequent reduction in anticipated improvements and lengthening of time scales in meeting targets.</p>	<p>Increased in development of bid projects. Emphasis on traffic demand management, expansion of safety initiatives to meet targets earlier, improvements to passenger transport and interchange facilities, and environmental/traffic management improvements in <b>some</b> additional 'Rooms'.</p>	<p>Increased in development of bid projects. Emphasis on traffic demand management, expansion of safety initiatives to meet targets earlier, improvements to passenger transport and interchange facilities, and environmental/traffic management improvements in a number of <b>additional</b> 'Rooms'.</p>	<p>Increased in development of bid projects. Emphasis on traffic demand management, expansion of safety initiatives to meet targets earlier, improvements to passenger transport and interchange facilities, and environmental/traffic management improvements in a <b>significant number of additional</b> 'Rooms'.</p>
<p>No LTP Major Project TSG/ACG funding</p>	<p>Would result in failure to meet the LTP strategy. Failure to provide for traffic to use the principal distributor network resulting in continuing/increasing 'rat running' through environmental rooms, increasing delays to buses and increasing congestion and pollution. Increasing accessibility problems detrimentally affecting the local economy and the ability to realise significant development opportunities. This would undermine regeneration initiatives and the objectives of the Thames Gateway.</p>	<p>Would result in failure to meet the LTP strategy. Failure to provide for traffic to use the principal distributor network resulting in continuing/increasing 'rat running' through environmental rooms, increasing delays to buses and increasing congestion and pollution. Increasing accessibility problems detrimentally affecting the local economy and the ability to realise significant development opportunities. This would undermine regeneration initiatives and the objectives of the Thames Gateway.</p>	<p>The diversion of <b>all</b> of the monies for integrated transport expenditure to the Major Scheme (except for £0.5m on road safety projects) would permit that scheme to be pursued. However, this is unsatisfactory as <b>no</b> other elements of the integrated transport strategy could be pursued in the 5 year plan period. An alternative is to undertake some minor elements of the Major Scheme and enhance the basic strategy. However, due to the networks connectivity, action to resolve the traffic problems on the main routes subject to the Major Scheme (A13 and A127/A1159) cannot be treated in isolation or be dealt with on different time frames. They must be tackled in a comprehensive manner or improvements on one route will simply result in problems being created on the other.</p>	<p>The diversion of <b>all the additional funds</b> for integrated transport expenditure to the Major Scheme would allow this to be undertaken in full as well as the other defined elements of the LTP strategy and <b>the LTP Strategy could be met in full</b>.</p>



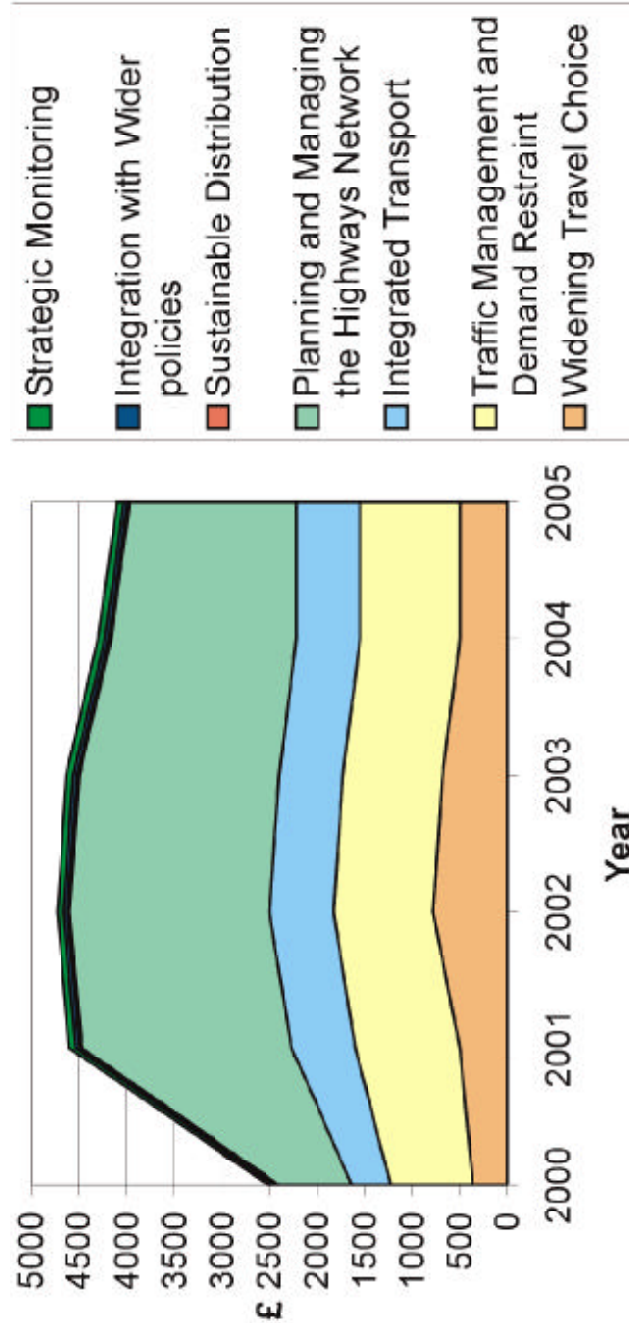
Strategy	Related Measures	2000/1 Bid £000's	Approved 2000/1 Settlement £000's	2001/2 Bid £000's	2002/3 Bid £000's	2003/4 Bid £000's	2004/5 Bid £000's	2005/6 Bid £000's	Total 2001/02 to 2005/6 Bid £000's	Total 2001/02 to 2005/6 Bid (exc' major scheme) Measure %	Total 2001/02 to 2005/6 Bid (exc' major scheme) Group %
Widening Travel Choice	1 Cars	-	-	20	20	20	20	20	100	100	0.4
	2 Buses	480	150	180	180	180	180	180	900	900	4.0
	3 Rail Investment Schemes	50	25	33	33	33	33	33	165	165	0.7
	4 Taxis and Private Hire Vehicles	40	20	27	27	27	27	27	135	135	0.6
	5 Voluntary and Community Transport	20	10	20	300	0	0	0	320	320	1.4
	6 Cycling	400	100	150	150	350	170	170	990	990	4.4
	7 Walking and Pedestrianisation	100	50	65	65	65	65	65	325	325	1.5
	8 Powered Two Wheelers	20	5	5	5	5	5	5	25	25	0.1
Traffic Management and Demand Restraint	9 Intelligent Transport Systems	100	60	80	80	80	80	80	400	400	1.8
	10 Capacity Reallocation (including traffic calming)	100	100	133	133	133	133	133	665	665	3.0
	11 Other Measures to Address Congestion and Pollution	60	60	80	80	80	80	80	400	400	1.8
	12 Road User Charging and Workplace Parking Charges	10	2	3	3	3	3	3	15	15	0.1
	13 Parking (including decriminalisation of parking & VMS)	50	240	100	50	50	50	50	300	300	1.3
	14 Road Safety (Accident remedial and child safety schemes)	400	400	700	700	700	700	700	3500	3500	15.6
	15 Interchange Facilities (including travel to stations)	240	148	250	250	250	250	250	1250	1250	5.6
	16 Park and Ride	20	2	3	3	3	3	3	15	15	0.1
	17 Integration with Development Plans	50	10	10	10	10	10	10	50	50	0.2
	18 Regional Transport Strategies	10	5	5	5	5	5	5	25	25	0.1
Planning and Managing the Highways Network	19 Public Transport Information	50	50	65	65	65	65	65	325	325	1.5
	20 Travel Awareness, Journeys to Work and School	100	135	250	250	250	250	250	1250	1250	5.6
	21 Crime and Fear of Crime	100	65	87	87	87	87	87	435	435	1.9
	22a Special Maintenance on Principal Roads	1190	472	1600	1500	1500	1350	1150	7100	7100	31.7
	22b Bridge Assessments and Strengthening	500	0	500	2000	4000	4000	4000	14500	14500	63.7
	23 Major Improvement Scheme	50	20	20	20	20	20	20	100	100	0.4
	24 Freight Quality Partnerships (including rail freight)	10	5	5	5	5	5	5	25	25	0.1
	25 Inland Waterways	50	20	20	20	20	20	20	100	100	0.4
	26 Promoting Social Inclusion	50	20	20	20	20	20	20	100	100	0.4
	27 Action on Climate Change, Air Quality and Noise	60	20	20	20	20	20	20	100	100	0.4
Strategic Monitoring	28 Development of Basic Strategy	2410	1750	2401	2631	2631	2351	2351	12265	12265	53.8
	Total (excluding Special maintenance, Bridges and Major Improvement Schemes)	3850	2518	4601	4731	4631	4301	4101	22365	22365	100.0
	Total (including Major Improvement Scheme)	4350	2518	5101	6731	8631	8301	8101	36865	36865	160.0

Total 2000/1 Settlement £2,348k original + £172k extra. Total £2,518K  
 2001/2 to 2005/6 Plus 33.3% first year only (£2333 rounded to £2400). But excluding measures 22a & b which reflect low bid for 2000/2001 and need  
 Exceptional Items in 2002/03 and 2003/4. Voluntary Community Transport - Establish a new Co-ordinated system. Cycling - Cinder Path link to NCN route 16 in conjunction with Essex County Council's section from  
 Leigh to Benfleet



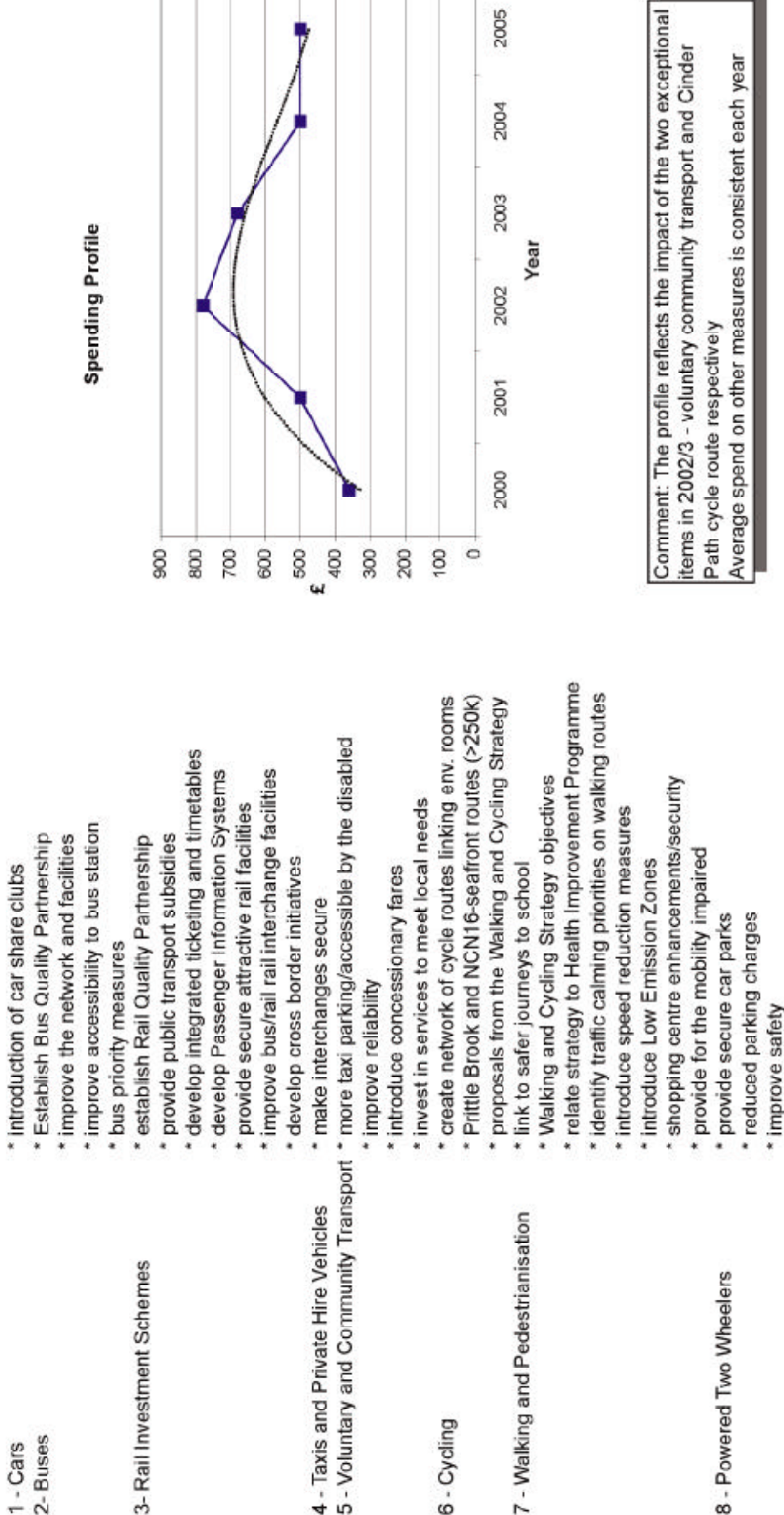
This shows a realistic, balanced bid of approximately £4.5m per annum. The seven elements of the strategy inter-relate and demonstrate an increased commitment to planning and managing the highway network as a proportion of the overall spend (45%). Traffic management and demand restraint (including road safety) at nearly 25% remains a key element in the LTP. A widening travel choice and integrated transport spend at over 28% provides for real travel choices to be made.

Strategy		Total Bid - Cumulative costs										
Details	Year £000's	Full LTP (2001/2 to 2005/6)										
		2000	2001	2002	2003	2004	2005	2001/5	2001/5	2001/5	2001/5	
Widening Travel Choice		360	500	780	680	500	500	2960				
Traffic Management and Demand Restraint		862	1096	1046	1046	1046	1046	5280				
Integrated Transport		413	670	670	670	670	670	3350				
Planning and Managing the Highways Network		768	2200	2100	2100	1950	1750	10100				
Sustainable Distribution		25	25	25	25	25	25	125				
Integration with Wider policies		40	40	40	40	40	40	200				
Strategic Monitoring		50	70	70	70	70	70	350				
Totals (excluding major scheme)		2518	4601	4731	4631	4301	4101	22365				





Related Measures	Details	Full LTP (2001/2 to 2005/6)										
		Actual		Full LTP (2001/2 to 2005/6)								
		Year	2000	2001	2002	2003	2004	2005	2001/5	2001/5	2001/5	2001/5
		£000's	360	500	780	680	500	500	2960	2960	2960	2960



- 1 - Cars
  - \* introduction of car share clubs
  - \* Establish Bus Quality Partnership
- 2- Buses
  - \* improve the network and facilities
  - \* improve accessibility to bus station
  - \* bus priority measures
- 3- Rail Investment Schemes
  - \* establish Rail Quality Partnership
  - \* provide public transport subsidies
  - \* develop integrated ticketing and timetables
  - \* develop Passenger information Systems
  - \* provide secure attractive rail facilities
  - \* improve bus/rail rail interchange facilities
  - \* develop cross border initiatives
- 4 - Taxis and Private Hire Vehicles
  - \* make interchanges secure
- 5 - Voluntary and Community Transport
  - \* more taxi parking/accessible by the disabled
  - \* improve reliability
- 6 - Cycling
  - \* introduce concessionary fares
  - \* invest in services to meet local needs
  - \* create network of cycle routes linking env. rooms
  - \* Prittle Brook and NCN16-seafront routes (>250K)
- 7 - Walking and Pedestrianisation
  - \* proposals from the Walking and Cycling Strategy
  - \* link to safer journeys to school
  - \* Walking and Cycling Strategy objectives
  - \* relate strategy to Health Improvement Programme
  - \* identify traffic calming priorities on walking routes
  - \* introduce speed reduction measures
  - \* introduce Low Emission Zones
  - \* shopping centre enhancements/security
  - \* provide for the mobility impaired
  - \* provide secure car parks
  - \* reduced parking charges
  - \* improve safety
- 8 - Powered Two Wheelers
  - \* improve safety



Related Measures	Details	Full LTP (2001/2 to 2005/6)									
		Actual		Year							
		2000	2001	2002	2003	2004	2005	2005	2001/5	2001/5	
	Bid Value	852	1096	1046	1046	1046	1046	1046	5280	5280	
	£000's										

9 - Intelligent Transport Systems

- \* provide bus priority measures (telematics)
- \* improve travel information (real-time)

10 - Capacity Reallocation

- \* improve reliability and frequency of service
- \* designate bus and coach routes
- \* develop HGV routes and HGV area bans
- \* traffic calming to prevent suppressed demand
- \* provide space for walking and cycling
- \* resident's parking schemes
- \* speed reduction measures
- \* consider Home Zones
- \* enforcement of low emission zones
- \* air quality strategy
- \* awareness measures

11 - Other Measures to Address Congestion and Pollution

- \* encourage cleaner fuels and technology
- \* no scope for introducing at the present time

12 - Road User Charging and Workplace Parking Charges

- \* decriminalised parking and enforcement
- \* parking strategy

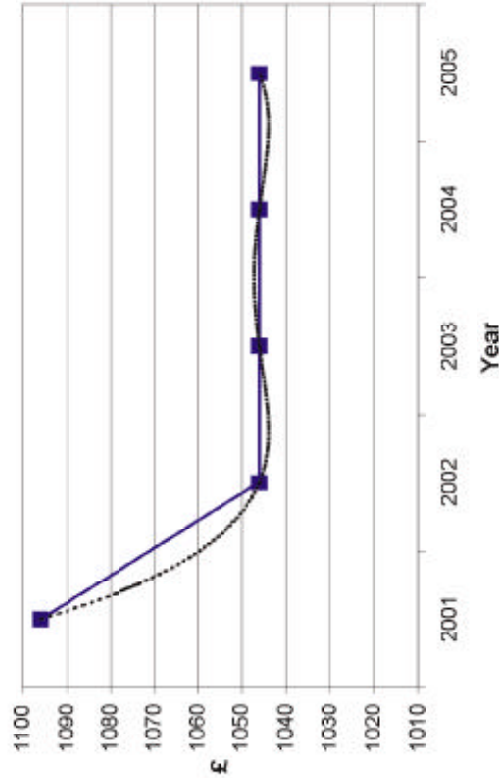
13 - Parking

- \* pricing strategy for long stay car parking
- \* provision of maximum parking standards
- \* road safety strategy

14 - Road Safety

- \* provide more education and training at schools
- \* new 2010 accident targets

Spending Profile

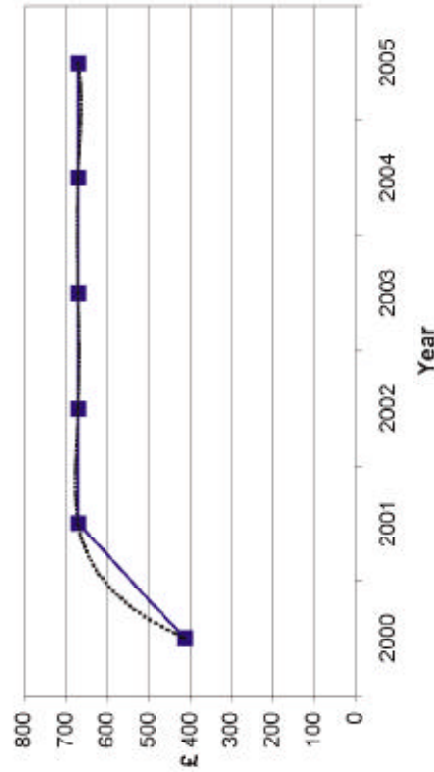


Comment: The initial peak reflects the need to implement decriminalised parking as a pre-requisite to developing the major scheme. The road safety strategy measures are significant at 700k for each year of the plan and necessary to provide resources to meet the mid-range targets for casualty reduction. Also required to support walking, cycling and safer journeys to school

Related Measures	Details	Year	Full LTP (2001/2 to 2005/6)								
			Actual	2000	2001	2002	2003	2004	2005	2001/5	
	Bid Value	£000's		413	670	670	670	670	670	3350	Total

- 15 - Interchange Facilities
  - \* develop major interchange sites
  - \* improve access for buses, rail, taxis, voluntary and community transport, cyclists and pedestrians
  - \* improve signage
  - \* improve ticketing arrangements
  - \* improve passenger information and facilities
  - \* improve facilities for the disabled
  - \* links with widening travel choice
  - \* links with personal security issues
  - \* consider suitable sites if deemed appropriate
  - \* consistent with other policies and land use planning
  - \* inform review of Borough Local Plan and related strategies
- 16 - Park and Ride
- 17 - Integration with Dev' Plans
- 18 - Regional Transport Strategies
- 19 - Public Transport Information
- 20 - Travel Awareness, Journeys to Work and School
  - \* inform development of the East of England RTP
  - \* information points (PIMS) as part of telematics
  - \* improve and co-ordinate timetables
  - \* publish more information - centred on offices/schools
  - \* awareness campaigns, press, radio, etc
  - \* utilise TravelWise campaign
  - \* Travel to Work strategy
  - \* develop car sharing databases
  - \* Safer Journeys to School Strategy
  - \* provide safer car parks
  - \* extend CCTV system
  - \* personal security to encourage sustainable transport
  - \* provide for safe links between transport nodes in the town centre
- 21 - Crime and Fear of Crime
  - \* linked to the Community Safety Strategy

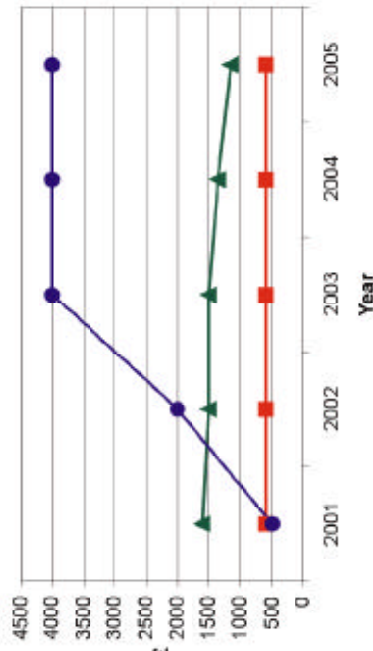
Spending Profile



Comment: The two significant areas within integrated transport are the development of improved interchange facilities and safer journeys to school. The spend profile is consistent with the need to improve facilities and the programme of work identified through the development of school travel plans

Actual	Full LTP (2001/2 to 2005/6)					
	2000	2001	2002	2003	2004	2005
Year						
£000's	296	600	600	600	600	3000
£000's	472	1600	1500	1500	1350	7100
£000's	0	500	2000	4000	4000	14500

Spending Profile



Comment:

Maintenance and bridge strengthening - trend peaks in first two years as bridge strengthening programme on major HGV route is completed.

Highway maintenance has a consistent spending profile.

Major scheme - profile allows build up to develop scheme, with initial high level investment to make significant changes. (See Diagram 10)

Related Measures	Details	Year
	Special Maintenance on Principal Roads	£000's
	Bridge Assessments and Strengthening	£000's
	Major scheme	£000's

- 22 Special Maintenance Principal Roads
  - \* preserve integrity of the infrastructure
  - \* maintain asset value of network
  - \* Utilise UKPMS - CVI assessment
  - \* principal of duty of care to prevent accidents
  - \* major resurfacing at optimum periods
  - \* strategy to be related to bridge strengthening
  - \* route management related to LTP strategy of rooms and distributors
- 22 - Bridge Assessments/Strengthening
  - \* ensure bridges are safe and fit for purpose
  - \* priorities given to LTP route strategy
  - \* links major industrial areas - including regeneration areas
  - \* divert HGVs away from residential and town centre routes
  - \* 40T limit on heavy load routes
  - \* minimise disruption and inconvenience to road users caused by bridge closures, maintenance or diversions
- 23 - Major Improvement Schemes
 

Linkages:-

  - \*bus priorities
  - \*bus station and waiting facilities
  - \*capacity reallocation
  - \*sustainable transport
  - \*bridge strengthening
  - \* improve bus reliability and related facilities
  - \* widening travel choice through sustainable modes
  - \* relocation and upgrading of Central Bus Station
  - \* resolving peak hour congestion at Priory Crescent
  - \* reallocation of roadspace, whilst maintaining access
  - \* supported by minor schemes from other strategies
  - \* amendment to junctions and some on-line improvements
  - \* improvements to local environment



**Table 6: Schemes Over £250,000**

<b>MAJOR IMPROVEMENTS SCHEME – A13 and A127/1159</b>		<b>Table 6a</b>
Related Measure No 23 (see Table 4a)		

**Strategy: All****Cost £14.5m to 2005/6 plus possible developer contributions****Description/purpose:**

The Major Scheme lies at the heart of the Strategy of the Local Transport Plan. It has been developed by the Partnership in response to the overriding need to address head on the problem of increasing congestion on the major corridors of traffic movement in the town, namely the A13 and A127/A1159 (**see also paragraphs D6.10 to D6.28**).

The A13 is the town's main bus route and a major access road whilst the A127/A1159 provides access to the town's principal employment areas and development opportunity sites.

The scheme aims to promote bus use (from Leigh to the town centre) by improving access along and to the A13 and the ability to move more effectively freight and business traffic on the A127/A1159 by addressing the major pinchpoint in the network at Priory Crescent, an 800 metre length of single carriageway which results in congestion and delays and a major barrier to realising significant development opportunities crucial to the regeneration of the town. The scheme also includes the relocation and improvement of the very poor facilities at the Central Bus Station.

Problems and their solution on the A13 and A127/A1159 corridors are interdependent and therefore form a single scheme. Due to the networks connectivity action to resolve the traffic problems on these routes cannot be treated in isolation or be dealt with on different time frames. They must be tackled in a comprehensive manner or improvements to one route will simply result in problems being created on the other. A piecemeal approach to the scheme would result in the diversion of traffic to other routes to the detriment of the "Rooms and Distributors", and not deliver a significant improvement in bus passenger and freight/business transport movement undermining the objectives of the Partnership and Plan strategy (**see Map 13**).

The Partnership has developed the provisions of the Major Scheme in a structured way to achieve a consensus view as to how these issues should be taken forward.

The principles of the Major Scheme therefore have community support which is essential to its future development and success. Due to time constraints, it has not been possible to work up full details of the scheme prior to submission of the Local Transport Plan to Government. However solid foundations have been put in place for taking its provisions forward.

Funding is therefore sought to permit detailed appraisal and design work to be undertaken in partnership. This will include the preparation of Appraisal Summary Tables and cost benefit analysis. This would be undertaken whilst other key elements of the scheme essential for its successful implementation, particularly preparation for decriminalisation of parking enforcement and the establishment of Quality Bus and Freight Partnership's, are put into place. (**see Diagram 10**). A preliminary Appraisal Summary Table is set out in Part G.

**A13 (Leigh to Southend town centre)**

The scheme seeks to;

- *achieve a quality passenger transport and movement corridor on the A13 from Leigh to the town centre area through a series of bus priority measures and improvements to the bus infrastructure, and associated environment;*
- *relocate the Central Bus Station to provide for a quality town centre interchange facility (see also paragraph D5.3.*



This will build on the telematics and real time travel information work that is being developed (see paragraph D4.8).

The limited site area and congested nature of the current Central Bus Station site gives rise to excessive concentrations of vehicle emissions and poor air quality within the vicinity. As a major visitor gateway to the town, its poor facilities create a negative image to the user and tourist, and down grade the surrounding area, thereby detrimentally affecting the Borough Council's regeneration initiatives for the town.

The whole route treatment will involve a detailed consideration of each element of the seven kilometre stretch of highway. The nature of the frontage activities along the route (with the associated demand for parking and servicing), the pedestrian activity, the many junctions, the dense surrounding residential area, and the varying carriageway and footway widths make this a particularly challenging scheme.

The aspects to be considered as part of the design work will include;

- *relocation and improved facilities to provide for a quality Central Bus Station;*
- *bus priority measures;*
- *improved bus stop environment/bus shelters;*
- *real time travel information on bus shelters*
- *review and management of on – street parking along the route and in side roads;*
- *detailed consideration of service arrangements for the numerous commercial premises that align the route;*
- *footway reconstruction in enhanced materials and street furniture rationalisation and replacement to improve the environment for pedestrians/bus users and make the whole scheme concept more acceptable for users, residents, and business frontagers and adding to regeneration aspirations;*
- *localised carriageway reconstruction;*
- *possible kerb realignments;*
- *entry treatments in adjacent side roads;*
- *possible traffic calming in some surrounding roads;*
- *localised junction layouts redefined to improve capacity;*
- *review of pedestrian crossing facilities;*
- *consideration of cycle movement and parking*

Initial cost estimates are;

*Estimated Costs (£m)*

<b>A13</b>		
	Bus Priority	0.6
	Bus facilities	0.4
	Pedestrian crossing facilities	0.5
	Footway/street enhancements/side road entry treatment	2.0
	Parking/servicing/layby facilities	0.5
	Cycle facilities	0.1
	Junction reconfiguration/bus gating	0.5
	Associated side road traffic calming/management	1.0
	Carriageway resurfacing/reconstruction	0.5
<b>Bus Station</b>		
	Relocation and improvements	3.5
	Associated traffic management	0.7
	Pedestrian linkages/environmental enhancement	0.7
<b>Total</b>		<b>11.0</b>

### **A127/A1159**

The scheme seeks to;

- *upgrade Priory Crescent to dual carriageway status; and*
- *provide for junction improvements at Cuckoo Corner.*

The latter will also be essential to realise the proposed bus priority measures between London Southend Airport and the town centre which traverses the junction. This will form an integral part of the development of an Airport Surface Access Strategy.

Initial indicative designs for the scheme have shown that it is possible to accommodate the scheme entirely on land and property within the Borough Council's ownership.

Initial cost estimates for the scheme are;

Cuckoo Corner Junction Improvement	0.8
Railway Bridge Approach/Improvements	1.0
Priory Crescent dualling	1.7

**Total** **3.5**

#### **Linkages:**

This project lies at the heart of the Strategy and the Environmental Rooms and Distributors. It will support and be supported by, minor schemes; eg bus stop facilities, cycling, walking, capacity re-allocation, Public Transport Information, journey to work and school, bridge strengthening. The scheme will significantly enhance, and be essential to, the regeneration process, particularly the realisation of the many development opportunities in the town.

#### **Future Development:**

Completion of the core network if not achieved by 2005/6. Development of priorities on secondary bus and freight routes.

	<i>Approved 2000/1 Settlement £000's</i>	2001/2 Bid £000's	2002/3 Bid £000's	2003/4 Bid £000's	2004/5 Bid £000's	2005/6 Bid £000's	Total 2001/2 to 2005/6 £000's
A13 (London Road)	0	200	700	1,700	2,000	1,500	6,100
Bus Station / Town Centre Traffic Management	0	100	700	1,300	1,000	1,800	4,900
A127 / A1159	0	200	600	1,000	1,000	700	3,500
<b>Total</b>	0	500	2,000	4,000	4,000	4,000	14,500

## Cycling (Prittle Brook and Shoeburyness to Leigh Cycle Routes)

Table 6b

Related Measure No 6  
(see Table 4a)

### Strategy: Widening Travel Choice Description/Purpose

Cost: £990,000 to 2005/6

The cycling project elements which exceed £250K are:

- *Prittlewell Brook Cycle Route (part of the Sustrans regional route - Bishops Stortford to Southend) ; and-*
- *Completion of the Sustrans National Cycle Network Route 16 Shoeburyness to Leigh/Benfleet. Route to be reviewed as part of cycling strategy.*

These projects build on those elements of the network already completed utilising previous years TPP and LTP monies.

The purpose of the projects is to establish a network of cycle routes in order to effectively promote cycling as a viable and safe alternative mode of transport, to reduce car dependency, and promote a healthier lifestyle.

#### Linkages:

Major improvement scheme, Environmental Rooms and Distributors, walking and pedestrianisation, capacity reallocation, measures to address congestion and pollution, road safety, journeys to work and school, action on climate change. It would also provide links with the Local Health Plan.

#### Future Development:

Secondary links and leisure routes.

### Financial Bid Profile

	Approved 2000/1 Settlement £000's	2001/2 Bid £000's	2002/3 Bid £000's	2003/4 Bid £000's	2004/5 Bid £000's	2005/6 Bid £000's	Total 2001/2 to 2005/6 £000's
<b>Prittle Brook Cycle Route</b>	–	50	50	80	100	100	380
<b>Shoeburyness to Leigh Cycle Route</b>	80	80	80	250*	50	50	510
Other cycle network and related measures	20	20	20	20	20	20	100
<b>Total</b>	100	150	150	350	170	170	990

\*'Cinder path' link from Leigh to Chalkwell in conjunction with Essex County Council / Railtrack

**Interchange Facilities****Table 6c**Related Measure No  
15 (see Table 4a)**Strategy: Integrated Transport  
Description/Purpose****Cost: £1.25m to 2005/6**

The Local Transport Plan identifies a hierarchy of the key point to point accesses having regard to their location, established facilities, linkages, and opportunities (see paragraph 5.3). This hierarchy comprises;

- *key interchange sites at*  
Leigh Railway Station;  
London-Southend Airport;  
Town Centre (Southend Victoria Railway Station, Southend Central Railway Station, and Central Bus Station);  
Central Seafront Area (Seaway Coach and Car Park and Proposed Hovercraft Terminal);  
Shoeburyness Railway Station.
- *Supporting rail interchange sites at*  
Chalkwell, Westcliff, Southend East, Thorpe Bay and Prittlewell.
- *Interchange sites at the intersection of major bus corridors; and*
- *Individual bus stops.*

A preliminary audit of these sites has revealed a number of significant deficiencies. Improving these sites will be essential to widening travel choice and providing for a level of passenger transport service capable of achieving modal shift. Improvements to the Central Bus Station and A13 bus corridor form part of the Major Scheme proposals.

**Linkages:**

Widening travel choice, public transport information, crime and fear of crime, social inclusion.

**Future Development**

Ongoing improvements to interchange sites.

**Financial Bid Profile**

	Approved 2000/1 Settlement £000's	2001/2 Bid £000's	2002/3 Bid £000's	2003/4 Bid £000's	2004/5 Bid £000's	2005/6 Bid £000's	Total 2001/2 to 2005/6 £000's
<b>Total</b>	146	250	250	250	250	250	1,250



**Road Safety****Table 6d**

Related Measure No  
14 (see Table 4a)

**Strategy: Integrated Transport  
Description/Purpose****Cost: £3.5m to 2005/6**

Accident reduction to 2010 Target as part of the Borough Council's commitment to ensuring that road safety forms an integral part of the strategy. The funding bid for *Road Safety includes*;

- *Accident 2010 schemes,*
- *contributions to the accident reduction aspects of other schemes; (eg cycling, walking and pedestrianisation, journeys to work and school, and major improvement scheme, will contribute to road safety through design and modal choice),*
- *contributions to road safety initiatives within Environmental Rooms,*
- *Measures to reduce the perception of risk, but not directly targeting existing accidents (e.g. 20mph zones and pedestrian crossing facilities to encourage sustainable modes).*

**Linkages:**

All Strategies. Local Health Plan

**Future Development:**

Ongoing examination of accident occurrence and action programme.

**Financial Bid Profile**

Approved 2000/1 Settlement £000's	2001/2 Bid £000's	2002/3 Bid £000's	2003/4 Bid £000's	2004/5 Bid £000's	2005/6 Bid £000's	Total 2001/2 to 2005/6 £000's
400	700	700	700	700	700	3,500

## Maintenance and Bridge Strengthening

Table 6e

Related Measure No  
22 (see Table 4a)

### Strategy: Integrated Transport

Cost: £10.1m to 2005/6

#### Description

The highway maintenance programme has been developed to target expenditure, both revenue and capital, on routes that;

- *support the road hierarchy – the routes intended to carry the highest volumes of traffic, particularly HGV's and pedestrians;*
- *assist in the delivery of the local transport Plan strategy to widen travel choice, particularly the provision of high quality pedestrian, cycle and bus routes; and*
- *target road safety problems.*

The development of a route hierarchy – 'Environmental Rooms and Distributors' – by the Partnership has provided the opportunity for the Borough Council to reappraise its road maintenance and bridge strengthening programmes in a more integrated manner.

Priorities for expenditure on bridge strengthening have been determined from the condition of structures on the strategic A127/A1159 and A13 corridors, and the development of the route hierarchy – 'Environmental Rooms and Distributors'.

Further details and details of expenditure are set out in the accompanying Technical Paper.

#### Linkages:

Capacity reallocation, Major Improvement Scheme, Environmental Rooms and Distributors, Action on Air Quality and Noise and Bus and Freight Quality Partnerships.

#### Future Development:

Works to Bridges/Structures on other routes in accordance with hierarchy – Environmental Rooms and Distributors.

#### Financial Bid Profile

	Approved 2000/1 Settlement £000's	2001/2 Bid £000's	2002/3 Bid £000's	2003/4 Bid £000's	2004/5 Bid £000's	2005/6 Bid £000's	Total 2001/2 to 2005/6 £000's
Structural Maintenance of PCN carriageways	296	600	600	600	600	600	3,000
Bridge Strengthening	472	1,600	1,500	1,500	1,350	1,150	7,100
<b>Total</b>	768	2,200	2,100	2,100	1,950	1,750	10,100