

Part G:
Appraisal

SOUTHEND-ON-SEA
Moving forward together



PART G: Appraisal

G1 Appraisal Summary Tables for Local Transport Plan Integrated Package and the Major Scheme

- G1.1 In accordance with Government guidance for the preparation of Local Transport Plans, simplified Appraisal Summary Tables (AST) have been prepared (**see Diagram 13**) showing the impact of;
- *the integrated package of measures without the Major Scheme,*
 - *the integrated package of measures with the Major Scheme, and*
 - *the Major Scheme.*
- G1.2 These relate to the five over-arching objectives/criteria for transport which underlie NATA. However, these appraisals are of an interim nature pending the preparation of detailed design work and cost benefit analysis of the Major Scheme. These interim AST's use the three-point scale to indicate the proposals impact on each sub-objective. The final AST's, accompanying the detailed analysis, will however assess impact using the seven-point scale where quantities are not appropriate - as detailed in Government guidance.
- G1.3 The principles of the Major Scheme (see paragraphs D6.10 to D6.29) have community support which is essential to its future development and success. It has not been possible to work up full details of the scheme prior to submission of the Local Transport Plan to Government.
- G1.4 Detailed design and cost benefit analysis will be undertaken in the coming months in consultation with the Borough Councils consultants (see paragraph D6.28 and Diagram 10 setting out the timetable and process for developing the Major Scheme). This will include a development of a comprehensive NATA replacing Diagram 13 as set out.

G2 AST For Additional Alternative Strategies

- G2.1 The Partnership has developed a consensus view as to the appropriate way forward for transportation in the Borough, has established ownership of the process and is committed to implementing the Plan. Alternative strategies were considered and rejected as being inappropriate in the Southend context, a dense urban area in a peninsula location.

Diagram 13 - Table A: LTP 5 Year Integrated Package of Measures without Major Scheme

Total Cost of the proposals £22.4 m
(Cost to Government)

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
ENVIRONMENT	Noise	Global reduction in traffic growth through overall measures to widen travel choice, manage traffic and restrain demand including more efficient and effective management of the highway network, will result in reduction in noise. In particular, annoyance from noise will be reduced in Environmental Rooms through traffic management schemes and School Travel Plans etc.	Not quantifiable as yet	Moderate Beneficial
	Local Air Quality	LTP Strategy compatible with Road Traffic Reduction Report and developing Local Air Quality Strategy. In particular where freer movement achieved on Town's Distributor network reduced congestion will lead to better air quality (key problem location - Priory Crescent tackled under Major Scheme). Overall benefit in residential areas as above.	Not quantifiable as yet	Moderate Beneficial
	Greenhouse Gases	Measures within LTP to reduce traffic growth to less than forecast will contribute to a reduction in forecast growth in emissions. Fuel efficient and 'greener' Council vehicle fleet.	Not quantifiable as yet	Net reduction in CO ₂ in tonnes
	Landscape	All schemes will have regard to the need to protect designated areas of intrinsic nature conservation value at national, regional and local level. Schemes will maximise the landscape value of highway verges including tree planting to form green wedges within the town.		Beneficial
	Townscape	Design of all traffic calming measures - hard and soft surfaces and street furniture (including passenger transport facilities) will follow the principles of good design and be to the highest quality, contributing to Urban Renaissance, fostering local identity and regeneration.		Beneficial
	Heritage of Historic Resources	As above, particular care will be taken in design to protect and positively enhance Conservation Areas. Traffic management measures will be sensitive to avoid generating unnecessary increases in through traffic in such areas		Beneficial
	Biodiversity	Overall containment of traffic (in numbers and network terms) will be beneficial, together with protection of environmentally sensitive areas and wildlife habitats. Specific design and operation measures for Hovercraft service will bring moderately positive effects to ecology of the coastal mudflats in the Thames estuary		Beneficial
	Water Environment	No likely negative effects on the water environment in the plan area		Neutral
	Physical Fitness	Healthier lifestyles will be promoted through increased take-up of the opportunities provided by safer cycling and walking facilities and facilities provided by employers (Green Travel Plans). Awareness campaigns will also highlight the health benefits of a more active lifestyle. There will be a focus on health aspects of Safer Journeys to Schools initiatives (the LTP adds value to the Health Improvement Plan). Reduction in emissions will also benefit the overall health of the population	Number of journeys undertaken by walking and cycling Total number of Travel Plans and School Travel Plans	Beneficial
	Journey Ambience	Improvements in the comfort and well being of persons using public transport through Quality Bus and Rail Partnerships. In developing a better 'product' emphasis will be placed on enhancing the attractiveness, comfort and ease of use of services and interchange facilities.	% of users satisfied with local bus and rail services	Beneficial

Diagram 13 - Table A: LTP 5 Year Integrated Package of Measures without Major Scheme (cont...)

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
SAFETY	Accidents	Target of 30% reduction in KSI and 25% reduction in Child KSI by 2005 through measures related to areas, routes and single sites. Action will be co-ordinated with traffic management measures in Environmental Rooms and Distributors, Safer Journeys to School Initiatives and the Cycling and Walking Strategy	Number of Accidents	<i>Large Beneficial</i>
	Security	The LTP draws on initiatives in the Borough's Community Safety Strategy, in particular, in the town centre where the safety and attractiveness of the connections between major interchanges is key to developing an integrated and effective transportation network (all rail stations to achieve 'Secure Stations' status). Personal safety in terms of crime and accidents is also pursued through School and Green Travel Plans and proposed action on foot and cycleways, including the provision of enhanced street lighting, CCTV and surveillance through increased patronage.	Reported Crime on passenger transport	<i>Large Beneficial</i>
ECONOMY	Transport Economic Efficiency	Details of net time and operating cost saving on bus and rail services are dependent on the operators, however joint working through Quality Partnerships and LTP is expected to improve savings. Benefits to car and freight traffic delivered by freer movement on distributor network (including traffic management measures, decriminalisation of illegal parking etc) and improved clarity of routes.	Not quantifiable as yet	<i>Moderate Beneficial</i>
	Reliability	Attainment and improvement of rail service reliability as laid in franchise contracts underlies the measures set out in LTP. Bus service reliability improvements sought through modernisation of fleet, interchanges and SCOOT/telematics. Improvements to delivery times via improved distributor network as above.	% buses and trains on time	<i>Moderate Beneficial</i>
ACCESSIBILITY	Wider economic Impacts	Major Urban regeneration of Borough as part of the Thames Gateway depends heavily on completion of MMS and subsequent improvements to east-west links to London and the regional network. New access road to MOD 'New Ranges' opportunity site would maximise its economic potential. Measures to relieve the increase in congestion generally and more specifically improve freight and work trip journey times and reliability will contribute to economic regeneration.	Not quantifiable as yet	<i>Moderate Beneficial</i>
	Option Values	Development of Quality Partnerships, Safer Journeys to Schools, Green Travel Plans and Travel Wise and Car Club initiatives will all contribute to raising awareness of the choice of transport facilities available. The availability of information about services (PIMS, timetables, real time technology and IT solutions) is central to improved equality of access to transport networks.	No of Awareness Initiatives x population in target groups	<i>Large Beneficial</i>
	Severance	Identification of Distributor network and Environmental Rooms had regard to limiting the degree of severance likely to arise from subsequent traffic management schemes and calming measures based on this framework		<i>Large Beneficial</i>
	Access to transport system	LTP strategy seeks to improve bus network to ensure that the majority of households are within 400 metres of a bus stop. The majority of the town's population already live within one mile of a rail station. Measures also concentrate on the integration of modes to make for easy access to and from stations and bus stops by foot, cycle, taxi, bus and community transport services.	Number of journeys undertaken - by mode	<i>Beneficial</i>

Diagram 13 - Table A: LTP 5 Year Integrated Package of Measures without Major Scheme (cont...)

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
INTEGRATION	Transport Interchange	Central to LTP strategy is the success of measures to improve interchange facilities. Audit of interchanges identified deficiencies depending on hierarchy of interchange (see Technical Papers - Part C: Passenger Transport for details of interchange level and breakdown of modes of access etc). Programme to improve 4 Key interchanges and seven other rail stations over the next 5 years. Included are proposals to provide a new station and terminal at London-Southend Airport.	Number of journeys undertaken - by mode	Beneficial
	Land-use Policy	The priorities in transport investment and policies in Regional Planning Guidance (including Regional Transport Strategy) and Replacement Structure Plan have been informed by and inform the LTP. The current review of the Borough Local Plan has been integrated with the development of the LTP strategy. LTP strategy is compatible with PPG 6 and 13.		Large Beneficial
	Other Government Policies	LTP has been instrumental in informing the Regional Economic Development Strategy and both the Essex Economic Development Strategy and South East Essex Strategy. The Partnership has engaged fully with Education, Social Services and Health representatives and addresses the agendas of their respective strategies where relevant. The Government's policy for Social Inclusion is directly addressed through expansion of community transport services and widening access to travel network for those without access to a car and improved access for people with disabilities. The Council will review its concessionary fares policy to consider providing access for the unemployed and low-paid.		Large Beneficial

Diagram 13 - Table B: LTP 5 Year Integrated Package of Measures with Major Scheme		Total Cost of the proposals £36.9 m (Cost to Government)		
OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
ENVIRONMENT	Noise	Global reduction in traffic growth through overall measures to widen travel choice, manage traffic and restrain demand including more efficient and effective management of the highway network, will result in reduction in noise. In particular, annoyance from noise will be reduced in Environmental Rooms through traffic management schemes and School Travel Plans etc. Improvements on major corridors under Major Scheme fundamental to Environmental Rooms concept and noise reduction.	Not quantifiable as yet	Large Beneficial
	Local Air Quality	LTP Strategy compatible with Road Traffic Reduction Report and developing Local Air Quality Strategy. In particular, where freer movement achieved on Town's Distributor network reduced congestion will lead to better air quality. Overall benefit in residential areas as above. Priority Crescent congestion problem, tackled under Major Scheme will result in reduction in localised pollution.	Not quantifiable as yet	Large Beneficial
	Greenhouse Gases	Measures within LTP to reduce traffic growth to less than forecast will contribute to a reduction in forecast growth in emissions. Fuel efficient and 'greener' Council fleet. Key to the effectiveness of the overall strategy is to achieve a quality passenger transport and movement corridor on the A13 and provide a high class central bus interchange.	Not quantifiable as yet	Net reduction in CO ₂ in tonnes
	Landscape	All schemes will have regard to the need to protect designated areas of intrinsic nature conservation value at national, regional and local level. Schemes will maximise the landscape value of highway verges including tree planting to form green wedges within the town. Enhancement and remedial work on the perimeter of Priority Park as part of the Major Scheme will ensure the landscape is protected for the future.		Beneficial
	Townscape	Design of all traffic calming measures - hard and soft surfaces and street furniture (including passenger transport facilities) will follow the principles of good design and be to the highest quality, contributing to Urban Renaissance, fostering local identity and regeneration. Townscape improvements on the A13 as part of the Major Scheme are central to its success and the regeneration of this important shopping and business area.		Large Beneficial
	Heritage of Historic Resources	As above, particular care will be taken in design to protect and positively enhance Conservation Areas. Traffic management measures will be sensitive to avoid generating unnecessary increases in through traffic in such areas.		Beneficial
	Biodiversity	Overall containment of traffic (in numbers and network forms) will be beneficial, together with protection of environmentally sensitive areas and wildlife habitats. Specific design and operation measures for Hovercraft service will bring moderately positive effects to ecology of the coastal mudflats in the Thames estuary		Beneficial
	Water Environment	No likely negative effects on the water environment in the plan area		Neutral
	Physical Fitness	Healthier lifestyles will be promoted through increased take-up of the opportunities provided by safer cycling and walking facilities and facilities provided by employers (Green Travel Plans). Awareness campaigns will also highlight the health benefits of a more active lifestyle. There will be a focus on health aspects of Safer Journeys to Schools initiatives (the LTP adds value to Health Improvement Plan). Reduction in emissions will also benefit the overall health of the population.	Number of journeys undertaken by walking and cycling and Total number of Travel Plans and School Travel Plans	Beneficial
	Journey Ambience	Improvements in the comfort and well being of persons using public transport through Quality Bus and Rail Partnerships. In developing a better 'product' emphasis will be placed on enhancing the attractiveness, comfort and ease of use of services and interchange facilities. Quality Bus Corridor on the A13, Central Bus Interchange and smooth progress on the A127 / A1159 are a major part of the LTP strategy to enhance journeys in the Borough	% of users satisfied with local bus and rail services	Large Beneficial

Diagram 13 - Table B: LTP 5 Year Integrated Package of Measures with Major Scheme (cont...)

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
SAFETY	Accidents	Target of 30% reduction in KSI and 25% reduction in Child KSI by 2005 through measures related to areas, routes and single sites. Action will be co-ordinated with traffic management measures in Environmental Rooms and Distributors. Safer Journeys to School initiatives and the Cycling and Walking Strategy. A13 element of Major Scheme will address high accident rate in this corridor.	Number of Accidents	Large Beneficial
	Security	The LTP draws on initiatives in the Borough's Community Safety Strategy; in particular, in the town centre where the safety and attractiveness of the connections between major interchanges is key to developing an integrated and effective transportation network (all rail stations to achieve 'Secure Stations' status). Personal safety in terms of crime and accidents is also pursued through School and Green Travel Plans and proposed action on foot and cycleways, including the provision of enhanced street lighting, CCTV and surveillance through increased patronage. Security Initiatives through design and technology will be a fundamental part of the public transport element of the Major Scheme	Reported Crime on passenger transport	Large Beneficial
ECONOMY	Transport Economic Efficiency	Details of net time and operating cost saving on bus and rail services are dependent on the operators, however joint working through Quality Partnerships and LTP is expected to improve savings. Benefits to car and freight traffic delivered by freer movement on distributor network (including traffic management measures, decriminalisation of illegal parking etc) and improved clarity of routes. The Quality Passenger Transport Corridor will reduce costs and time on Public Transport significantly. Savings for freight and Car drivers are expected to result from the removal of Priory Crescent pincpoint on the A127/A1159	Not quantifiable as yet	Large Beneficial
	Reliability	Attainment and improvement of rail service reliability as laid in franchise contracts underlies the measures set out in LTP. Bus service reliability improvements sought through modernisation of fleet, interchanges and SCOOT/telematics. Improvements to delivery times via improved distributor network as above. Quality Corridor is expected to perform well for Bus operators.	% buses and trains on time	Large Beneficial
	Wider economic Impacts	Major Urban regeneration of Borough as part of the Thames Gateway depends heavily on completion of MMS and subsequent improvements to east-west links to London and the regional network. New access road to MOD 'New Ranges' opportunity site would maximise its economic potential. Measures to relieve congestion generally and more specifically improve freight and work trip journey times and reliability will contribute to economic regeneration. The elements of the Major Scheme will provide for efficient access to the town for freight and business traffic and be essential to realisation of development opportunities and regeneration of the town.	Not quantifiable as yet	Very Large Beneficial
ACCESSIBILITY	Option Values	Development of Quality Partnerships, Safer Journeys to Schools, Green Travel Plans and Travel Wise and Car Club initiatives will all contribute to raising awareness of the choice of transport facilities available. The availability of information about services (PIMS, timetables, real time technology and IT solutions) is central to improved equality of access to transport networks. The Passenger Transport element of the Major Scheme is intended to provide a visible standard emphasising the quality of choice available.	No of Awareness Initiatives x population in target groups	Very Large Beneficial
	Severance	Identification of Distributor network and Environmental Rooms had regard to limiting the degree of severance likely to arise from subsequent traffic management schemes and calming measures based on this framework.		Large Beneficial
	Access to transport system	LTP strategy seeks to improve bus network to ensure that the majority of households are within 400 metres of a bus stop. The majority of the town's population already live within one mile of a rail station. Measures also concentrate on the integration of modes to make for easy access to and from stations and bus stops by foot, cycle, taxi, bus and community transport services. As above, the Major scheme will provide the platform for excellence on issues of access.	Number of journeys undertaken - by mode	Large Beneficial

Diagram 13 - Table B: LTP 5 Year Integrated Package of Measures with Major Scheme (cont...)

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
INTEGRATION	Transport Interchange	<p>Central to LTP strategy is the success of measures to improve Interchange facilities. Audit of interchanges identified deficiencies depending on hierarchy of interchange (see Technical Papers - Part C: Passenger Transport for details of interchange level and breakdown of modes of access etc). Programme to improve 5 Key Interchanges and seven other rail stations over the next 5 years. Included are proposals to provide a new station and terminal at London-Southend Airport. The Major Scheme includes a high class central bus interchange with links to the 2 central rail stations and the town's gateway coach and car park (tourism)</p> <p>The priorities in transport investment and policies in Regional Planning Guidance (including Regional Transport Strategy) and Replacement Structure Plan have been informed by and inform the LTP and are therefore same. The current review of the Borough Local Plan has been integrated with the development of the LTP strategy. LTP strategy is compatible with PPG 6 and 13. Maximising the potential of strategic opportunity sites rely on good access to the town's industrial and business areas via the A127 / A1159. The Major scheme tackles the immediate problems identified.</p>	Number of journeys undertaken - by mode	Very Large Beneficial
	Land-use Policy	<p>LTP has been instrumental in informing the Regional Economic Development Strategy and both the Essex Economic Development Strategy and South East Essex Strategy. The Partnership has engaged fully with Education, Social Services and Health representatives and addresses the agendas of their respective strategies where relevant. The Government's policy for Social Inclusion is directly addressed through expansion of community transport services and widening access to travel network for those without access to a car and improved access for people with disabilities. The Council will also review its concessionary fares policy to consider providing access for the unemployed and low-paid.</p>		Large Beneficial
	Other Government Policies			Large Beneficial

Diagram 13 – Table C: Major Scheme		Total Cost of the proposals £14.5 m (Cost to Government)	
OBJECTIVE	SUB-OBJECTIVE	A127 Cuckoo Corner/Priory Crescent Element	
ENVIRONMENT	Noise	Reduction in noise for residential properties. By redirecting freight onto designated route other roads will improve.	
	Local Air Quality	Some localised reduction could be anticipated due to improved traffic flow	
	Greenhouse Gases	No significant impact	
	Landscape	Some loss of open space/trees from Priory Park and landscaped highway area adjacent to railway. However significant planting and landscaping would be undertaken within the Park as part of the scheme. Verge planting outside the residential properties would be retained. (Many existing trees in the park are pollution damaged and nearing the end of their life) Quality bus shelters/ street lighting and paving to be used	
	Townscape	Improvement to A13 street scene through footway, bus stop/shelter, street furniture enhancements and rationalising/controlling the on street parking and servicing. Street scene enhancement would provide general catalyst for improvement to frontage property and general improvement in townscape. Relocation of Central Bus Station result in significant improvements to urban quality in own Centre	
	Heritage of Historic Resources	Conservation Areas within environmental Rooms adjacent to A13 corridor will benefit from enhancement and traffic calming measures.	
	Biodiversity	No impact	
	Water Environment	No impact	
	Physical Fitness	Encouraging bus usage should reduce use of car and the stress of driving. Encourage walking to/from the bus. Cycling facilities will also form part of the scheme.	
	Journey Ambience	Improvements in the comfort and well being of persons using public transport will be achieved in conjunction with transport operators (Bus Quality Partnerships) by developing a better 'product'. The quality Bus Corridor and new Central Bus Station, along with other infrastructure changes proposed in the scheme will provide for an attractive journey on public transport within the town. Emphasis will be placed on attractiveness, comfort and ease of use in designs for bus stop facilities. Landscape/townscape improvements will improve visual impact along the route	
			Impact on Park ecology (advice to be taken) No impact Reduced congestion may lead to less stress for drivers. Encourage walking and cycling as part of cycle facilities in the scheme and improved pedestrian facilities at Cuckoo Corner. Reduced congestion will improve journey quality. Better journey for pedestrians and cyclists

Diagram 13 - Table C: Major Scheme (cont...)

OBJECTIVE	SUB-OBJECTIVE	A13 Passenger Transport Corridor	A127 Cuckoo Corner/Priority Crescent Element
SAFETY	Accidents	Good design, incorporating safety measures, will be incorporated into all aspects of the scheme design and which will be the subject of safety audit. Opportunity to design accident remedial treatments on a route basis.	Traffic signal control at Cuckoo Corner, with controlled pedestrian crossing facilities, provides for a safer junction layout for all road users. Dual carriageway along Priority Crescent will reduce right turning movements
	Security	Perception of improved personal security will be achieved through improved townscape appearance and, in some locations associated improved street lighting. Bus Operators will be pressed to use improved buses and security through an associated Bus Quality Partnership. CCTV provision at Bus Station.	No significant impact
ECONOMY	Transport Economic Efficiency	Operating costs will be improved for bus operators, in particular along the Passenger Transport Corridor and for general traffic in a number of locations as congestion is relieved. Increased revenues on buses will be achieved by increasing patronage. The design of the new bus station will have regard to efficient access and egress for operators.	Improved operating costs for all traffic, particularly targeted at freight traffic, due to reduced congestion. Major benefits to accessibility to east Southend and the development areas located there. High current costs due to freight vehicle delays.
	Reliability	Reliability of bus transport times will be improved and this is the key target of the scheme. The design of the new bus station will have regard to efficient access and egress for operators.	Journey times fluctuate due to peak hour congestion. Linking junctions to SCOOT will improve reliability.
ACCESSIBILITY	Wider economic Impacts	Measures to relieve congestion will contribute to lifting constraints to economic investment and commercial success.	Scheme will reinforce the A127 to a freight route and assist with improved access to development sites in the east. Scheme essential to realise significant development opportunities and regeneration of Southend.
	Option Values	The Passenger Transport Corridor and new Central Bus Station are intended to provide a visible high standard emphasising the quality of choice available, coordinated with Quality Bus Partnership and Green Travel Plans.	
INTEGRATION	Severance	Population living in the dense areas around the A13 will have easy access to reliable bus transport facilities and improved street scene.	Controlled signalised pedestrian crossing facilities will be installed at Cuckoo Corner.
	Access to transport system	Provision of low floor buses and raised footways at bus stops. Bus service improvement will be of benefit to all groups within society, and not depend on car availability. As above, the passenger transport element of the Major Scheme will provide a platform for excellence on issues of access.	
INTEGRATION	Transport Interchange	The provision of a high class central bus interchange with links to the two central rail stations and the town's gateway coach and car park (tourism). Mini-interchanges provided at bus route intersections complete with timetable and real-time information.	Improvements to Cuckoo Corner crucial to realising passenger transport corridor between London Southend Airport and Town Centre.
	Land-use Policy	The priorities in transport investment and policies in Regional Planning Guidance (including Regional Transport Strategy) and Replacement Structure Plan have been informed by and inform the LTP. The current review of the Borough Local Plan has been integrated with the development of the LTP strategy. LTP strategy is compatible with PPG 6 and 13.	Identified in local plan as crucial to the development of the sites in the east of Southend/Shoeburyness. Maximising the potential of strategic opportunity sites rely on good access to the town's industrial and business areas via the A127 / A1159. The Major scheme tackles the immediate problems identified.
Other Government Policies		LTP has been instrumental in informing the Regional Economic Development Strategy and both the Essex Economic Development Strategy and South East Essex Strategy. The Partnership has engaged fully with Education, Social Services and Health representatives and addresses the agendas of their respective strategies where relevant. The Government's policy for Social Inclusion is also directly addressed.	LTP has been instrumental in informing the Regional Economic Development Strategy and both the Essex Economic Development Strategy and South East Essex Strategy. The Partnership has engaged fully with Education, Social Services and Health representatives and addresses the agendas of their respective strategies where relevant. The Government's policy for Social Inclusion is also directly addressed.

