



Hamlet Court Road



Pier Hill



A13 Passenger Transport Corridor

# Local Transport Plan 2006-11 Foreword and Summary

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The provision and successful delivery of a quality transport system for Southend, that supports the Borough Council's priority for regeneration, is seen as a fundamental outcome of this second Local Transport Plan. This is crucial to realising the objectives for Thames Gateway, the Government's national priority for regeneration and growth, as set out in its 'Sustainable Communities Plan'.

The first Local Transport Plan, covering the five year period to March 2006, has as its principal aim the need to reduce congestion in Southend to support the economy in a sustainable manner. The delivery of a number of flagship schemes including the first two phases of the A13 Passenger Transport Corridor, the Hamlet Court Road Integrated Road Safety and Regeneration Project, the Pier Hill enhancement scheme and the Town Centre Sshape project have strongly supported this aim. The completion of the new campus for the South East Essex College and the ongoing construction work to create the new University of Essex at Southend, emphasises the principal role of Southend as the cultural and intellectual hub and higher education centre of excellence for Thames Gateway South Essex. Completion of the first phase of the Travel Centre in the Town Centre is well underway and is central to the plans for the creation of a Regional Interchange Centre including the two railway stations.

Southend continues to perform well in respect to the delivery of projects in receipt of European regional funding. Indeed, over £14.5 million has now been committed to projects in Southend demonstrating a clear ability to deliver and take forward projects of regional significance.

It is clear now that through this increased level of funding and delivery of significant projects the regeneration of Southend is well underway. The challenge during this second Plan period to 2011 will be to deliver the infrastructure necessary to support the provision of new jobs and housing as part of the jobs led regeneration strategy for Thames Gateway South Essex and draft East of England Plan.

The development of this transport Plan alongside the Core Strategy of the emerging Local Development Framework provides a unique opportunity to ensure the integration of transport and land use planning, and that the transport infrastructure makes the essential contribution to growth and economic success that is required. Fundamental to this is the need for a "step change" in the provision of transport infrastructure and facilities as identified in recent transport studies.



Travel Centre (under construction)

The creation of "Renaissance Southend" (the working name of the Southend Urban Regeneration Company) has brought together local, regional and national organisations for the first time in the town to deliver the employment and housing targets for Thames Gateway.

The new Thames Gateway South Essex Transport Board, has brought together the senior officers and transport portfolio holders of Southend-on-Sea Borough Council, Essex County Council and Thurrock District Council to work together in developing and prioritising the transport strategy for South Essex. Within this framework, the transport strategy for Southend takes forward the key components of the first Local Transport Plan.

To realise the objectives of the Government's Sustainable Communities Plan to achieve jobs led regeneration in a balanced and sustainable manner, it will be crucial that key improvements in transport infrastructure and accessibility are achieved. This will be a precondition for additional development. Such schemes are identified in the strategy of this second Local Transport Plan to provide for "Making the Connections" to link the regeneration hubs through improved transport corridors and interchanges. These schemes are identified as regional priorities in the Draft East Of England Plan (RSS 14).

As part of this approach, this Plan makes the strong case for delivering the outstanding elements of the Approved Major Scheme contained in the first Local Transport Plan, namely the construction and completion of the Priory Crescent/Cuckoo Corner scheme. This is vital to improving the main transport corridor to the town (A127/A1159) and to unlocking key regeneration opportunities. It is identified as a Priority 1a scheme in the East of England's Advice to Government on Regional Funding.

Set within the Plan are the agreed transport objectives. Many of these impact directly on the quality of life for Southend's residents and visitors. Tackling congestion, delivering accessibility, safer roads and better air quality are the shared priorities between central and local government. These complement the local objectives of ensuring that land use and transport planning is integrated, that the community is aware of the problems of continuing traffic growth and ensuring that the highway is well maintained, attractive and safe.

Travel Centre (under construction)

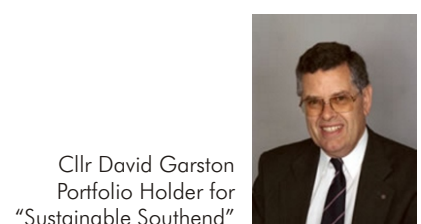
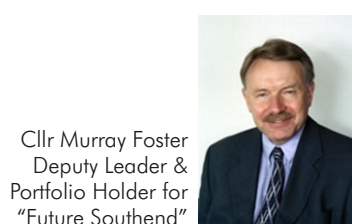
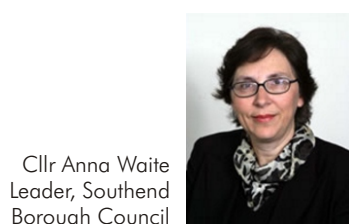




These objectives focus on many of the issues that have been raised through meetings of the Integrated Transport Partnership, with key stakeholders (including the Local Strategic Partnership) and local concerns voiced through the period of the first Plan.

The award of the Olympics to London in 2012 is an area where Southend will be developing ideas on how to benefit and support this tremendous opportunity. Southend has much to offer as a major tourist destination with better transport linkages playing a key role in this, and particularly in respect of London Southend Airport.

We are confident that Southend has now positioned itself significantly within the region and become a major partner in securing economic growth for the East of England and South Essex, which is further evidenced by our recent engagement as a member of Regional Cities East. The second Local Transport Plan is a unique opportunity to take forward the regeneration that has already started in the town to provide a safe, sustainable, accessible and attractive place to live, work in and visit.



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## Developing the Plan – Key Components

The following table sets out the key components of the Plan development and provides evidence as to the process adopted, and as a checklist in preparing each of the action areas. At each stage the principles of reviewing current position, data analysis, integration with wider policies, and value for money have been applied and consulted upon. This has led to a Plan which is consistent with the second Local Transport Plan (LTP2) Guidance to ensure the quality of planning required to support a transport strategy aimed at delivering each of the Government's Shared and Local Priorities.

Action	Process	Main Considerations	Participation	Outcome
Aim/Vision	Review of LTP1 Aim	Regional context for regeneration Government Shared Priorities Community Plan	Integrated Transport Partnership	LTP2 vision confirmed
Objectives	Review of LTP1 Objectives Presented for Partnerships' approval	Government Shared Priorities Local priorities	Local Strategic Partnership Council Cabinet	Amended and new objectives
Problems and Opportunities	Detailed review of transport related problems and policy performance of LTP1, and reported in Provisional LTP2 supporting document, Review of Baseline Transport Conditions (June 2005) Evidence base supported by Strategic Transport Analytical Tool2. Consultation and Partner involvement	Data collection including APR monitoring and other programmed surveys Verification through technical analysis Baseline reporting Consideration of other studies	Integrated Transport Partnership Local Strategic Partnership Council Cabinet Business and Tourism Partnership Neighbouring Authorities TGSE Transport Board Southend Renaissance URC3	An overarching framework for developing LTP2 transport strategy
Overall Strategy	Review of LTP1 Strategy within context of local transport needs and the wider regional context Strategic Environmental Assessment and recommendations taken into account	Impact and strengths of LTP1 strategy Integration with LDF and housing/job led regeneration Accessibility planning Consistent with TGSE Transport Strategy		Identification of overarching strategy consistent with LTP1 and updated to reflect on progress made and successes set within the regional context



Action	Process	Main Considerations	Participation	Outcome
Indicators and Targets	Review of existing LTP targets and performance indicators through APR process Review requirements of LTP2 guidance Value for money analysis using expenditure model <sup>4</sup> Evidence base supported by Strategic Transport Analytical Tool <sup>2</sup> Evidence elsewhere and benchmarking	Performance based upon trends against forecast trajectories Government Shared Priorities and guidance Contribution to regional and national targets Relevance to local objectives Challenging but realistic Deliverable within the "Indicative Planning Guideline" Performance management framework for future progress reports	Integrated Transport Partnership Council Cabinet Neighbouring Authorities Integrated Transport Partnership Southend Renaissance	New outcome related targets adopted
Major Scheme	Continue LTP1 Major Scheme to support wider context and priorities within the Regional Transport Strategy. Identification of separate Strategy to take forward future Major Schemes	Contribution to step change in transport provision to deliver employment and housing objectives Early achievement of targets relating to the Shared Priorities Adherence to new DfT guidance on major scheme submissions		Submission of further funding case for LTP1 Major currently with DfT

**Table Notes.**

1. Integrated Transport Partnership – Set up in 2000 comprising over 300 businesses, residents groups and transport providers within Southend and its hinterland.
2. Strategic Transport Analytical Tool – An analytical and appraisal framework developed by the Council's consultants. This tool allows a quantitative assessment of transport related problems & issues, and the implications of the transport plan and individual schemes (although not all elements of the plan), as well as a means by which broad VFM assessments can be made.
3. "Renaissance Southend" is the working name for the Urban Regeneration Company (URC)
4. An analytical tool to provide a framework to allocate the "planning guideline" to individual LTP2 strategy elements taking into account LTP1 performance, value for money and the achievement of targets.