

Local Transport Plan 3 Implementation Plan 2015/16 - 2020/21



people - place - purpose

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Section 1: Introduction

- 1.1 The Transport Act 2000 requires that the third Local Transport Plan (LTP3) for Southend comprises a long-term Strategy and an Implementation Plan. The Transport Strategy sets out the aims, objectives and a series of policies, together with appropriate monitoring, to deliver transport improvements in Southend from 2011 up to 2026.
- 1.2 The aim of LTP3 is to deliver the Council's long term vision, as reflected in the Corporate Plan, of '**Creating a better Southend**' and is supported by 5 aims:
 - Clean
 - Safe
 - Healthy
 - Prosperous
 - Led by an Excellent council
- 1.3 In order to achieve this aim a number of key themes have been developed for LTP3, these are:
 - A thriving and sustainable local economy in the Borough;
 - Minimise environmental impact and promote sustainability for a greener Borough;
 - A safer Borough, and;
 - Reduce inequalities in health and wellbeing and for a more accessible Borough.
- 1.4 The Implementation Plan sets out the proposed programme of schemes that the Borough Council and partners intend to deliver over the six year period from 2015/16 to 2020/21, which is based upon the Government's current spending plans.
- 1.5 There are a series of transport "challenges" across the Borough that have been identified for capital investment that support economic growth and the other key themes. Both capital and resource funding will continue to be required to improve road safety, improve accessibility, reduce congestion, improve the quality of the environment and maintain the highway assets.
- 1.6 There are a number of low cost capital schemes and innovative projects that will be taken forward through LTP3, aimed at achieving greater value for money, making best use of existing infrastructure whilst significantly benefitting local people and communities.
- 1.7 This document starts by setting out a range funding opportunities that could be used to assist with the implementation of LTP3. The Implementation Plan will be reviewed and updated if required to ensure it is consistent with the Strategy.
- 1.8 The document is arranged under the four Action Plans, with the policies from the Strategy listed under the relevant Action heading. Each policy includes reasons as to why and how the policies will be undertaken. The Actions cover the full range of

schemes to be delivered with a clear focus on ensuring that their purpose is understood and, that they all interrelate and contribute to delivering a “Better Southend”.

- Action A: Better Sustainable Transport and Mobility Management
- Action B: Better Networks and Traffic Management Schemes
- Action C: Better Partnerships, Engagement and Sponsorship to support Greater Efficiencies in Funding and Delivery
- Action D: Better Operation of Traffic Control, Information and Communication Systems (including Intelligent Transport Systems and Urban Traffic Management Control) .

- 1.9 The Council is fully committed to working with key internal and external stakeholders throughout the delivery of LTP3. Creating partnerships and improving dialogue with Local Enterprise Partnerships, neighbouring Local Authorities, local and regional voluntary and community groups and with local businesses will utilise their wide range of expertise and resources to help deliver quality and effective local transport schemes.
- 1.10 The Plan, and particularly its implementation, is heavily reliant on the combined investment and day to day operations of many partner organisations, therefore Action C is seen as the overarching Action supporting all the other Actions.
- 1.11 Each potential LTP3 scheme has been and will continue to be selected through a prioritisation process to appraise schemes in terms of benefits and affordability. This results in a prioritised work programme to be implemented between 2015/16-2020/21, offering the best value for money. The programme sets out the projects to be taken forward, the budget management and anticipated timescales for development. There is greater detail supporting the first year of this Plan, with funding allocated to the second, third and fourth years under the Action groupings.
- 1.12 In order to assess the impact of schemes on transport priorities a number of performance indicators have been identified to monitor the success of LTP3.
- 1.13 Diagram 1 sets out the process of developing the structured scheme selection from the LTP3 Strategy and the Implementation Plan.
- 1.14 Diagram 2 summarises the policies against the actions and corporate aims.

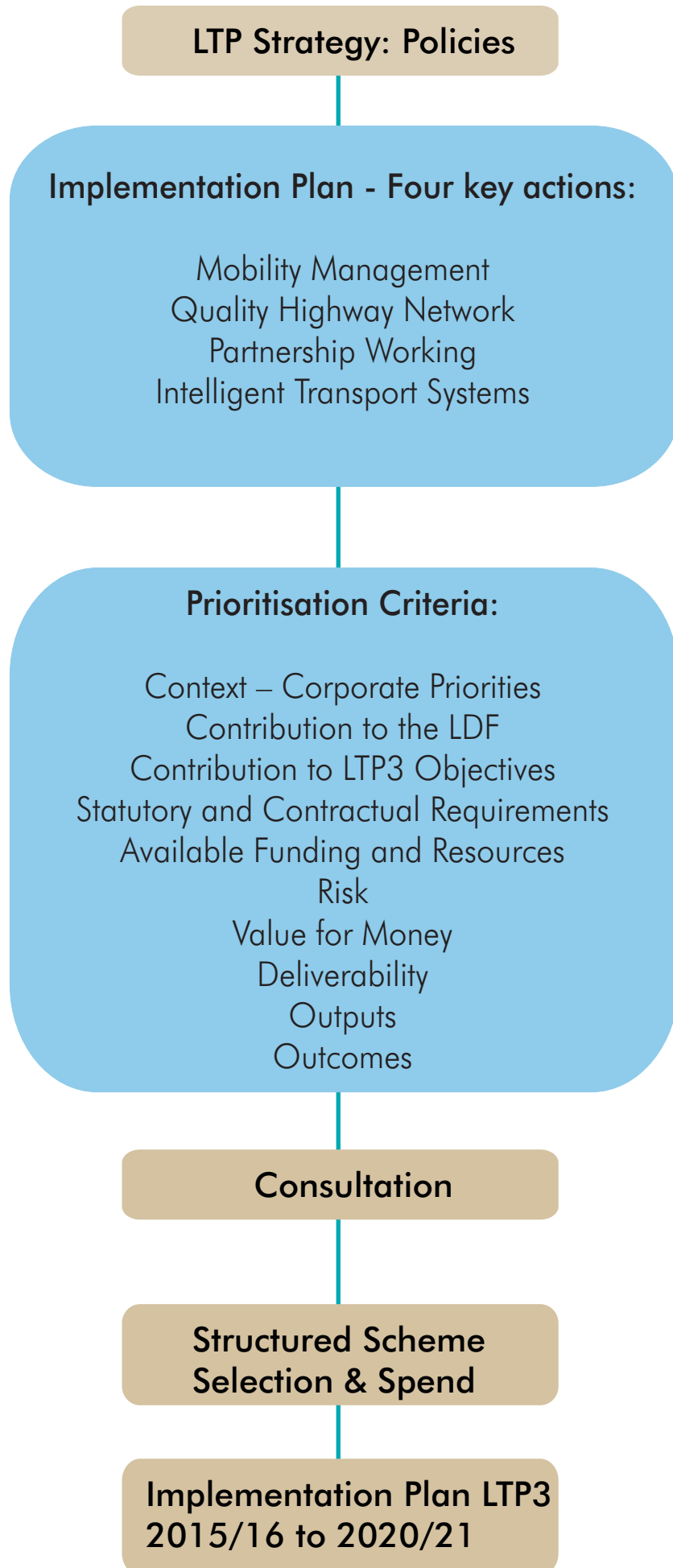
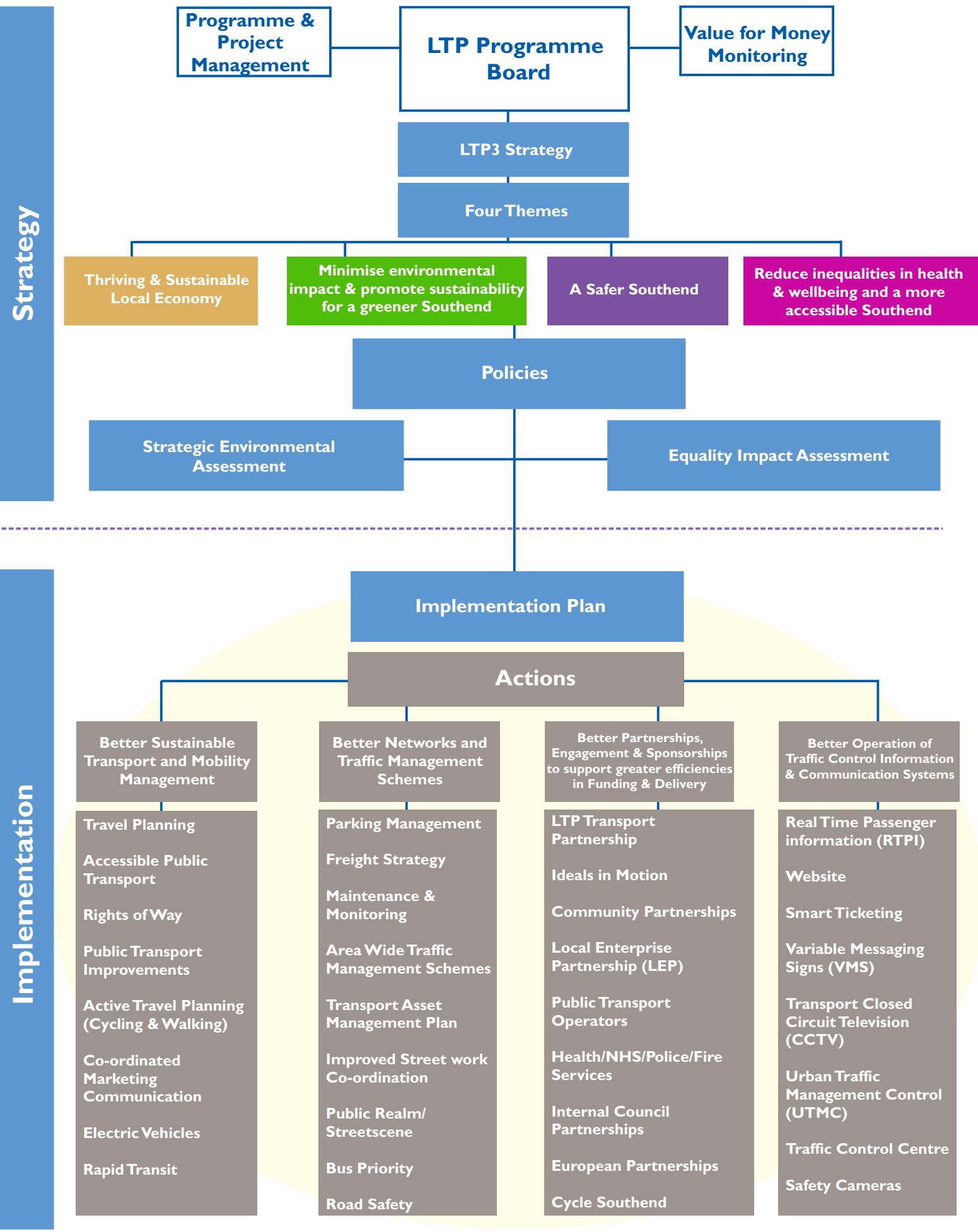


Diagram 2: Local Transport Plan 3 (LTP 3) Programme



Strategy

Implementation

Programme & Project Management

LTP Programme Board

Value for Money Monitoring

LTP3 Strategy

Four Themes

Thriving & Sustainable Local Economy

Minimise environmental impact & promote sustainability for a greener Southend

A Safer Southend

Reduce inequalities in health & wellbeing and a more accessible Southend

Policies

Strategic Environmental Assessment

Equality Impact Assessment

Implementation Plan

Actions

Better Sustainable Transport and Mobility Management

Better Networks and Traffic Management Schemes

Better Partnerships, Engagement & Sponsorships to support greater efficiencies in Funding & Delivery

Better Operation of Traffic Control Information & Communication Systems

- Travel Planning
- Accessible Public Transport
- Rights of Way
- Public Transport Improvements
- Active Travel Planning (Cycling & Walking)
- Co-ordinated Marketing Communication
- Electric Vehicles
- Rapid Transit

- Parking Management
- Freight Strategy
- Maintenance & Monitoring
- Area Wide Traffic Management Schemes
- Transport Asset Management Plan
- Improved Street work Co-ordination
- Public Realm/ Streetscene
- Bus Priority
- Road Safety

- LTP Transport Partnership
- Ideals in Motion
- Community Partnerships
- Local Enterprise Partnership (LEP)
- Public Transport Operators
- Health/NHS/Police/Fire Services
- Internal Council Partnerships
- European Partnerships
- Cycle Southend

- Real Time Passenger information (RTPI)
- Website
- Smart Ticketing
- Variable Messaging Signs (VMS)
- Transport Closed Circuit Television (CCTV)
- Urban Traffic Management Control (UTMC)
- Traffic Control Centre
- Safety Cameras

Section 2: Funding Options

2.1 There are a number of funding sources to support the Strategy and the implementation of LTP3. In summary the main funding sources that could be considered are:

- Department for Transport (DfT) Capital Block Funding Allocations.
- Local Sustainable Transport Fund.
- Tax Increment Financing.
- Regional Growth Fund.
- Major Scheme Funding.
- Community Infrastructure Levy (CIL) and s106 Agreements.
- European Funding.
- Local Enterprise Partnerships (LEP) & Local Growth Fund (LGF).
- Borough Council Capital Projects and Revenue.

2.2 Details of the main funding sources are provided below:

DfT Capital Block Funding Allocations

2.3 Following Spending Round 2013, £2.75bn has been allocated to ITB funding over the 6 year period from 2015/16 to 2020/21. This equates to £458m per year. Each year £200m of this funding will be top sliced and put into the Local Growth Fund (LGF). From 1 April 2015 the current formula used to distribute ITB funding will be replaced by a new formula. Allocations for 2015/16 to 2017/18 are confirmed allocations. However, although the Spending Review allocated funding over a six year period, the allocations for 2018/19 to 2020/21 are indicative and are subject to review. DfT intend to refresh the data used in the formula in April 2017. DfT will then announce confirmed allocations from 2018/19 to 2020/21.

2.4 Funding is not ring-fenced, and Local Authorities are free to spend allocations in accordance with their priorities. All funding is Capital Grant and not as supported borrowing. The following table shows the allocation for Southend.

	Confirmed (£m)			Indicative Allocation (£m)		
	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Maintenance	1,393	1,277	1,238	1,121	1,121	1,121
Integrated Transport	1,401	1,401	1,401	1,401	1,401	1,401
Totals	2,794	2,678	2,639	2,522	2,522	2,522

Local Sustainable Transport Fund (LSTF)

2.5 The details of the LSTF were first published in January 2011. The aim of the fund is to “deliver packages of measures that support economic growth and reduce carbon in their communities as well as delivering cleaner environments, improved safety and increased levels of physical activity”. This was due to finish in March 2015.

2.6 However the 2013 Spending Round also announced a new iteration of the Local Sustainable Transport Fund (the 'Fund') for financial year 2015/16. £100m of capital funding for sustainable travel initiatives, has been included within the Local Growth Fund. Southend has been awarded £750,000 out of the fund.

Tax Increment Financing (TIF)

2.7 The Government has also introduced tax increment financing schemes, founded on the Business Rates Retention Scheme introduced in 2013-14. Under these schemes, local authorities may borrow for infrastructure projects, against the future growth in business rate receipts which will result from the projects.

Regional Growth Fund (RGF)

2.8 The Regional Growth Fund (RGF) was announced in June 2010, alongside proposals for Local Enterprise Partnerships (LEPs). The RGF and LEPs are both part of the Government's agenda for replacing the old Regional Development Agencies (RDAs) and promoting growth in the private sector.

2.9 The RGF has two key objectives:

- Stimulate enterprise by providing support for projects with significant potential for economic growth.
- Create additional sustainable private sector employment.

2.10 The June 2013 Spending Review included a commitment to the establishment of a Single Local Fund by 2015/16 as well as allocating £300 million funding a year to the RGF in 2015/16 and 2016/17.

2.11 This Council has secured £1.8m of Regional Growth Fund funding to deliver a business support hub as well as initiatives including grants, innovation expertise and support for new and growing businesses.

2.12 The grant follows this Council being named one of 20 Wave 2 City Deal cities in 2013 and will support and enable progression of high growth businesses as well as sustainable start-ups in Southend.

Major Schemes

2.13 In September 2012, following a period of consultation, the Department for Transport set out its firm proposals for the devolution of funding for local major transport schemes from 2015. Since then detailed guidance for Local Transport Bodies (LTBs) on the setting up of local assurance frameworks, including a set of minimum requirements to be met before funding is devolved, has also been issued.

2.14 DfT also invited local stakeholders to agree locally the preferred geographical basis for LTBs, so that we could then provide each with an indicative population based funding level, which would inform the development of their scheme programmes.

- 2.15 The indicative funding level for the South East Local Enterprise Partnership (SELEP), of which Southend is a member, is £98.9M, for fiscal years 2015/16 - 2018/19.

Community Infrastructure Levy (CIL) and s106 Agreements

- 2.16 The CIL (as set out in the Planning Act 2008) allows local authorities to raise funds from new local development to make a financial contribution towards the infrastructure needed as a result of that development.
- 2.17 The Council is aiming to have a CIL Charging Schedule in place by June 2015, at which point CIL will be used alongside a range of other funding to continue to invest in a portfolio of infrastructure projects that are vital to delivery of the Local Plan.
- 2.18 In the proposed CIL rates, the Council has sought to strike an appropriate balance between the need for CIL to fund the infrastructure necessary to support the development of Southend, taking into account other actual and expected sources of funding; and the potential effects of the imposition of CIL on the economic viability of development across the area.
- 2.19 Even after CIL is in place, site specific impact mitigation may still be necessary in order for a development to be granted planning permission, and this will continue to be secured through Section 106 agreements, Section 278 agreements or planning conditions (in addition to levy payments).

European Funding

- 2.20 The Council is particularly successful in receiving Interreg funding for a number of projects promoting co-operation between organisations in Member States including economic and social development through the sharing of knowledge and experience.

Local Enterprise Partnerships (LEPs) and Local Growth Fund (LGF)

- 2.21 The South East Local Enterprise Partnership (SELEP) brings together key leaders from business, local government, further and higher education in order to create the most enterprising economy in England through exploring opportunities for enterprise while addressing barriers to growth .
- 2.22 Covering Essex, Southend, Thurrock, Kent, Medway and East Sussex it is are the largest strategic enterprise partnership outside of London. The area, which is the country's economic powerhouse contributing £63 billion a year to the national economy, is full of business opportunities, offering a range of core economic strengths and investment potential.
- 2.23 The SELEP represents a combined population of 3.9 million people, offering a strong and skilled workforce, providing excellent facilities and a creative

environment in which to do business, with more than 130,000 businesses supporting more than 1.3 million jobs

- 2.24 The SELEP is supported by a wide range of business interests including the Essex Business Consortium, Essex Chambers of Commerce, Essex Federation of Small Businesses, Institute of Directors – Essex Branch, major employers such as the Stobart Group (Southend Airport), universities, and local authorities.
- 2.25 The South East Local Enterprise Partnership has secured £442.1m from the Government's Local Growth Fund to support economic growth in the area – with £64.6m of new funding confirmed for 2015/16 and £143.6m for 2016/17 to 2021.
- 2.26 This includes: as part of the Government's on-going commitment to the South East LEP a provisional award of a further £164.4m of funding for projects starting in 2016 and beyond; and £69.5m of funding which the Government has previously committed as part of Local Growth Deal funding to the area.
- 2.27 This substantial investment from Government will bring forward at least £100m of additional investment from local partners and the private sector. Combined together this will create a total new investment package of £542.1m for the South East LEP area.

Integrated County Strategy

- 2.28 The Integrated County Strategy (ICS) provides a shared and agreed vision for Greater Essex (which includes 12 Local Authorities, and the two unitary authorities of Thurrock and Southend), identifying the priorities and outcomes needed to achieve increased economic growth. Where there is limited money available it is essential that investment is effectively prioritised. The ICS will help to ensure that any funding available to Essex is invested in projects and priorities which are most likely to generate long-term growth.
- 2.29 The aim of the ICS is to develop a series of priorities, agreed by all partners, that closely relate to the key strengths and weakness of Greater Essex which can subsequently direct the investment to achieve the greatest benefit for the area.

Southend-on-Sea Borough Council (SBC) Capital and Revenue

- 2.30 Capital expenditure is defined as "expenditure incurred on the acquisition or creation of assets needed to provide services, such as houses, schools, roads..." This is in contrast to revenue expenditure which is spending on the delivery of capital schemes and the "day to day running costs of services such as employee costs and supplies and services".
- 2.31 A variety of resources are available to Local Authorities to fund capital investment such as, borrowing money; capital receipts which arise from the sale of assets such

as surplus land and the sale of council dwellings; capital grants, or external funding issued by Government departments and agencies, which are often allocated on a competitive bidding basis for specified purposes. Often funding requires Local Authorities to make a financial commitment through match funding and to the ongoing running costs of the schemes.

- 2.32 It is clear that future funding will be lower than previous levels and therefore the Council is looking for low cost, high value schemes. Greater emphasis will be placed on securing co-funding and other sources of revenue and capital, hence Action C which also supports the benefits of partnership working, particularly with the Community and Business sectors.

Delivery

- 2.33 The measures shown in this Implementation Plan will be delivered over the next six year period fiscal period 2015/16 – 2020/21, subject to the continued availability of appropriate levels of funding.
- 2.34 Diagram 3 shows the theme and policy chart linking with the Implementation Plan. Diagram 4 shows the Implementation Plan and potential funding links for schemes. Table 1 shows the scheme funding allocation for 2015/16 and 2020/21. However for 2018/19 to 2020/21 these amounts are indicative as per Government allocation announced July 2014.
- 2.36 The following Action sections gives the list of policies from the Strategy, grouped under the four actions, and states why and how each policy will be undertaken.

Diagram 3 - Scheme Prioritisation

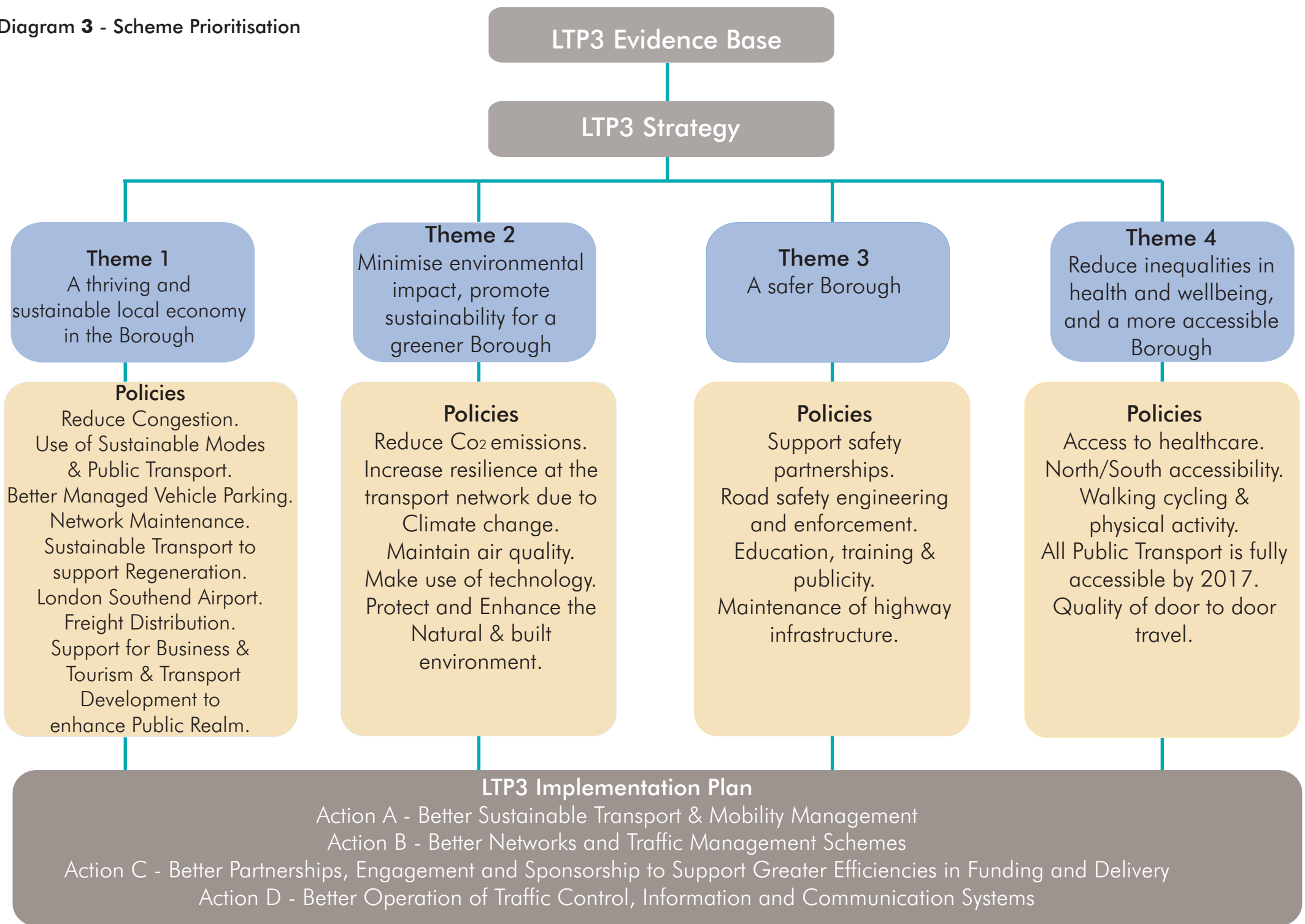


Diagram 4 - Implementation Plan and Potential Funding Links										
Typical Schemes	LTP3 IT Block	LTP3 Maintenance	Local Sustainable Transport Fund (2015-2017)	European Union (Revenue)	Development Funded (incl travel Plans)	SELEP Major schemes & Local Growth Fund	Council Revenue	Council Capital	Other Governemnt Depts	Business & Community Sponsorship
Action A - Better Sustainable Transport and Mobility Management										
Cycle Network Upgrades	✓		✓	✓	✓					
Recycle Centre (Cycle Hub) incl Cycle Hire Facilities			✓	✓						✓
Improved Pedestrian access in Southend including Public Transport	✓		✓							✓
Promotion, Marketing & Communication of Sustainable Modes			✓	✓						
Road Safety Education, Training and Publicity	✓		✓	✓			✓			✓
Car Sharing and Car Club(s) e.g.Faxi			✓		✓					✓
JAAP Surface Access Strategy & Business Park Implementation (Incl Airport Area Travel Plan)			✓		✓	✓	✓			✓
Community Infrastructure Levy & S106 Policy including air quality assessments										✓
Action B - Better Networks and Traffic Management Schemes										
Traffic Management Act - Permits							✓			
Asset Management and maintain the Highway Network		✓					✓	✓		
Lighting Maintenance Programme and LED replacement		✓					✓	✓		
Bridge Strengthening		✓								
A127 Corridor Schemes					✓	✓		✓		
Highway Improvements for development of the JAAP					✓	✓		✓		
20 mph areas	✓		✓	✓						
Parking Strategy and Car Park improvements	✓		✓				✓	✓		
Electric Vehicle (bike & car, taxi) Charging Points			✓						✓	✓
Road Safety Schemes	✓		✓	✓			✓			✓
Freight Strategy							✓			
Action D - Better Operation of Traffic Control, Information and Communication Systems (including ITS and UTMC)										
Energy Saving and Technology Developments								✓		
Smart Card and Mobile Phone Technology Developments	✓		✓	✓				✓		✓
Real Time Passenger Information (RTPI) and Automatic Vehicle Location (AVL)	✓		✓	✓				✓		✓
Naptan - Passenger Information for national timetable system	✓						✓			
Variable Message Signs	✓			✓				✓		✓
Integrated Traffic Control Centre, UTC, SCOOT, ANPR, CCTV etc	✓		✓				✓	✓		
Action C - Better Partnerships, Engagement and Sponsorship to Support Greater Efficiencies in Funding and Delivery										
Wider Partnerships e.g SELEP	✓						✓			✓
Ideas in Motion, LSTF			✓				✓	✓		✓
European Projects			✓	✓			✓			✓

TABLE 1	Actions - Capital LTP3		
	C - Better Partnerships, Engagement and Sponsorship to support Greater Efficiencies in Funding and Delivery - all schemes to be developed in partnership		
Year / Schemes	A - Better Sustainable Transport and Mobility Management	B - Better Networks and Traffic Management Schemes	D - Better Operation of Traffic Control, Information and Communications Systems
Proposed allocation for 2015/16	£000's	£000's	£000's
Better Sustainable Transport and Mobility Management	400		
Better Networks and Traffic Management Schemes		800	
Better Operation of Traffic Control, Information and Communication System			201
Total Integrated Transport Block		1,401	
Footway Maintenance Schemes		183	
Carriageway Maintenance Schemes		600	
Lighting Maintenance Programme		210	
Bridge Strengthening		400	
Total Maintenance Block		1,393	
Proposed allocation for 2016/17			
Better Sustainable Transport and Mobility Management	400		
Better Networks and Traffic Management Schemes		800	
Better Operation of Traffic Control, Information and Communication System			201
Total Integrated Transport Block		1,401	
Footway Maintenance Schemes		167	
Carriageway Maintenance Schemes		550	
Lighting Maintenance Programme		180	
Bridge Strengthening		380	
Total Maintenance Block		1,277	
Proposed allocation for 2017/18			
Better Sustainable Transport and Mobility Management	400		
Better Networks and Traffic Management Schemes		800	
Better Operation of Traffic Control, Information and Communication System			201
Total Integrated Transport Block		1,401	
Footway Maintenance Schemes		145	
Carriageway Maintenance Schemes		540	
Lighting Maintenance Programme		183	
Bridge Strengthening		370	
Total Maintenance Block		1,238	
Proposed Indicative allocation for 2018/19			
Better Sustainable Transport and Mobility Management	400		
Better Networks and Traffic Management Schemes		800	
Better Operation of Traffic Control, Information and Communication System			201
Total Integrated Transport Block		1,401	
Footway Maintenance Schemes		141	
Carriageway Maintenance Schemes		480	
Lighting Maintenance Programme		150	
Bridge Strengthening		350	
Total Maintenance Block		1,121	
Proposed Indicative allocation for 2019/20			
Better Sustainable Transport and Mobility Management	400		
Better Networks and Traffic Management Schemes		800	
Better Operation of Traffic Control, Information and Communication System			201
Total Integrated Transport Block		1,401	
Footway Maintenance Schemes		141	
Carriageway Maintenance Schemes		480	
Lighting Maintenance Programme		150	
Bridge Strengthening		350	
Total Maintenance Block		1,121	
Proposed Indicative allocation for 2020/21			
Better Sustainable Transport and Mobility Management	400		
Better Networks and Traffic Management Schemes		800	
Better Operation of Traffic Control, Information and Communication System			201
Total Integrated Transport Block		1,401	
Footway Maintenance Schemes		141	
Carriageway Maintenance Schemes		480	
Lighting Maintenance Programme		150	
Bridge Strengthening		350	
Total Maintenance Block		1,121	
Total Integrated Transport Block		8,406	
Total Maintenance Block		7,271	
Total all Local transport Block funding		15,677	

Section 3: Action A – Better Sustainable Transport and Mobility Management

Policies in this section:

Policy 2: Encourage and facilitate the use of sustainable modes and public transport for travel.

Policy 5: Ensure provision of sustainable transport services to support the regeneration of Shoeburyness and other new developments in the Borough.

Policy 6: Ensure appropriate improvements in sustainable transport, accessibility and facilities to London Southend Airport.

Policy 10: Reduce carbon dioxide emissions from transport.

Policy 12: Maintain Air Quality.

Policy 17: Comprehensive road safety education, training and publicity.

Policy 19: Improve accessibility to Southend Hospital particularly from the east of the Borough.

Policy 20: Improve north / south accessibility in the west of the Borough.

Policy 21: Tackle health inequalities by increasing the number of adults and children who walk and cycle for work, education and leisure.

Policy 22: Ensure all public transport is fully accessible by 2017.

Policy 2: Encourage and facilitate the use of sustainable modes and public transport for travel

Why?

3.1 Facilitating behaviour change and increasing the uptake of sustainable modes has many benefits, such as, reduced congestion, improved journey times, improved air quality, improved environment and better health.

How?

3.2 Promote sustainable travel options, focussing initially on journeys to the Town Centre, but also wider journeys to work, school and college that are principally less than five miles in length.

3.3 To encourage people to walk; footways, footpaths, pedestrianised areas and shared spaces will be maintained to an acceptable standard. Easily readable, understandable and informative pedestrian signage and maps will be developed for use across the Borough, but with a particular focus on the Town Centre and Seafront, supporting visitors to the Borough and in conjunction with information provided for tourism purposes.

3.4 To encourage cycling, the programme of creating new and improving existing cycle routes will continue and the “missing links” in existing cycle routes will be connected to develop a continuous cycle network for the Borough. Southend previously received match funding as a “Cycle Town”, and will continue to support infrastructure with promotion and a package of “soft measures” to offer cycle

training, events and marketing to promote new cycle links, which all encourage the uptake of cycling. Quality secure and well sited cycle parking will continue to be provided at key locations around the Borough and at transport interchanges, such as, railway stations and bus stops. Businesses, communities and organisations working with the Council will be supported in their desire to increase cycling Map 1 shows the existing cycle network within the Borough.

Map 1 - Cycle Network



- 3.5 List of Potential Cycle Schemes for development
- Network links on A127/A1159/B1013 corridor related to JAAP area looking at a continuous route from Borough Boundary to Bournes Green/Shoeburyness.
 - Routes around the JAAP and important links to Rochford
 - One way streets and 20mph zones, especially in the Town centre and linked to the SCAAP.
 - North to South links including the Prittle Brook route, Hospital path, contra flows in one way streets, potential extension to Belfair's School
 - Cinder Path, link with Thames Estuary Path and Hadleigh Farm.
 - Potential Velodrome
 - Secure cycle parking at Railway Stations, Town Centre and links with the cycle hub concept.
 - Comprehensive cycle route signage and counters, linking with LSTF promotions.
- 3.6 The ReCycle Centre on Progress Road, which provides advice, repairs and sells recycled bicycles, has been very successful. The new Cycle and Travel Information "Hub" (located at Southend Central Railway Station) has been transformed into a Social Enterprise "Community Interest Company" to provide a full range of cycle related services, such as, cycle hire, repairs, new and recycled bicycles, other miscellaneous equipment, cycle maintenance training, with the potential to expand and support personalised travel planning and sustainable transport.
- 3.7 The Cycle Southend brand and website will continue to support the strategy. Further work schemes closely based on the work already completed, as part of the previous Cycle Town project, including infrastructure and soft measures will be developed.
- 3.8 The Council and the public transport operators will work in partnership to improve the reliability, availability, and priority for a comfortable public transport service; this partnership is discussed in more detail in Action C. The Council will work with bus operators to implement a Punctuality Improvement Partnership (PiP).
- 3.9 The Council will work with rail operators to develop the 'Southend Metro' system to promote local train use for Borough wide off-peak journeys facilitated through integrated ticketing. To ensure that less able people can access railway stations, the Council will work with Network Rail and the Train Operating Companies to make them fully accessible.
- 3.10 The Council will investigate and support "park and rail ride". Leigh Station could be the first interchange to offer vehicle parking for a rail ride into the town. This could be extended to other stations.
- 3.11 To provide easier and more integrated access to public transport and other services, smart card / mobile phone technology will be encouraged and where possible introduced in line with the Government's plans to extend smartcards across England. This will speed up ticket boarding time and the verification

process, and would be linked to other potential smart card ticketing systems for car parks, schools, education, cycle hire, libraries etc.

- 3.12 The use of contact-less ticket systems and mobile phone technology will be kept under review as systems develop, particularly in partnership with the bus and train operators and as part of the contract procurement for bus location and priority systems with Essex County Council. Cycle Southend has demonstrated the benefits of promoting the use of sustainable modes by implementing demonstration schemes. To encourage the use of sustainable travel modes promotion and advertising will be undertaken, for example, incentives and competitions to use bus, cycle or walk and cheaper public transport ticket prices on certain days of the year have been shown to work. Particular focus will be to encourage a shift to sustainable modes, including walking and cycling for journeys under 5 km (3 miles) and bus travel for journeys between 5 – 10 km (3 – 6 miles). The promotion of sustainable modes of travel can be arranged to coincide with charity and tourism events. The public would be provided with information regarding public transport routes, tickets and discounts in conjunction with the public transport operators, e.g. bus and train timetables, promotions, plus bus, octopus tickets, smart cards etc.
- 3.13 Updated bus timetable information cases will be kept at each bus stop and at railway stations; these would include paper timetables and maps and information to compliment real time and text SMS information. The use of modern technology will be considered to encourage the use of sustainable modes.
- 3.14 Intelligent Transport technologies include, Variable Messaging Signs, Real Time Passenger Information (RTPI) and CCTV webcams (see Action D for more detail). This technology provides the traveller with information to enable effective travel choice.
- 3.15 A Southend travel website (Ideas in Motion) has been set up to provide up-to-date information regarding transport and travel around the Borough.
- 3.16 The Council will ensure the development of Travel Plans for significant traffic and people attractors, including, educational organisations, businesses, council buildings, railway stations, residential developments and special events. As well as voluntary Travel Plans, others will be included as part of Section 106 agreements for new developments. The Council and other organisations, such as, businesses and schools will work in partnership to encourage the uptake and monitoring of travel plans. There is more information on partnerships in Action C. Working alongside Essex County Council and exchanging best practice will be supported including adopting an accreditation scheme and incentivised monitoring.
- 3.17 The Ideas in Motion brand will promote improved marketing, information and communication. Ideas in Motion focuses on working in partnership with businesses and the Council to share best practice on sustainable travel and promote the implementation of travel action plans and the increased use of sustainable travel. Grants will be considered to encourage businesses to introduce

sustainable schemes, for example cycle parking, promotion material, discounts on bus tickets, and season tickets.

- 3.18 Promoting sustainable travel through a more comprehensive adoption of either travel plans or sustainable travel action plans for rail stations, civic buildings, specific areas, schools, businesses and organisation in the borough will be supported and encouraged.
- 3.19 A targeted promotion programme at traffic generators/attractors to encourage sustainable travel policy would include:
- Working with the NHS and new governance arrangements to target sustainable travel promotion at areas with high obesity levels and at new Health Centres.
 - Working with schools to introduce sustainable travel as part of the curriculum alongside working with parents, teachers and governors to identify joint actions and focussed travel plans
 - Encouraging business to use teleconferencing as an alternative to travelling to meetings and events. The Council's business briefings will be used to promote sustainable travel.
 - Encourage flexible working and working at home to make sustainable modes more attractive and reduce the pressure on individuals reaching their destination at an exact time.
 - Working with various business organisations such as the , Federation of Small Businesses, London Southend Airport, House builders and Developers to encourage the take up of voluntary travel plans and support the monitoring function.

Policy 5: Ensure provision of sustainable transport services to support the regeneration of Shoeburyness and other new developments in the Borough

Why?

- 3.20 To ensure infrastructure is planned for, to encourage and sustain economic growth and regeneration in key areas of the Borough:
- London Southend Airport and business parks.
 - Southend Central Area.
 - Shoeburyness and its employment areas.

How?

- 3.21 A detailed plan for the Shoeburyness area is also scheduled and should address the issue of how sustainable transport can support the growth and regeneration that is planned for this area. Will need to ensure that any future development includes provision for transport infrastructure, and supports working with developers to maximise opportunities to encourage walking, cycling and the use of public transport. Travel Plans will be included as part of Section 106 agreements and will help to promote sustainable modes of travel.

- 3.22 Improvements to the walking and cycle facilities which provide sustainable travel access to and from Shoeburyness will be supported.
- 3.23 An improved public transport service with priority measures to improve accessibility both for Shoeburyness and the Airport, will be considered.
- 3.24 The Council will work with bus and train operators to ensure regeneration and developments are supported by **punctual bus and/or train service**.

Policy 6: Ensure appropriate improvements in sustainable transport, accessibility and facilities to London Southend Airport

Why?

- 3.25 The expansion of London Southend Airport and the associated Business Park is expected to create upwards of 6,700 jobs and will attract additional passengers resulting in increased demands on the surrounding road and transport network. Sustainable travel to and from the Airport will need to be available and encouraged.

How?

- 3.26 The Council will continue to work with the Airport, Rochford District Council, Essex County Council and public transport operators to develop a robust Surface Access Strategy to ensure travel to the Airport is predominantly by sustainable modes. Airport and public transport operators will be encouraged to work together to improve public transport services to the Airport for residents, passengers and employees.
- 3.27 A provision for an improved transport system will enable employees, residents and passengers to gain sustainable access to London Southend Airport and will also link to other areas of the Borough, such as the Hospital and Town Centre. It is the intention to extend the network in the future to serve Shoeburyness.
- 3.28 Southend Council and London Southend Airport will work together to implement an Airport Area Travel Plan which is managed and monitored. Southend will continue to encourage the travel plan programme to ensure major employers have a sustainable travel action plan in place, which will encourage employees and visitors to use public transport, walking and cycling for their journeys.
- 3.29 The Council will encourage long distance coach operators to implement services to the Airport from key towns and cities for passengers and employees.

Policy 10: Reduce carbon dioxide emissions from transport

Why?

- 3.30 Reducing CO₂ emissions from transport, so that Southend makes a fair contribution to the national target of reducing emissions by 80% by 2050 on 1990 levels.

How?

- 3.31 Modal shift from cars to sustainable transport including public transport, walking and cycling will reduce the number of trips by car, decrease congestion and thus reduce carbon emissions. The focus will be on local journeys beginning and ending within the Borough, but also considering the inter-urban trips that could be made by bus/coach, train, car sharing or, for example, electric/hybrid cars.
- 3.32 Working in partnership with public transport operators will help to promote long and short distance rail usage which begins or ends in the Borough and to promote bus usage.
- 3.33 For journeys that extend beyond the Borough boundary, we will work closely with partner organisations such as Network Rail, public transport operators, Essex County Council and Thurrock Council, to develop a co-ordinated and consistent approach to reducing carbon emissions from these longer distance trips.
- 3.34 Energy consumption will be reduced by introducing renewable energy and energy efficiency systems into transport assets, such as, street lighting and traffic signals.
- 3.35 In some circumstances people have no alternative to using a car and in these situations an informed choice or more considerate driving can result in a greater impact on carbon emissions. Therefore, the use of more environmentally friendly vehicles will be promoted, such as, electric, liquefied petroleum gas (LPG) and bio-fuel vehicles. The Council supports the Evalu8 project to provide additional electric charging points at key locations around the Borough to encourage the use of electric vehicles.
- 3.36 Regular maintenance of the carriageway will result in lower carbon emissions through smoother driving. Action D also supports and underpins better traffic management and vehicle efficiency by ensuring that the urban traffic network functions as effectively as possible.
- 3.37 The implementation of directional vehicle signage and variable messaging signs (VMS) at key locations will encourage travellers to choose the most direct route to their destination and thus reduce carbon dioxide emissions.
- 3.38 The Council will continue to support the partnership of the Thames Gateway Low Carbon Business Programme (and its successors), which promotes the use of Green Audits for businesses to help small and medium sized enterprises to reduce their carbon footprint and therefore increase their competitiveness and strengthen relations between the Council and businesses.
- 3.39 The Council will continue to lead by example in the reduction of carbon emissions as part of the Low Carbon Energy and Sustainability Strategy 2015-2020 and accompanying action plans. Exploring opportunities to both save money and reduce carbon through the consideration of the corporate use of transport and by reducing business travel, providing low energy and recycled maintenance repairs and the implementation of low energy street and traffic signal lights.

Policy 12: Maintain Air Quality

Why?

3.40 Air pollutants are a risk to human health, and while there are no air quality management areas in Southend, it does not prevent further air quality issues arising as economic growth and regeneration proceeds.

How?

3.41 Development proposals may be required to complete an Air Quality Assessment as part of the planning process. The document will ensure that new developments and the traffic they generate have a minimal adverse effect to air quality. A development may need to declare an Air Quality Assessment area if the development:

- Results in increased congestion, or a change in traffic volumes and / or vehicle speed.
- Significantly alters the traffic composition in an area, such as bus stations, HGV parks and new road layouts.
- Includes a new car, coach or lorry park.
- Affect sensitive areas or areas nearing air quality threshold limits.

3.42 The Council has developed a fully “Multi Modal Transport Model” for the Borough, which Developers will be expected to utilise as appropriate. The output from this Model will inform as to whether further investigation into air quality and mitigation measures is required.

3.43 The use of vehicles and modes that either emit low or zero levels of carbon dioxide, such as, electric vehicles, bio-fuel etc will be promoted by both new developments and the Council.

3.44 Further work on the benefit of Low Emission Zones (LEZ) within the Borough is being investigated as part of the Area Action Plans.

3.45 Develop an Air Quality Strategy for the Borough.

Policy 17: Comprehensive road safety education, training and publicity

Why?

3.46 To improve road user behaviour to make it safer to use the highway network by all road users but particularly the more vulnerable road users including children and the elderly.

How?

3.47 Education, training and publicity (ETP) related to safer travel should be aimed at all highway users with particular attention given to vulnerable and high risk road user groups, e.g. children and the elderly. The specific target groups will be established through the analysis of three year road accident data, including specific education and training aimed at motorcyclists, younger and older drivers, child pedestrians and cyclists.

- 3.48 The Council's Road Safety Team, and Cycle Southend team will work with schools to introduce school travel "action plans" as part of their curriculum. The school travel "action plan" will include road safety schemes and define the education, training and publicity to be provided to trainees as part of the curriculum.
- 3.49 Bikeability cycle training is provided for the following groups:
- Level One – teaches basic skills and bicycle handling (off road).
 - Level Two – gives children the skills they need to cycle safely to school on quiet roads.
 - Level Three – covers more complicated traffic environments for competent cyclists.
- 3.50 Through Cycle Southend, Learn to Ride and Bikeability training has been extended to provide training to greater numbers of both children and adults.
- 3.51 The Borough has an increasing elderly population and more accidents involving older people. The European project, co-funded by DG Move, SaMERU enabled the Council (who led on this project) to co-ordinate a two year programme of research and investigation, in conjunction with the Older Persons Assembly and other stakeholders.

Policy 19: Improve accessibility to Southend Hospital particularly from the east of the Borough

Why?

- 3.52 Shoeburyness suffers from public transport accessibility issues; it can take over 30 minutes from Shoeburyness to the hospital via public transport.

How?

- 3.53 Work with service operators to ensure the supply of accurate and up to date travel and route information, on the internet, by mobile phone at railway stations and bus stops and at other public places such as libraries.
- 3.54 The Council will work with bus operators to assess bus frequency, punctuality and journey times from Shoeburyness to the hospital, and encourage changes if necessary to improve accessibility. This will also ensure a co-ordinated approach to delivering bus services that serve the hospital.
- 3.55 The Council will work with Southend Hospital to promote their travel plan, and promote travel planning for visitors and patients without mobility difficulties who need to attend the hospital on a regular basis. This would include working with the hospital through the Ideas in Motion network to support staff and visitors in travelling sustainability.

Policy 20: Improve north / south accessibility in the west of the Borough

Why?

3.56 North/south accessibility by public transport, cycling and walking in the town is restricted in terms of available travel options and physically in terms of the A13 London Road and the A127 dual carriageway which cause severance in the Borough.

How?

3.57 Working with the bus operators to ensure bus and train timetables are co-ordinated wherever possible at the nine railway stations. Ensuring that better walking and cycling and public rights of way routes are developed, marked clearly and maintained to an acceptable standard.

3.58 One junction on the A127 Arterial Road that causes severance to pedestrians is Kent Elms. As part of the A127 Corridor Strategy, Kent Elms junction will be supported for upgrading measures, including pedestrian and cycling improvements and the consideration of an improved bus network.

3.59 The Council will seek to improve north / south accessibility by working with bus operators to assess bus frequency, punctuality and journey times in the west of the Borough, especially for bus services running from Leigh to Eastwood and implement changes if necessary to improve accessibility. Routes were identified previously as part of a "Kick Start" funding proposal, these will be investigated further, as part of the Surface Access Strategy and A127 Corridor Strategy.

Policy 21: Tackle health inequalities by increasing the number of adults and children who walk and cycle for work, education and leisure

Why?

3.60 Walking and cycling are sustainable, active modes of travel that can help improve health as well as reduce congestion, reduce CO2 emissions, improve air quality and support improvements to the streetscape and local areas.

How?

3.61 The Council working with Public Health will continue to encourage cycling and walking as a sustainable way to travel, and promote the health benefits that can be delivered through an increased take up of these modes, particularly for shorter distances of up to 5 km (3 miles) where the journey is up to about 15 minutes.

3.62 There will be a continued focus on walking and cycling activities with the key target groups, events and activities extended to support the most deprived wards and key employment areas. Cycle routes will continue to be promoted to encouraging

cycling (particularly along the seafront cycle route NCN 16 and other such as Prittle Brook Greenway).

- 3.63 Cycle Southend (www.cyclesouthend.co.uk) will continue to promote cycling as a way of life and as part of the “culture” of Southend.
- 3.64 The Council will ensure all walking and cycling routes and street lighting along the routes, are maintained to an acceptable standard and the maintenance hierarchy is followed.
- 3.65 There is an on-going programme to continue to provide cycle parking throughout the Borough. A small cycle hire scheme is being actively promoted through the ‘Comfy Saddle’ brand throughout the Borough. There will be a focus on the “missing links” and sourcing funding, particularly from the EU. Cycling to “hubs” such as schools, railway stations, the Hospital, workplaces and as part of leisure activities will mean that events and promotions will be able to concentrate on various locations, with activities planned for target audiences. Charity bike rides and walking events will continue to be supported and encouraged. The provision of easy access to bus stops and walking routes (for example, dropped kerbs at junctions) will be extended to promote walking for all abilities, as part of the “door to door” travel chain.
- 3.66 Accessibility to play spaces and other recreation areas will also be improved to ensure safe and sustainable access.

Policy 22: Ensure all public transport is fully accessible by 2017

Why?

- 3.67 The Borough has an increasingly higher proportion of elderly residents, which is expected to rise over time. This group of users continue to need have easy access to public transport if they are to remain fit, healthy and active. People who are disabled need level boarding points and public transport that is fit for purpose, likewise the street environment must ensure that there are no artificial barriers.

How?

- 3.68 Working in partnership with bus operators will ensure that their bus fleet and all bus boarding points are fully accessible.
- 3.69 Working with the rail operators to encourage all stations to provide Access for All improvements, which are a part of their travel plans and include the following:
- Access to information, ticketing and making reservations.
 - Access to buildings and platforms.
 - Accessibility to carriages.
 - Quality and consistency of staff training.
- 3.70 The maintenance of footways, pedestrianised and shared space areas will help elderly and less able people to have better accessibility. Maintenance works will be

prioritised according to the carriageway and footway hierarchy see table 2 and table 3 in Appendix 1.

Section 4: Action B – Better Networks and Traffic Management Schemes

Policies in this section:

Policy 1: Reduce congestion within the Borough.

Policy 3: Better managed vehicle parking.

Policy 4: Maintain the network to a good standard and ensure it remains resilient to external events.

Policy 7: Ensure the movement of freight and deliveries in the Borough is efficient, and does not adversely impact on residents or the environment.

Policy 9: Ensure that transport development respects and enhances the street scene and public realm.

Policy 11: Increase the resilience of the transport network to climate change.

Policy 14: Protect and enhance the natural and built environment.

Policy 16: Appropriate road safety engineering and accident site treatment.

Policy 18: Maintenance and monitoring to improve safety and accessibility.

Policy 1: Reduce congestion within Southend

Why?

4.1 Congestion is a problem in the Borough particularly at peak times on the A127 and the A13. Journey times increase due to traffic congestion, which also contributes to poorer air quality, noise and higher CO₂ and particulate emissions. Bus passengers, pedestrians and cyclists are discouraged from using public transport, walking and cycling under such conditions.

4.2 In developing the Third Local Transport Plan, the Evidence Base and the Issues and Options Report have all highlighted the cost to Businesses of congestion. The Area Action Plans and the A127 Corridor Strategy seek to build on the significant progress in reducing congestion and ensuring that future development proposals in terms of housing and employment are fully sustainable.

How?

4.3 Under the Traffic Management Act 2004 Part 2 Local Authorities are required to keep traffic flowing along key transport corridors. The Council in co-operation with other authorities in the East of England is part of the East of England Permit Scheme, to co-ordinate works on the highway. The main purpose for the introduction of the scheme is to minimise disruption from unnecessary or badly controlled road works.

4.4 This system will also enable information regarding works on the highway to be available to the public and will be linked to the communication and web based systems.

- 4.5 The delivery of an improved bus network serving the A127, Southend Airport and Shoeburyness is extremely important in providing a reliable and modern service to areas of the town requiring modern and efficient transport links, which are sufficiently attractive to both bus and non bus users
- 4.6 Improving and ensuring bus punctuality particularly along the A13, through measures such as bus advancement and bus priority. A greater uptake of real time and GPS bus location systems will be encouraged by working with system suppliers, bus operators and Essex County Council.
- 4.7 Combining the need to reduce congestion, provide driver information and effectively monitor and manage the network form part of the project to integrate the current traffic management, VMS, Split Cycle Offset Optimisation Technique (SCOOT), Automatic Number Plate Recognition (ANPR) and traffic control systems. This study is underway to consider various ways of joining databases and systems. This is set out further under Action D.
- 4.8 The highest priority junctions for improvements (after the completion of the Tesco Roundabout Improvement Scheme due for completion in March 2015) are: The Kent Elms Corner junction (A127 / Rayleigh Road / Bridgwater Drive) and the Bell junction (A127 /Rochford Road / Hobleythick Lane junction)
- 4.9 New developments will be expected to demonstrate and mitigate their effects on the highway network, principally by sustainable modes and the use of Travel Plans. The use of the Southend Multi Modal Transport Model will be encouraged to model the effects on traffic flows and support alternative public transport, cycling and walking options. Contributions will be required from developers to ensure that the Model remains current and up to date.

Policy 3: Better managed vehicle parking

Why?

- 4.10 The current capacity of Council operated off-street car parking spaces in the Town Centre is around 85% utilised, combined with the need to improve traffic flow and the quality and safety of the streetscape supports the case for strategic parking management, particularly in respect of releasing valuable development sites. Pressure on on-street parking is severe in a number of areas, particularly around the hospital, railway stations and in the Town Centre.

How?

- 4.11 A parking strategy to consider the following key issues:
- The need to define clearly current and future parking capacity, quality and distribution in the borough for all modes of transport, including, cars, motorbikes, bicycles, HGVs, LGVs, buses, coaches and taxis and the impact on congestion and safety.
 - The importance of improved access to sustainable travel options through parking policy and management.

- The provision and support of sustainable parking provision through electric car and bicycle charging points and the promotion of car clubs and car sharing.
- The importance of parking policy, enforcement and provision near traffic attractors such as events, residential areas, shopping centres and schools.
- Damage caused by parking on footways and verges.
- The merits of the Controlled Parking Zones (CPZ) programme where parking is prioritised for local residents, and have the same standards throughout the borough.
- The need for Long Stay and Short Stay car parks .
- The role of Park and Rail sites.

Policy 4: Maintain the network to a good standard and ensure it remains resilient to external events

Why?

- 4.12 As the Highway Authority, the Borough Council has a legal responsibility to maintain the highway network (Section 41 Highways Act 1980) to standards defined in the 'Well Maintained Highways' (July 2005) and other relevant policies and legislation. The adoption of recommendations in this code deliver best value but are reliant on resources being available.
- 4.13 There is always a risk that external events may have a negative impact on the efficiency of the highway network, for example, accidents and unexpected weather events, particularly flooding.

How?

- 4.14 A Transport Asset Management Plan (TAMP) is being developed to help deliver value for money in managing transport assets to deliver efficiency and service improvements. The TAMP is being developed in line with the Corporate Asset Management Plan and incorporates the following key actions:
- An asset inventory including all highway assets including footpaths and bridleways has been developed using the GAIST system.
 - Risk Management forms part of the system to assist with the prioritisation of the maintenance work programme.
 - Prioritisation of the use of capital and revenue resources for all assets.
 - Maintaining an up to date Bridge Register, especially in respect of structures that require substantial maintenance intervention over time, to also include those owned and the responsibility of Network Rail.
 - Identifying funding sources and innovative ways of supporting maintenance programmes
- 4.15 Routes, footways/street scene and quality hierarchies are being developed in line with the Code of Practice for Highway Maintenance Management (CPHMM) and used to prioritise both maintenance and capital works on the highway. Table 2 and 3 in Appendix 1 show the route hierarchies for the carriageway and footway.

- 4.16 A Surface Water Management Plan is being completed which covers all types of flooding (except coastal flooding) to manage the highway when a flooding event arises. Drainage improvements will be particularly necessary in areas / situations of higher risk of flooding. Highway engineering works can benefit eastern areas of the town to reduce the risk of flooding by the creation of water storage areas and Sustainable Urban Drainage Systems (SUDS).
- 4.17 A signing strategy will be required to identify those sections of the highway with a higher likelihood of flooding. On-going monitoring of cliff movement continues, with highways and the railway line in the Westcliff and Leigh areas at risk from ground movement and slippage. Engineering works may be required in the plan period.
- 4.18 The programme to replace old iron lighting columns and inefficient lighting units with LED efficient units will continue, taking into account the route and footway hierarchies.
- 4.19 The Council works in Partnership with Anglian Highway Authorities Utilities Committee (AHAUC) which is the Anglian (i.e. eastern region) forum of the national organisation HAUC for sharing technical information and advice with regards to street works and works for road purposes.

Policy 7: Ensure the movement of freight and deliveries in the Borough is efficient, and does not adversely impact on residents or the environment

Why?

- 4.20 The majority of freight is transported on the local highway network which can impact on residential areas, increase noise and disturbance, increase carbon dioxide and affect air quality in the local environment. With the economic growth that is anticipated within the Borough, these issues are likely to increase.

How?

- 4.21 A Freight and Delivery Strategy will be developed in consultation with a Freight Partnership to seek to ensure that HGVs and LGVs use the most appropriate routes of the highway network in line with the Route and Footway Hierarchies.
- 4.22 The strategy will include the following:
- Highway information, ICT and signage scheme utilising real time driver systems and website.
 - Investigation into the creation of an urban logistics centre or freight hub.
 - Highway improvements including parking accommodation.
 - Noise and CO₂ emissions control.
 - Timed and planned delivery mechanisms

Policy 9: Ensure that transport development respects and enhances the street scene and public realm

Why?

4.23 Continue the “Better Southend” initiative to help make Southend a more attractive town to live, work and play and to promote sustainable travel. Building on the Victoria Gateway and City Beach schemes to set the standard for development in areas of significant regeneration.

How?

4.24 Ensure all highway developments are designed in accordance with the Council’s Streetscape Manual (adopted February 2014) and the DfT Manual for Streets 2 to ensure the following key elements:

- Street clutter is kept to a minimum wherever possible and traffic orders, lining and signage are considered appropriately.
- Streets are designed and enhanced to make them feel more attractive and safer for all road users particularly the more vulnerable, including children, the disabled and the elderly.
- Streets and the highway environment are considered in terms of context as a “place” by the use of appropriate materials and design according to the relevant route and footway hierarchies.
- Sufficient account is taken of maintenance requirements and servicing to ensure that the “streetscene” is maintained.
- Seek involvement from local residents groups in the planning stage to ensure local views are received and consideration of more active involvement in achieving a “better place”.
- Co-ordination of ‘street scene’ and inspection functions to ensure an efficient joined up approach to maintaining the qualities of the street and better customer satisfaction.

Policy 11: Increase the resilience of the transport network to climate change

Why?

4.25 The Climate Change Act 2008 was enacted on 26th November 2008 signalling the United Kingdom’s move towards a low-carbon economy. Climate change variations that will impact on the highway network and users are likely to be:

- An increase in temperature fluctuations (both higher and lower).
- A decrease in summer rainfall but more extreme summer weather events.
- An overall increase in winter rainfall and precipitation intensity.
- A rise in sea level giving rise to greater risk of coastal flooding.

4.26 These weather variations may give rise to highway assets being damaged and journeys being delayed or prevented by flooding or other extreme weather events. A Corporate Action Plan has been prepared, which includes actions regarding highway assets and travel. It will be necessary to take the impact of climate change as a factor in the Risk Management Strategy (see Policy 4).

How?

- 4.27 The maintenance policy will be regularly reviewed to take account of new information and engineering requirements to adapt and reduce the impact of climate change including an inclement weather policy.
- 4.28 All highway schemes will consider energy saving techniques to reduce the amount of energy required to reduce the overall carbon footprint for transport.
- 4.29 Required engineering works arising from climate change are covered under Policy 4.
- 4.30 SUDS will be considered when new, or enhancements to the existing highway network, are undertaken in accordance with planning policies.

Policy 14: Protect and enhance the natural and built environment

Why?

- 4.31 There are internationally and nationally designated biodiversity sites within the marine environment and a number of conservation areas, scheduled monuments and listed buildings in areas of the town which are particularly popular for visitors.
- 4.32 Access and works to the highway need to respect these designations. Visitors and tourism can affect the sensitive areas and appropriate measures must be taken in terms of assessments of impact. For example, plans to extend the seafront cycle route along the "Cinder Path" in Leigh will need to consider materials and the time of year for construction.

How?

- 4.33 Transport improvements will include highway landscaping proposals, more trees (on the basis of a minimum 2:1 replacement), landmarks and quality pedestrian areas.
- 4.34 Design of highway improvements should seek to comply with the relevant design policies to make the town a more pleasant environment particularly supporting healthy and sustainable modes of travel.
- 4.35 Working in partnership with Thames Gateway South Essex to support the development of the Urban Habitats, Parklands and Green Grid to ensure there are "green corridors" linking the urban, densely populated areas of the Borough to the countryside and estuary.

Policy 16: Appropriate road safety engineering and accident site treatment

Why?

- 4.36 Under the Road Traffic Act 1988 Local Authorities are required to carry out a programme of measures designed to improve road safety and to promote road

safety for all road users. Accidents are dispersed widely throughout the Borough apart from higher levels of accidents on the A127, A13 and in the town centre.

How?

- 4.37 An updated road safety strategy will be developed to encompass all aspects of road safety in the Borough alongside up to date guidance and policies from Government and the EU.
- 4.38 The Council will continue to monitor accidents on the highway and undertake improvement works or other actions such as road safety training to address single accident clusters and route strategies.
- 4.39 Safety also includes helping to make communities feel safer by introducing road engineering and/or environmental improvements that reduce speeds to 20 mph in residential areas that are near schools, homes for the elderly or in deprived areas of the town. Alternative ways of reducing speed in these areas are for example road closures, average/safety cameras or better enforcement.
- 4.40 The provision of safety cameras remains, subject to financial considerations and support from the Essex Casualty Reduction Board.

Policy 18: Maintenance and monitoring to improve safety and accessibility

Why?

- 4.41 Maintenance of the highway network is primarily covered under Policy 4.
- 4.42 In times of limited budgets, it is critical to continue to use the finance and resources available to greatest effect to improve safety and accessibility. Therefore it is very important, to understand the condition and use of the highway network so that the budgets can be appropriately prioritised. The TAMP forms a key part of developing scenarios and options for the maintenance programme.

How?

- 4.43 Monitoring of the condition of highway assets is undertaken according to the priority of the location of the asset in relation to the route and draft footway hierarchies. Asset types and monitoring regimes include the following:
- Bridges and culverts – programme of inspections and investigations.
 - Street lights – ongoing prioritised scouting, and inspections and electrical testing.
 - Footpaths – programme of inspections.
 - Footways – 2 yearly inspections.
 - Car parks – regular inspections by parking staff.
 - Road markings – inspected in accordance with road hierarchy.
 - Local Authorities roads – annual inspections using scanners.
 - Pedestrian crossings – monitored remotely.
 - Local Authorities carriageways – bi-annual inspections.
 - Monitoring the use of the highway and other related travel data.

- 4.44 The use of the highway network also needs to be monitored regularly to ensure a good understanding of the demands and issues on the network. The following data is collected from a variety of sources:
- Numbers of road users, including freight vehicles, coaches, cars, motorbikes, bicycles, mobility scooters, equestrians and pedestrians.
 - Vehicle occupancy levels.
 - Train and bus frequencies and numbers of passengers.
 - Accessibility to public transport and other key services.
 - Parking facilities and parking enforcement.
 - Public perception and other population data.
 - Insurance claims.
- 4.45 The ability to review data and inform decisions forms part of Action D, which will bring together information gathered from a variety of 'real-time' systems, including traffic signals, car parking, vehicle location etc. More effective use of this data will allow feed back to the network management functions.

Section 5: Action C – Better Partnerships, Engagement and Sponsorship to support Greater Efficiencies in Funding and Delivery

Policies in this section:

Policy 8: Support businesses, tourism and regeneration.

Policy 15: Support safety partnerships and promote safer communities.

Policy 23: Improve the quality of “door to door” travel and develop strong partnerships with health providers and community care organisations to ensure better access to services.

- 5.1 Action C is an overarching action to the other three actions; partnership working is a prerequisite to significantly progressing the interventions within the Implementation Plan.
- 5.2 In determining possible funding opportunities, it is essential to prioritise the work to be undertaken and how and where resources should be focused to greatest effect.
- 5.3 The continuation and development of partnerships are mentioned under the relevant policy areas.
- 5.4 The Implementation Plan will bring together community and social enterprise, local knowledge and involvement in the delivery of aspects of the Plan, particularly in the area of “softer measures” such as communication, and information. Diagram 5 shows the initial relationship between the Partnerships, Schemes and Actions. Diagram 6 shows the output and outcomes working in partnership with the communities.

Diagram 5 - Link Between Partnerships, Schemes and Actions

		Action A Better Sustainable Transport and Mobility Management			Action B Better Networks and Traffic Management Schemes					Action D Better Operations of Traffic Control Information and Communication Systems
Topics: (Typical Partnerships not exhaustive)		Sustainable Transport Policy and monitoring	Sustainable Travel Promotion	Road Safety ETP	Quality Highway Maintenance and Improvements	Flood Management	Road Safety Engineering	Parking Management and Schemes	Freight Management	Intelligent Transport Systems
Action C Better Partnerships, Engagement and Sponsorship to Support Greater Efficiencies in Funding and Delivery	European Projects and Partners	✓	✓	✓			✓		✓	✓
	SaMERU									
	Thames Gateway Low Carbon									
	Government Agencies, Departments and Organisations	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Anglian Water Authority									
	Defra									
	Department for Transport (DfT)									
	English Heritage									
	Environment Agency									
	Highways Agency									
	Natural England									
	Health Organisations	✓	✓	✓	✓		✓	✓		
	Disability Groups (Just Ride)									
	Southend Hospital									
	National Health Service/SBC General Practitioners									
	Regional Authorities & Partnerships		✓	✓	✓	✓	✓		✓	✓
	Local Enterprise Partnerships									
	SELEP									
	Regional Local Authorities									
	Essex Local Authorities	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Essex County Council									
	Rochford Council									
	Growth Partnerships									
	Thurrock Council									
	Transport Operators									
	Bus Operating Companies									
	Passenger Focus									
	Road Haulage Association									
	Southend Airport									
	Train Operating Companies									
	Network Rail									
	Taxis									
	Sustainable Travel Partnerships	✓	✓	✓	✓		✓	✓		
	Ideas in Motion Network and Workplace Travel Plans									
	Sustainable Motion cic									
	Essex Access Forum									
	Community Engagement									
	Community Groups/Active Citizens									
	Connexions									
	Crime and Disorder Reduction Partnership									
	Education Department and School Travel Plans									
	Older Person Assembly									
	SAVS + Turning Tides (PTP)									
	Southend Youth Council									
	Town Centre Partnership BID									
Emergency Services		✓	✓		✓	✓	✓		✓	
Essex County Fire and Rescue Service										
Essex Local Access Forum										
Essex Police	✓	✓	✓	✓		✓	✓	✓	✓	
Local Businesses										
Chambers of Commerce										
Driving Instructors										
Federation of Small Businesses										
Local Business Partnerships (SBC)										

	Better Sustainable Transport and Mobility Management			Better Operation of Traffic Control, Information and Communication Systems	Better Networks and Traffic Management Schemes		
Schemes	<p>Accessible Public Transport</p> <p>Rights of Way</p> <p>Public Transport Improvements</p> <p>Rapid Transit</p>	<p>Travel Planning</p> <p>Active Travel Planning (Cycling and Walking)</p> <p>Co-ordinated Marketing Communication</p>	<p>Electric Vehicles</p>	<p>Real Time Passenger Information (RTPI)</p> <p>Website</p> <p>Smart Ticketing</p> <p>VMS & CCTV</p> <p>Urban Traffic Management Control</p> <p>Traffic Control Centre</p> <p>Safety Cameras</p>	<p>Parking Management</p> <p>Freight Strategy</p> <p>Maintenance and Monitoring</p> <p>Transport Asset Management Plan</p> <p>Improved Street work Co-ordination</p>	<p>Public Realm/Street Scene</p> <p>Bus Priority</p> <p>Road Safety</p>	<p>Area Wide Traffic Management Schemes</p>
Output	<p>More accessible bus and rail facilities for all</p> <p>Improved walking network</p> <p>Improved bus routes</p>	<p>Travel Information leaflets</p> <p>Sustainable Travel Promotion Events</p> <p>Safety Cycle Training</p> <p>Travel Training</p>	<p>Access for electric vehicles</p>	<p>Public Travel Information</p> <p>New ticketing systems</p> <p>Up to date traffic control systems</p> <p>Travel and Parking VMS signs</p>	<p>Parking Strategies</p> <p>Freight Strategies</p> <p>Up to date TAMP</p> <p>Monitoring Data</p> <p>Flooding Strategies</p> <p>Permit Scheme</p>	<p>Higher Quality Street Scene</p> <p>Improved Bus Priority Routes</p> <p>Reduced number of accidents on highways and footways</p>	<p>Improved highway infrastructure</p>
Outcomes	<p>Higher use buses and trains</p> <p>Fewer cars</p> <p>Fitter residents</p> <p>More Pedestrians</p> <p>Access for All</p>	<p>Improved awareness of travel options</p> <p>More cyclists</p> <p>Fewer cars</p> <p>Lower obesity levels</p> <p>More pedestrians</p> <p>Higher use public transport</p> <p>Stronger and Safer Communities</p>	<p>Lower Emissions</p> <p>Reduced traffic noise</p>	<p>More travel choice</p> <p>Improved PT punctuality</p> <p>Reduced car use</p> <p>Higher bus and train use</p> <p>Fewer complaints</p>	<p>Improved management</p> <p>Improved highway pavements for cyclists and pedestrians</p> <p>Reduced congestion</p> <p>Improved Public Info</p> <p>Scheme impact evidence</p> <p>Reduced risk</p> <p>Provide evidence regarding travel patterns</p>	<p>Improved asset condition</p> <p>Improved bus travel satisfaction</p> <p>Reduced congestion</p> <p>Increased number of pedestrians/cyclists</p> <p>Safer street environments particularly off peak</p> <p>Improved Air quality</p>	<p>Reduced congestion</p> <p>Safer Roads near pedestrian focuses</p> <p>Reduced traffic speeds in residential areas supporting sustainable modes of travel</p> <p>Reduced risk from climate change</p> <p>Improved street scene</p>
Evidence to be Collected	<p>Automatic cycle counters</p> <p>Lower obesity rates in schools</p> <p>Rail Passenger Information</p> <p>Bus Passenger Numbers</p> <p>Accession</p> <p>Numbers of vehicles through local traffic surveys and automatic counters and information from signal technology</p>	<p>Automatic cycle counters</p> <p>Lower obesity rates in schools</p> <p>Increases in Footfall surveys</p> <p>Accidents</p> <p>National Census</p> <p>School Census mode of travel</p> <p>Travel Plan Monitoring</p> <p>Walking Surveys, including Town Centre Surveys</p>	<p>Air Quality</p> <p>Enforcement Data</p>	<p>Traffic Data from modern technology</p> <p>Have Your Say - satisfaction survey</p> <p>Bus Punctuality</p> <p>Improved use car parks</p> <p>Journey Time Information</p>	<p>Car Park Info</p> <p>Symology Reports</p> <p>Asset Condition Data</p>	<p>Improved public perception</p> <p>Insurance claims</p> <p>Highway Condition</p> <p>Air Quality</p> <p>Vehicle Delays</p> <p>SBC Traffic Model</p>	<p>Improved Air Quality</p> <p>Journey Times</p> <p>Increase in Passenger Numbers</p> <p>Accidents</p> <p>Traffic Speeds</p>
Key:	Local Data	National Data					

Policy 8: Support businesses, tourism and regeneration

Why?

5.5 As a sub regional centre and an important tourist destination, there are many events held throughout the year. It is important to minimise congestion so visitors are able to travel easily into the Borough.

How?

5.6 To minimise the impact of events on the Borough it is important that traffic management is provided in accordance with the Traffic Management Plan.

5.7 In addition, an investigation into potential river travel is to be undertaken.

5.8 Working in partnership with the transport operators, through the Ideas in Motion, and the Bus and Rail Quality Partnerships will be essential to promote the sustainable travel alternatives.

5.9 All marketing and promotional material must be up to date and mention all the travel options.

5.10 Likewise information for visitors arriving in the Town should be clear, up to date, accessible, relevant and in the form of signage, information packs and on the web-site.

Policy 15: Support safety partnerships and promote safer communities

Why?

5.11 The Borough's accident records show that children and cyclists are amongst the more vulnerable groups using the highway network. In addition, congestion in the town is particularly severe during the morning rush hour when children are travelling to school.

How?

5.12 To help foster best practice and to enable best value for money by sharing learning resources, a number of working groups will meet to seek to alleviate safety issues in the town.

5.13 The Safer Essex Roads Partnership includes road safety representatives from all the shire and unitary authorities in the eastern region. The main aim of the group is to help fulfil their statutory role of reducing the number and severity of road accidents through shared Education, Training and Publicity (ETP) policies and programmes. The group focuses on targeted road users including the elderly, children, cyclists, motorcyclists and young drivers through specific campaigns including drink driving and the Think campaign to promote safety for motorcyclists.

5.14 The function of the Essex Casualty Reduction Board is to provide broad strategic direction regarding road traffic accidents and congestion. It comprises representatives from the Council, Essex County Council, Essex Police, Thurrock

Council the Highways Agency, and Her Majesty's Courts Service. This group organises safety cameras and other safety promotion such as the Community Wheels project.

- 5.15 These groups will be developed to work more closely with the local community and to seize opportunities to maximise the use of volunteers to help support this critical area of community work and help run such events as Community Speed Watch.

Policy 23: Improve the quality of "door to door" travel and develop strong partnerships with health providers and community care organisations to ensure better access to services

Why?

- 5.16 The Community Transport Services provided by the Council benefit local people by providing the ability to reach places of work, schools, colleges, health centres and hospitals, parks, leisure facilities and shops. The concept of door to door travel extends to all sectors of the community in ensuring that the whole journey is integrated.

How?

- 5.17 An analysis of existing partnerships and provision will be carried out and research through the SaMERU project has helped to understand elderly people's travel experiences.
- 5.18 Working with community partners will be important in understanding and developing a more holistic way of planning for public transport.
- 5.19 Measures to improve door to door travel are also covered in detail under Policy 2, such as smart ticketing, improved travel information and interchanges.

Section 6: Action D – Better Operation of Traffic Control, Information and Communication Systems (including ITS and UTMC)

Policy 13: Make better use of ‘intelligent transport’ technology to help maintain traffic flows and provide information to transport users

Why?

6.1 Developing technologies especially ‘intelligent transport’ systems are used to manage transport demand and provide information to travellers. People are able to make informed decisions with the most up-to-date information. For example, if an accident has occurred on a particular route and travellers are informed in a timely manner they can make the decision whether to wait for the accident to be cleared, take another route or change the timing of their journey.

How?

6.2 The use of Real Time Passenger Information Systems (RTPI) and Automatic Vehicle Location (AVL) will continue. This gives the actual timings of buses and locations on the network. This provides information to passengers (and also to operators) to allow them to make a decision on their transport choice.

6.3 Short Messaging Service (SMS) has now been advanced to enable use of Quick Response Code (QR codes) and Near-Field Communication (NFC) which are all mobile links to various sites which provide up-to-date next bus and real time information. RTPI boards will continue to be installed across the Borough.

6.4 Smart cards / tickets will be introduced to provide the public with seamless, integrated travel. Smart ticketing will be introduced in partnership with Essex County Council as part of the bus AVL system. There will be a consideration of extending the use of Smart Cards to trains, libraries, waste/recycle centres, parking etc.

6.5 VMS (Variable Message Signs) have already been implemented along key routes into the Borough. VMS allows communication with the travelling public via a messaging board located next to the carriageway. The signs provide up-to-date information regarding road works, delays, accidents, parking and other information to enable the user to decide which route or mode they wish to take.

6.6 More VMS signs will be installed across the Borough in a rolling programme, starting with the A13 and A127, then on routes to and around the town centre and the Seafront. VMS will also be implemented on outbound routes and information will be shared across the Borough boundary.

6.7 ANPR cameras are located at various locations around the Borough. ANPR enables journey times to be calculated along routes within the Borough. Partnership working is on going with Essex County Council to provide journey times from outside the Borough.

- 6.8 The Council has introduced Webcams at key junctions in the Borough, which help with road safety, personal safety and with traffic management. The images that the webcam provides will be placed on the Southend travel information website for the public to access and view in real time. The images also enable the Council to see what is causing the delays, which can then be communicated to the public via the VMS.
- 6.9 There is presently an Urban Traffic Control (UTC) system in place across the Borough. UTC systems co-ordinate traffic signals to control traffic flows and are primarily located where traffic flows are high. This system will be updated as required, to ensure efficient traffic management.
- 6.10 An Urban Traffic Management and Control (UTMC) system will be set up in order to integrate the services mentioned within Action D.
- 6.11 UTMC systems use a common database to share relevant information between individual ITS applications, such as traffic signal control systems, air quality monitoring, car park management, and bus priority, often all managed from the same control centre. The Council will work in partnership with Essex County Council and Thurrock Council to ensure UTMC systems across greater Essex are compatible and work closely together.
- 6.12 A Southend Travel Website (Ideas in Motion) has been set up to provide up-to-date information on transport for the Borough. The travel website will be linked to the Southend Council homepage incorporating the following sections:
- Cycling – integrates the Cycle Southend website and includes maps of cycle routes.
 - Walking – maps of public footpaths, bridleways and provides information on footpath closures.
 - Public Transport – links to the public transport operator’s websites and also provides information on tickets, timetables and any changes to services.
 - Links to Traveline and other websites (e.g. ECC) so that the public can route plan.
 - Travel Planning.
 - Up to date highway information regarding the roads and footpaths, road closures, works etc.
- Updated to support Smartphone applications

Section 7 : Management, Monitoring and Review

- 7.1 The process for formulating and managing the Implementation Plan is based upon the knowledge and experience gained in the development of the first two local transport plans.
- 7.2 Forward planning is an important part of the overall process to ensure the objectives of strategy are adhered to.
- 7.3 Effective participation and consultation has always played an important part in gaining community support for transport schemes and fostering the efficient and cost effective delivery of schemes on the ground.
- 7.4 Effective management techniques PRINCE2 project management is practiced and the use of “symology” for the management of the maintenance side of the council’s highway infrastructure.
- 7.5 Further details regarding the programme and project management for the third local transport plan are provided in chapter 10 of the LTP3 strategy which includes the following sections:
 - The LTP3 Programme Management guiding principles.
 - Programme Organisation, Leadership and Structure.
 - LTP Lifecycle.

Monitoring, Targets and Indicators

- 7.6 As discussed under Policy 18 monitoring the condition and the use of the highway assets is an important part of the management of the highway network.
- 7.7 Targets and indicators will be developed with the revised national indicators according to the available level of resources. The use of Intelligent Transport Systems (ITS) for monitoring and remote monitoring of traffic data will be prioritised to ensure efficient use resources and accuracy. New skills will be developed “in house” to ensure that the flow of information continues and can also be provided back to the transport operators.
- 7.8 Progress Reports will be produced every two years starting with the period 2015/16 – 2016/17 fiscal years.

Procedure for Scheme Selection

- 7.9 The use of DfT’s Capital Block Funding Allocations is selected through a prioritisation process. This process seeks to ensure that the appropriate weight is given to the considered factors resulting in a balanced and achievable programme. Table 2 and 3 shows the road and footway hierarchies prioritising interventions in Appendix 1.

7.10 The prioritisation criteria include a wide range of factors to seek to implement those schemes that contribute the most to the LTP3 strategy and other corporate objectives. Corporate priorities and contribution to the Local Development Framework (LDF) include a number of key proposals with significant transport implications including the Joint Airport Area Action Plan (JAAP), Southend Central Area Action Plan (SCAAP) and a detailed plan for the Shoeburyness area is also scheduled and should address the issue of how sustainable transport can support the growth and regeneration that is planned for this area.

Management and Maintenance Functions

7.11 The revenue budget for the highway network supports a wide range of services that largely include the day to day maintenance of the highway network. The services that are provided include the maintenance of the following asset categories:

- Street Lighting.
- Highways and Bridges (including cleaning and winter gritting).
- Verges and Public Rights of Way.
- Street Signs and Street Furniture.

7.12 All the highways works undertaken comply with the relevant policy including the 'Well Maintained Highways' which is the code of practice for highway maintenance management. Highway Maintenance supports and maintains all new capital assets in addition to the existing assets. The capital and revenue budgets are aligned to ensure the appropriate co-ordination and rationalisation of expenditure in line with the Asset Management Plan.

7.13 Further details of highway maintenance are provided above under policies:

- 4 - Maintain the network to a good standard and ensure it remains resilient to external events,
- 11 - Increase the resilience of the transport network to climate change and;
- 18 - Maintenance and monitoring to improve safety and accessibility.

Traffic Management

7.14 Alongside the day to day maintenance, the Asset Management Plan will continue to be developed by the continued development of the asset management software GAIST. The East of England Permit Scheme is operated by Bedford Borough Council, Hertfordshire County Council, Luton Borough Council and Southend on Sea Borough Council. The main purpose for the introduction of a scheme is to minimise disruption from unnecessary or badly controlled road works.

7.15 The road and footway hierarchies define the use or quality of the existing highway network to support the achievement of the key objectives of reducing congestion through using the network more efficiently whilst supporting sustainable modes of travel.

7.16 The Route Hierarchy classifies the highways in the Borough in accordance with their function, importance, needs, priorities and actual use in line with the transport

strategy. The Footway Hierarchy ranks the footways, verges and other pedestrian areas according to the level of use and type of users. These hierarchies provide overarching priorities in determining the priorities for the maintenance of the highway network.

- 7.17 New maintenance contracts will seek to achieve a balance between best value for money and supporting a sustainable environment.
- 7.18 Details regarding the other management services list above are given in more detail under the relevant policy areas.

Appendix 1 – Route, Footway and Streetscape Hierarchy

Table 2 Route Hierarchy

* indicates that the priority needs to consider the characteristics of the road, parking, width, actual speed etc., the cycle network will create routes that are both on road and off road with due account of traffic volume and the overall network effects. For on highway cycle routes, adequate provision and lane markings (if appropriate) will be provided, this should be read in conjunction with the Southend Cycle Map and the cycle hierarchy of design.

Route Hierarchy Category	Mode Priority	Special Characteristics (see Footway Hierarchy below)	General Characteristics	Traffic Flows (Annual Average Daily Traffic Flows)
Strategic Primary A127 and A1159	HGV Bus *Car/Bicycle /Walking	High Quality Streetscape Cycle Route Pedestrian Focus	Top Priority traffic route	> 20,000
Primary Distributor including A13	Bus HGV *Car/Bicycle /Walking	High Quality Streetscape Cycle Route Pedestrian Focus	Second Priority traffic routes	15,000 to 19,999
Secondary Distributor	Bus LGV *Car/Bicycle /Walking	High Quality Streetscape Cycle Route Pedestrian Focus	Link the top and 2 nd priority routes to local areas of the town. All 30 mph	10,000 to 14,999
Local Distributors	Bus *Car/Bicycle /Walking LGV	High Quality Streetscape Cycle Route Pedestrian Focus	Local traffic – 30 mph	5,000 to 10,000
Residential Roads	Walk Bicycle Bus Car	High Quality Streetscape Cycle Route Pedestrian Focus	Local traffic – 20mph?	< 5,000

Table 3 Footway/Streetscape Hierarchy

Footway Hierarchy	Priority Modes	Footfall/Streetscape Quality?
Prestige Walking Zone	Conservation Areas Seafront High Street/Shopping Treed/Green Streets	Exceptionally High Usage or high streetscape quality
Pedestrian Focus	Schools, Hospitals Care Homes Shopping Public Transport Interchanges Businesses Other Civic Buildings Events	High usage – particularly by vulnerable road users
Secondary	All other residential areas Cycle ways	Low to Medium usage
Tertiary	Footway Verges Footpath	Low usage but special landscape value as a part of the Green Grid

Appendix 2: Glossary

ANPR	Automatic Number Plate Recognition
CIL	Community Infrastructure Levy
CO ₂	Carbon Dioxide
CPHMM	Code of Practice for Highway Maintenance Management
CPZ	Controlled Parking Zone
DfT	Department for Transport
ECC	Essex County Council
ERDF	European Regional Development Fund
ETP	Education, Training and Publicity
EU	European Union
GIS	Geographic Information System
GP	General Practitioner
HCA	Home and Communities Agency
HGV	Heavy Goods Vehicles
ICS	Integrated County Strategy
ICT	Information Communication Technology
ITS	Intelligent Transport Systems
LAs	Local Authorities
LEPs	Local Enterprise Partnerships
LEZ	Low Emission Zones
LGV	Light Goods Vehicles
LPG	Liquefied Petroleum Gas
LSTF	Local Sustainable Transport Fund
LTP	Local Transport Plan
MSP	Managing Successful Programmes
NRSWA	New Roads & Street Works Act
PCT	Primary Care Trust
PRESTO	Promoting Cycling for Everyone as a Daily Transport Mode
RGF	Regional Growth Fund
RTPI	Real Time Passenger Information System
SaMERU	Safety Mobility for Elderly Road Users
SCOOT	Split Cycle offset Optimisation Technique
SUDS	Sustainable Urban Drainage System
SMS	Short Messaging Service
TAMP	Transport Asset Management Plan
TMA	Traffic Management Act
UTC	Urban Traffic Control
UTMC	Urban Traffic Management Control
VMS	Variable Messaging Signs

