
THAMES GATEWAY SOUTH ESSEX - LONDON TO SOUTHEND MOVEMENT STUDY (LOTS)

1 SUMMARY

- 1.1 To advise Members of the main findings of the London to Southend Movement Study (LOTS) commissioned by the Thames Gateway South Essex Partnership (TGSE), and its wider implications for transport movement within and beyond the Region.

2 INTRODUCTION

- 2.1 In approving Regional Planning Guidance for South-East England (RPG 9, March 2001), the Government identified the need for transport studies in addition to a number of multi-modal transportation studies in the Region. One of these related to the need for improved transport links in the Thames Gateway between London and Southend (RPG 9, paragraph 9.36).
- 2.2 Following a competitive tendering process, Hyder Consulting (UK) Limited were commissioned in May 2003 by the TGSE Partnership to carry out the LOTS Study to identify the key components that will be required to develop a transport strategy for the TGSE area. TGSE partners have jointly funded the Study.

3 MAIN FINDINGS

- 3.1 The main findings of the LOTS Study are:
- existing and future travel demands in the TGSE area will require a significant investment in new transport infrastructure as the existing road and public transport networks have insufficient capacity to cater for any substantial growth;
 - a combination of highway and public transport infrastructure will be required and the mix will depend on the future mode split and distribution characteristics of the future travel demands; and
 - these will in turn be determined by the land use planning and transport policies that are introduced to try and control the need for travel and the mode used for those trips that are essential.
- 3.2 The Executive Summary of the LOTS findings is appended to this report, and a full copy of the report has been placed in the Members' Library.

4 DISCUSSION

- 4.1 The report raises significant concerns about the ability of South Essex to accommodate additional growth without a step change in the transport infrastructure and as such reinforces the view that regeneration in the Thames Gateway will be dependent on significant investment over the next twenty years. This study is really only the start of the process.
- 4.2 It is proposed to ask Hyder Consulting to prepare a scoping report to highlight what action is required to take the LOTS findings forward, including:
- Identifying what additional data is required for appraisal work;
 - The elements of the Study that need pushing forward as a priority; and
 - Details of the process that needs to be followed.
- 4.3 This additional work can be completed from within the remaining resources identified for the initial report. However, there is no doubt that additional resources are likely to be required in the future, as work progresses.
- 4.4 To supplement the LOTS work, a Route Management Strategy (RMS) of the 'ring and loop' highway network in the TGSE area (A127, A1159, A13 and A130 and its interaction with the M25) has been commissioned by partners. This is being conducted by Mouchel Consultants on behalf of the three Highway Authorities in the TGSE area, namely Essex, Thurrock and Southend, who are jointly funding the Strategy.
- 4.5 The Strategy is programmed for completion in May 2004 and will comply with the Highways Agency Route Management Strategy Guidance. It will cover all aspects of highway management including improvements, safety, lighting and real time travel information. The outcome will be a 10 year Management Plan with a complementary 3 year rolling action plan. The Plan will be a 'living document' and be updated annually. This will enable bids to be made for improvements through the Local Transport Plan process.
- 4.6 All Authorities in the Thames Gateway have been invited to participate in the development of the plan.
- 4.7 Finally, there is little doubt that significant investment will be required to bring about changes to the transport infrastructure over the next twenty years. Therefore, it is proposed by TGSE that a bid be made to the Office of the Deputy Prime Minister for additional resources to undertake further appraisal work to develop specific schemes and projects.

5 RISK IMPLICATIONS

5.1 Strategic Risk

The future prosperity of South Essex is likely to be dependent on a resolution

being found to the current transport problems. Businesses' investment decisions are influenced by transport and access issues.

6 ENVIRONMENTAL IMPLICATIONS

- 6.1 The environment of South Essex and perceptions of quality are influenced by many factors, but there is little doubt that traffic congestion and access difficulties do have a significant impact on people's perceptions.

7 RESOURCE IMPLICATIONS

- 7.1 At this stage, additional resources are not required for the continuation of consultancy work.

8 RECOMMENDATION

- 8.1 It is proposed that the Committee **RESOLVES:-**

- (1) That, subject to Members' comments, the findings of the LOTS Study be noted.
- (2) That the preparation of a Scoping Report by Hyder Consulting be supported.
- (3) That a bid to the ODPM for additional resources be supported.

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Background Papers:

LOTS Report January 2003

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