

LOCAL TRANSPORT PLAN PROGRAMME 2001/02 TO 2005/06 (Minute 102/00)

1 SUMMARY

- 1.1 This report outlines the proposed programme of major highway schemes and initiatives for the 5 year Local Transport Plan (LTP).
- 1.2 The preparation of the Local Transport Plan is a statutory activity for Essex County Council.

2 INTRODUCTION

- 2.1 Members will recall giving consideration at the meeting of this committee on 21 March 2000 to the final contents of the Rochford District Transport Strategy. The final strategy has been submitted to Essex County Council, including the Council's bid list for funding of projects.
- 2.2 The County Council as Highways Authority is required to complete work on the full Local Transport Plan and submit this to the DETR by the end of July 2000. There is little time remaining to comment on the final contents of the plan, but it is understood that the County will not make a final decision until early July.
- 2.3 The core of the LTP is inevitably the material outlining the proposed programme and the estimated costs of implementation. The County Council has prepared a report outlining their conclusions regarding the appropriate major schemes that should be included in the programme with a total cost of more than £250,000. A copy of the proposed programme and supporting documentation is attached to this report as appendix one.

3 PROGRAMME SUMMARY

- 3.1 Members will see that appendix A of the County report includes a list of schemes in excess of £250,000 proposed by the district councils. The total value of such schemes amounts to £115 million over the five years of the LTP.
- 3.2 Appendix B of the report lists the County Councils preferred programme taking into account the schemes proposed by district and borough councils. The total cost of the County programme over five years would be £155 million.

4 PREDICTED FUNDING

- 4.1 The County report suggests that nationally Local transport Plan funding is likely to increase by 35% from £755 to £1016 million next year. However, at this level, it is predicted that the Essex settlement will be for integrated transport and maintenance will be of the order of £13-£15 million. This equates to a total of between £65-£75 million over the five-year period of the plan.
- 4.2 The report argues that many projects will only be achieved by working in partnership with the private sector seeking ways to add to the financial resources from the Government settlement.

5 DISCUSSION

- 5.1 The County five-year programme significantly exceeds the financial resources likely to be available through the LTP settlement, and there is clear acknowledgement of the need to seek private sector investment.
- 5.2 Members will note that other than the A130 bypass, there are no major schemes in excess of £250,000 proposed in the district. In fact, the list of projects included in Rochford's district transport strategy comprises, in the main, of smaller projects that will bring significant positive benefits at the local level; such schemes are not specifically mentioned in the LTP programme.
- 5.3 It is not surprising that schemes with a value of less than £250,000 are not specifically mentioned in the plan, but the concern is that such schemes will be forgotten or take a very much lower priority than the high value schemes. High value may be related to high importance and of course, as already mentioned the many small schemes identified for Rochford are of local significance and should not be overlooked.
- 5.4 The priority issue of high value schemes is of further concern given the size of the proposed programme in relation to the likely level of the settlement. There is every chance that the majority of the settlement will be allocated to deal with the high value projects at the expense of the smaller, more locally significant projects.
- 5.5 It is considered that Rochford's concerns about the relationship between the £250,000 plus projects and smaller scale projects should be reported to the County.

6 RECOMMENDATION

It is proposed that the Committee **RESOLVES**

That subject to additional comments from Members, the issues raised in this report form the basis of a response to the County Council on the proposed five-year Local Transport Plan programme. (HCPI)

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Background Papers:

Local Transport Plan Programme 2001/02 to 2005/06 - Essex County Council, May 2000.

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APPENDIX ONE

**LOCAL TRANSPORT PLAN PROGRAMME 2001/02 to 2005/06
CONSULTATION PAPER FOR LIAISON WITH DISTRICTS AND
BOROUGHES**

1. Background

The district/boroughs have all produced strategies following guidance issued by the County Council. A key part of this work was to develop a five year programme of schemes for inclusion in the plan. Part of the guidance was to programme to a level to meet the aspirations of the policy.

In setting out the programmes the schemes should be linked to one of the nine functional policy areas eg private motorised transport, passenger transport, road safety and traffic management, and where the scheme was located by main urban, large town, rural, inter urban - spatial impact. This was to give the plan cohesiveness with the full Local Transport Plan.

Schemes to be named in the LTP

The DETR's threshold for separately naming schemes is £250,000 and if included in the plan they will be named.

2. Programmes Submitted by Districts and Boroughs

The programme set out in Appendix A lists those schemes identified in strategies with a total value over £250,000. The comment column proposes the approach that should be taken to programme the scheme.

Many of the schemes submitted are groupings of a series of under £250,000 schemes and in most cases these will not be identified separately in the LTP. The success of the programme will still depend greatly on the delivery of such low cost measures which will be funded through the LTP.

Table 1 shows the level of funding identified by the districts and boroughs in their programme tables. These figures do not include the County Council controlled programmes and initiatives such as road safety, structural maintenance of carriageways, maintenance and assessment of bridges. In a number of cases "named" schemes promoted by the County Council were supported in the text of the strategy rather than in district financial tables, e.g. A131 Great Leighs Bypass

Table 1 – Level of Funding Identified by District and Borough Programmes

2001/02	2002/03	2003/04	2004/05	2005/06
£15m	£21m	£20m	£24m	£35m

The significant increase in the latter years is due to the identification of large cost major schemes.

Limited reclassification of schemes has been undertaken to categorise schemes into the correct functional policy area or spatial impact category where the guidance had not to been followed. Schemes included in strategies which have been programmed to start in this financial year (2000/01) have been removed from the calculation.

The work undertaken by the districts and boroughs provides valuable information for the development of the Local Transport Plan Programme and for future work in the allocation of funding.

3. Proposed Programme by Essex County Council

The programme set out in Appendix B includes the County Council prompted schemes combined with those proposed by the districts and boroughs taking into consideration the comments in Appendix A.

In programming the schemes the County Council has considered whether it is possible to deliver projects in the proposed start year. A number of schemes are still awaiting the results of studies and will only be referred to in general terms as potential solutions in the study review – see section 4.

Table 2 shows the level of funding required based on the County Council programme proposals, including the low cost under £250,000 measures, road safety, and maintenance. The value in the first year also includes commitments from this year's programme. All years include potential funding from the County Council's own resources for advance design fees and land purchase.

Table 2 – Level of LTP Funding Based on County Council Proposals

2001/02	2002/03	2003/04	2004/05	2005/06
£37.1m	£33.5m	£33.4m	£25.5m	£25.6m

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FIGURES.

This is an ambitious programme but is still intended to meet policy aspirations taking into consideration the potential to deliver schemes. The programme of named capital measures is supported by both under £250,000 initiatives and revenue funded initiatives. Appendix C sets out some of these measures.

If the funding for projects is not forthcoming through the LTP or other sources then the programme of projects will have to be reviewed again, using the investment priorities set out in the LTP, see below. To aid future programming an indication will be given on the level of funding the county will receive over the next 5 years, in the December settlement.

Appendix D lists a number of other schemes which the County Council supports in principle but are not looking to fund directly. These measures will provide significant benefits to transportation in Essex. (This is not intended to be a comprehensive listing).

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Investment Priorities

Following consultation the LTP priorities for investment are :

1. Maintenance of the existing transport network, bridge strengthening and safety improvements
2. Schemes that address the worst congestion or environmental problems and contribute to the road traffic reduction targets.

Within these two priorities there is a common sub-priority focussing on measures to improve integration, encourage alternatives to the car and lorry and provide good value for money.

Geographic priorities will follow those as set out in the replacement structure plan :

1. The extended Thames Gateway – priority area for transport investment
2. Improve local accessibility and develop sustainable integrated strategies including the urban areas of Chelmsford, Colchester, Harlow
3. Multi-modal improvements to the inter-urban network (outside Thames Gateway) including -
 between the M11 and Harwich
 between Benfleet and Chelmsford
 between London and Ipswich
 to and from London
4. Taking into account the severity of existing congestion or environmental problems, value for money and individual scheme assessment against national appraisal criteria.

4. Predicted Settlement Level

Nationally the local transport plan funding will increase from £755 million to £1016 million next year, an increase of 35%. Based on this and further discussions with the DETR's regional office the Essex settlement for integrated transport and maintenance could be between £13 to £15 million.

If this prediction is correct the County Council will have to make decisions as how to allocate the funds within the priorities set out. A reduced level of spending will reduce the chances of meeting the aspirations of the policies and therefore the targets set out in the plan or the time scale in which to meet these targets will be greatly lengthened. The top investment priorities will be least affected.

5. Studies and Future Initiatives (Year 6+)

Throughout the programme there are a number of studies or strategy developments to be (or are being) undertaken e.g. Interurban passenger transport study, Stansted Airport Surface Access Forum strategy, freight strategy development, local studies. These studies will ultimately promote potential schemes for inclusion in this local transport plan programme period or the next. The results of much of this work will be known within the year and will be considered in the review of the plan. These studies create opportunities and are detailed in Appendix E.

6. Conclusions

With the continued support of the districts and boroughs the county council has an extensive and ambitious programme to deliver the objectives of the Local Transport Plan. Targets will be challenging and to achieve these it will need to be backed by financial resources, either public sector capital and revenue funds or private sector resources. Many projects will only be achieved by working in partnership with the private sector, including developers and operators. Besides the "named schemes" the back bone of the programme will be low cost measures implemented as part of local strategies. Within the framework and guidance there will be the opportunity to review the programme and progress towards the targets.

Appendix A -- Programme of over £250,000 schemes as identified by districts and boroughs

Start Year	Scheme Name	Cost £'000s	District/ Borough	FPA St	Comment
2001/02	B1007 Laindon Road Billericay	£450	Basildon	Pt mu	Programmed 2001/02 in provisional plan. Traffic management work, including bus priority. Work on hold pending programme review. Programme for 2002/03
2001/02	National Cycle Network Basildon to Chelmsford	£435	Basildon	Cyc Mu	Potential to be implemented in under £250,000 phases. Not to be named in LTP
2001/02	National Cycle Network Rainham to Southend	£285	Basildon	Cyc Mu	Potential to be implemented in under £250,000 phases. Not to be named in LTP
2001/02	Wickford Bus/Rail Interchange	£900	Basildon	Pt Mu	Programmed 2001/02 in provisional plan. Limited progress on scheme. Linked to local development. Slip scheme to 2002/03
2001/02	A12 Hatfield Peverel Link	£2000	Braintree	Pmt iu	Highway Agency funded scheme. Link to B1019 improvements. Start Date to be determined by HA. ECC supports need for scheme.
2001/02	Brentwood High Street Measures	£3090	Brentwood	Rs&tm	Study on any measures and future use yet to be undertaken - scheme not to be named in LTP, except as potential result of a study.
2001/02	A130 Bypass Traffic Management Measures	£2200	Chelmsford	Rs&tm iu	Programmed in provisional plan (no start date) Potentially a series of under £250,000 schemes. Name in LTP as significant project which supports A130 corridor. First measures to be implemented late 2001/02
2001/02	Chelmsford Bus Station Redevelopment	£2000	Chelmsford	Pt mu	Programmed 2002/03 in provisional plan Developer funded scheme
2001/02	Great Baddow Corridor Park and Ride, Chelmsford	£3400	Chelmsford	Pmt mu	Land for first site is in borough ownership. Two phases. Await results of Inter Urban Passenger Transport study and Local Park & Ride study. Schemes not to be named in LTP, except as potential result of a study.

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Appendix A – Programme of over £250,000 schemes as identified by districts and boroughs

Start Year	Scheme Name	Cost £'000s	District/ Borough	FPA SI	Comment
2001/02	Colchester Bus Station Redevelopment	£2000	Colchester	Pt mu	Insufficient information to programme scheme of this magnitude at this stage.
2001/02	Willingale Rd/The Broadway, Loughton	£250	Epping	Rs&tm mu	Traffic Management Measures – Implement as under £250,000 schemes. Not to be named separately in LTP.
2001/02	Harlow Town Railway Station Access Improvements	£750	Harlow	Pt mu	£150,000 LTP contribution to redevelopment of station.
2001/02	Maldon Town Centre Improvements	£1000	Maldon	Rs&tm It	Potentially a series of under £250,000 schemes. Not to be named separately in LTP
2001/02	Rochford Town Centre Traffic Management	£300	Rochford	Rs&tm mu	Potentially a series of under £250,000 schemes. Not to be named separately in LTP
2002/03	A132 Nevendon Road Busway, Wickford	£750	Basildon	Pt mu	Programmed 2002/03 in provisional plan. Start date optimistic. Programme scheme for 2004/05 start to allow for preliminary work.
2002/03	Pitsea Station Footbridge	£300	Basildon	Jts&w mu	Programmed 2002/03 in provisional plan
2002/03	A13 London Road/Rectory Road junction improvement, Hadleigh	£300	Castle Point	Pmt mu	Not programmed in provisional plan. Scheme to reduce unnecessary traffic from residential areas and aid bus travel.
2002/03	B1014 Somnes Avenue phase 2, Canvey Island	£300	Castle Point	Pmt mu	Scheme should be considered as part of the Canvey Island Integrated Access and Regeneration strategy. Scheme not to be named in LTP, except as potential result of a strategy..
2002/03	Roscommon Way, Canvey Island	£6000	Castle Point	Pmt mu	Programmed 2001/02 in provisional plan Joint funded with developer. Name in programme as Canvey Island Integrated Access and Regeneration phase 1, Roscommon Way..Project now requires £3.8 million from LTP.
2002/03	Broomfield Corridor Park and Ride,	£1700	Chelmsford	Pmt	Await results of Inter Urban Passenger Transport

Appendix A – Programme of over £250,000 schemes as identified by districts and boroughs

Start Year	Scheme Name	Cost £'000s	District/ Borough	FPA Si	Comment
	Chelmsford			mu	study and Local Park & Ride study. Schemes not to be named in LTP, except as potential result of a study.
2002/03	A414/Rayley Lane, near North Weald	£250	Epping	Rs&tm lu	Investigate FYERR prior to programming
2002/03	B170 Palmerston Road/A121 High Road, Buckhurst Hill	£250	Epping	Rs&tm mu	Investigate FYERR prior to programming
2003/04	A127 PROW Crossing, Doublegate Lane/Rushbottom Lane	£350	Basildon	Walk mu	Programmed 2003/04 in provisional plan
2003/04	Ghlygrove Bus Link, Town Centre to Festival Leisure Park/Cranes Farm	£720	Basildon	Pt mu	Programmed 2000/01 in provisional plan. Developer Funded
2003/04	Benfleet Station to Leigh cycleway	£300	Castle Point	Cyc mu	Sustrans route
2003/04	Springfield Corridor Park and Ride, Chelmsford	£2600	Chelmsford	Pmt mu	Await results of Inter Urban Passenger Transport study and Local Park & Ride study. Schemes not to be named in LTP, except as potential result of a study.
2003/04	Colchester Garrison Development	£1100	Colchester	? mu	Potential developer funding – level not identified. To be identified in LTP as redevelopment of area with potential to support local infrastructure
2003/04	Colchester Northern Approaches Corridor (Inc guided busway)	£940	Colchester	Pt mu	Programmed as ongoing in provisional plan as a major development providing infrastructure. Potential developer funding – level not identified
2003/04	Colchester Town Centre Access, Park and Ride	£550	Colchester	Pt mu	Await results of Inter Urban Passenger Transport and Local Park & Ride Studies. Schemes not to be named in LTP, except as potential result of a study.
2003/04	Access to Maldon Port	£450	Maldon	Fd lt	Port is part of Maldon's regeneration strategy to safeguard potential port related developments. Need further evidence on support from other parties.

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Appendix A – Programme of over £250,000 schemes as identified by districts and boroughs

Start Year	Scheme Name	Cost £'000s	District/ Borough	FPA SI	Comment
					including developers before programming.
2004/05	Canvey Island to Basildon Bus Access	£4000	Basildon Castle Point	Pt mu	Programmed 2004/05 in provisional plan. Programme in plan as a major scheme over £5 million in 2005/06 as Canvey Island Integrated Access and Regeneration phase 2, Canvey to Basildon Busway
2004/05	A130 Dualling, Sadlers Farm to Waterside Farm	£20000	Castle Point	Pmt mu	Scheme to considered as part of the Canvey Island Integrated Access and Regeneration strategy, for potential inclusion in year 6+.
2004/05	University of Essex Station	£1860	Colchester	Pt mu	Referred to in RailTrack Network Management Statement but not given a start year. Identify scheme as potential scheme in year 6+ or give consideration to support scheme through developer funding.
2004/05	A112 Sewardstone Road	£250	Epping	Rs&tm r	Traffic Management Measures – implement as under £250,000 schemes. Not to be named separately in LTP.
2004/05	B1010 Accident Remedial Scheme	£400	Maldon	Rs&tm r	Investigate FYERR prior to programming. Potentially a route action proposal made up of a series of low cost measures.
2004/05	B1010 Palepit Corner Improvement	£600	Maldon	Rs&tm r	Low cost measures currently under construction. Not to be named in LTP. Monitor low cost measures, if unsuccessful consider alternative solution.
2005/06	Tindal Square and New Street Pedestrianisation, Chelmsford	£500	Chelmsford	Walk mu	Investigate with Chelmsford BC transportation need and benefits of scheme prior to programming.
2005/06	West End Pedestrianisation, Chelmsford	£450	Chelmsford	Walk mu	Scheme linked to regeneration of an urban area. Investigate with Chelmsford BC transportation need and benefits of scheme prior to programming.
2005/06	B1019 Improvement (relief to A414 Danbury)	£5000	Maldon	Pmt lu	Consider for longer term programme. Structure plan includes in longer term programme

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Appendix A – Programme of over £250,000 schemes as identified by districts and boroughs

Start Year	Scheme Name	Cost £'000s	District/ Borough	FPA SI	Comment
					A414 Danbury Traffic Relief Measures. In plan programme beyond year 6+.
2006+	South Woodham Ferrers passing loop	?	Chelmsford	Pt It	Scheme not identified in Railtrack NMS or as a RPP bid. Potential developer support.
2006+	B1023 Braxted Wall Route and Appleford Bridge Improvement	?	Maldon	Pmt r	Identified by Maldon as long term programme

Abbreviations

FPA = Functional Policy Area

Pmt = private motorised transport

Pt = passenger transport

Cyc = cycling

Walk = walking

Rs&tm = road safety and traffic management

Jts&w = journeys to school and work

Fd = freight distribution

SI = Spatial Impact

mu = main urban

It = large town

r = rural

iu = inter urban

Schemes in italics are private sector or third party funded

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Appendix B – Programme Proposed by Essex County Council

Start Year	Scheme Name	Cost £'000s	District/ Borough	FPA SI	Comment
2001/02	Braintree Branchline Capacity Enhancements	£350	Braintree	pt iu	Programmed 2001/02 in provisional plan. Contribution to operator/infrastructure provider scheme. RPP funding to be sought.
2001/02	A130 Bypass Traffic Management Measures	£2200	Chelmsford	rs&tm iu	Programmed in provisional plan (no start date). First measures to be implemented late 2001/02
2001/02	A130 Bypass (A132 to A127)		Chelmsford, Basildon Rochford	pmt iu	Southern stage of PFI scheme, northern stage started in 1999/2000
2001/02	Harlow Town Railway Station Access Improvements	£150	Harlow	pt mu	£150,000 LTP contribution to redevelopment of station. Total estimated cost £750.
2001/02	Parkeston Improvements - A136 Parkeston Bypass Stage 2	£2176	Tendring	n iu	Programmed 2000/01 in provisional plan.
2001/02	Jaywick Spine Road	£250	Tendring	pmt r	Not programmed in provisional plan. Scheme to complete spine road in local regeneration area with private sector financial support.
2002/03	B1007 Laindon Road Billericay	£450	Basildon	pt mu	Programmed 2001/02 in provisional plan. Traffic management work, including bus priority.
2002/03	Pitsea Station Footbridge	£300	Basildon	jts&w mu	Programmed 2002/03 in provisional plan
2002/03	Wickford Bus/Rail Interchange	£950	Basildon	pt mu	Programmed 2001/02 in provisional plan. Total cost £1.9million. Potential private sector development, rail operator and RPP funding support.
2002/03	A127 PROW Crossing, West Horndon/Childerditch	£350	Brentwood	walk r	Programmed 2002/03 in provisional plan.
2002/03	A13 London Road/Rectory Road junction widening	£300	Castle Point	pmt mu	Not named in provisional plan. Scheme to improve traffic flow.

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Appendix B – Programme Proposed by Essex County Council

Start Year	Scheme Name	Cost £'000s	District/ Borough	FPA SI	Comment
2002/03	Canvey Island Integrated Access and Regeneration phase 1, Roscomon Way	£3850	Castle Point	pmt mu	Programmed 2001/02 in provisional plan Joint funded with developer. £3.85 million from developer for potential start in 2002/03, £3.85 million from LTP from 2003/04.
2002/03	A131 Great Leighs Bypass Traffic Management Measures	£250	Chelmsford	rs&tm iu	Series of under £250,000 schemes, identified to mitigate the effects of the new road.
2002/03	B1029 Brightlingsea Bends	£730	Tendring	ri r	Programmed 2002/03 in provisional plan, with a value of £300. Alternative lower cost measures to be investigated.
2002/03	A120 Bypass Traffic Management Measures	£300	Uttlesford Braintree	rs&tm iu	Series of under £250,000 schemes, identified to mitigate the effects of the new road.
2003/04	A127 PROW Crossing, Doublegate Lane/Rushbottom Lane	£350	Basildon	walk mu	Programmed 2003/04 in provisional plan.
2003/04	Benfleet Station to Leigh cycleway	£300	Castle Point	cyc mu	Not named in provisional plan. Sustrans route
2004/05	A132 Nevendon Road Busway, Wickford	£750	Basildon	pt mu	Programmed 2002/03 in provisional plan. Programme scheme for 2004/05 start to allow for preliminary work.
2005/06	Canvey Island Integrated Access and Regeneration phase 2, Canvey to Basildon Busway	£5200	Basildon Castle Point	pt mu	Programmed 2004/05 in provisional plan. Programme in plan as a major scheme over £5 million in 2005/06.
2006+	Thames Gateway - Canvey Island Integrated Access and Regeneration, A130 Dualling, Sadlers Farm to Waterside Farm		Castle Point	pmt mu	Potential PFI funded scheme.
2006+	Stansted Airport Surface Access Schemes		Uttlesford		Plan awaited from Stansted Airport.

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Appendix B – Programme Proposed by Essex County Council

Start Year	Scheme Name	Cost £'000s	District/ Borough	FPA SI	Comment
2006+	Structure plan longer term road improvements			Pmt	A number of schemes will be part of future studies, including the investigation on the future use of the B1019 between Maldon and Hatfield Peverel
2006+	Inter Urban Passenger Transport Schemes		Countywide	Pt iu	Schemes resulting from current study work including the use of park and ride and new stations at locations across the County to support findings.

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Appendix C

Important revenue or capital under £250,000 initiatives running continuously throughout programme period which complement the above programme and make a major contribution to the aims and objectives of the plan. These include :

Bus Telematics	Information to and from Rail Stations
Community Rail Partnership	Local Bus Contracts
Community Transport	Maintenance and Strengthening of Bridges
Decriminalisation of Parking	Passenger Information Management Systems
Dengie Flexi Bus	Passenger Transport and TravelWise Publicity
Essex Rural Bus Link	Road Safety
Home to School Transport	Safer Journeys to School
Improvements at Bus Stands, Stops and Shelters	Structural Maintenance of Principal Roads
Improvements to Aid Personal Access at Railway Stations	Traffic Control Systems Plan

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Appendix D - Other Schemes supported in principle by Essex County Council

Start Year	Scheme Name	Cost £'000s	District/ Borough	FPA SI	Comment
2001/02	Chelmsford Bus Station Redevelopment	£2000	Chelmsford	Pt Mu	Programmed 2002/03 in provisional plan Developer funded scheme
2001/02	A12 Hatfield Peverel Link		Braintree	Pmt lu	Highway Agency funded scheme. Link to B1019 improvements. Start and cost to be determined by HA.
2001/02	A120 Stansted to Braintree		Uttlesford/ Braintree	Pmt lu	100% Highway Agency funded
2002/03	Braintree Freeport Retail Village Station Footbridge	£500	Braintree	PT Mu	Programmed for 2001/02 in provisional plan. Developer funded scheme
2003/04	Ghilygrove Bus Link, Town Centre to Festival Leisure Park/Cranes Farm	£720	Basildon	Pt Mu	Programmed 2000/01 in provisional plan. Developer funded scheme
2003/04	Colchester Garrison Development	£1100	Colchester	Mu	Potential developer funding – level not identified. Needs to be identified in LTP as redevelopment of area with potential to support local infrastructure including improvements to Colchester Town Station
2003/04	Colchester Northern Approaches Corridor (inc guided busway)	£940	Colchester	Pt Mu	Programmed as ongoing in provisional plan as a major development providing infrastructure. Potential developer funding – level not identified
2006+	University of Essex Station	£1860	Colchester	Pt Mu	Referred to in RailTrack Network Management Statement but not given a start year. Funding implication on LTP unclear at present

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Appendix E - Significant Studies and Strategy Development

Study/Strategy Development	Details	Project Outcomes
Inter-urban Passenger Transport	Study into longer distance movements between larger Essex towns and to/from other East Anglian urban areas. The study concentrates particularly on links poorly served by strategic public transport services. A corridor and hub approach is being used.	From: <ul style="list-style-type: none"> • New express bus services • New rail stations • New rail services • Improved bus/rail/car interchanges
Sustainable Distribution (Including Freight Quality Partnership Study)	Study to examine the feasibility of new and re-opened freight depots and handling facilities.	Locations identified to date: <ul style="list-style-type: none"> • Freight terminals at Boreham, Braintree, Marks Tey, Rayleigh • Freight connection facilities at Hatfield Peverel and Mistley
Road Traffic Reduction	Study to report on the volumes of current and future traffic levels and to suggest targets and target areas for traffic reduction.	Potentially a number of schemes complimentary to urban transport strategies and to promote inter-urban travel by public transport.
TENS Capacity Upgrade	Gauge enhancement study for passenger and freight movement between Harwich Ipswich and London. Joint project with Railtrack and other local authorities.	Schemes identified are likely to be major and would be put forward for EU funding.
Cycling Strategy	Policy framework for promoting cycling complete with targets for usage and an action plan for implementation.	Many low cost measures will result from the adoption of the strategy.

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Appendix E - Significant Studies and Strategy Development

Study/Strategy Development	Details	Project Outcomes
Walking Strategy	Policy framework for promoting walking complete with targets for usage and an action plan for implementation	Many low cost measures will result from the adoption of the strategy
Road Passenger Transport	Policy framework to produce bus and community transport strategies with an action plan for implementation. Also the production of accessibility to transport indices for the county.	Many measures will result from adopting revised strategies whilst the accessibility indices will help define new levels of service.
Car Parking Standards	Revised standards for development.	
Concessionary Fares	Study of potential for concessions for scholars over 16 years of age	
Transcard	Study of carnet or smart card extension to present scheme	Potential for small-scale scheme to introduce smartcards on bus services in South East Essex.
Local Studies	A number of transportation studies are underway to aid local strategy formulation.	Small scale schemes will follow adoption of local strategies throughout LTP period .
Brentwood High Street	Traffic reduction feasibility study for Brentwood High Street. Study will identify options for removing through traffic without increasing capacity for vehicle movements elsewhere in the town. (This study will include analysis of options for dealing with the Kings Rd./High St junction.)	Study will identify improvements for sustainable modes of transport and aid accessibility to town centre services.
Major Road Schemes Review	A study to take stock of the forward programme of major highway projects	Schemes retained would form part of future LTPs
National Cycle Network	Feasibility studies into routes already agreed in principle. Joint initiative with Sustrans East Anglia.	Schemes identified will be programmed based upon need.

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Appendix E - Significant Studies and Strategy Development

Study/Strategy Development	Details	Project Outcomes
Ports Project	Project submission to Interreg IIC focussing on four key movement corridors. Joint project as part of involvement in Southern and East Anglia Ports Local Authority Group.	Full study would follow successful acceptance of the project.
Multi-modal studies	London to Ipswich, London to South Midlands, London Orbital (DETR) and London to Southend (SERPLAN)	Studies commenced and could spawn many projects some large scale in nature.
Structure Plan Studies	Issues arising from the development of the replacement structure plan and reviews required for future plan.	Potential schemes for year 6+

? Park + Ride - specifically for SE Essex. outcome of studies will result in schemes being put into Appendix B.

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