



South Essex Rapid Transit Major Scheme Business Case

Appendix 4B NATA Worksheets

April 2010



A partnership project between Essex County Council, Southend-on-Sea Borough Council and Thurrock Council

This appendix provides TAG worksheets for:

- Physical Fitness
- Journey Ambience
- Security
- Accessibility - Severance
- Integration - Passenger Interchange
- Integration - Land-Use Policy

Please refer to Appendix 4A (Environmental Appraisal) for further details on:

- Noise
- Local Air Quality
- Greenhouse Gases
- Landscape
- Townscape
- Heritage of Historic Resources
- Biodiversity
- Water Environment

ENVIRONMENT: PHYSICAL FITNESS

Activity Duration per day	Change in Number of People	
	Pedestrians	Cyclists
Less than 30 minutes	Not modelled but some expected from existing car users due to viable alternative to the car	Not modelled but some expected due to improvements to cyclist facilities where practicable
Greater than 30 minutes	Not relevant	Not relevant

Reference Source(s):

Not relevant

Summary assessment score:

Slight beneficial

Qualitative comments:

The implementation of *sert* provides a viable alternative to the car. This can have a positive impact on physical fitness levels for users who previously used the car, as they will walk to *sert* stops. The scheme is not likely to have significant impacts on the number of people who walk more than 30 minutes a day.

Cyclist and pedestrian access to stops will be a key consideration in defining stop locations.

Existing cycling lanes will be retained. Where possible, cycling and pedestrian facilities will be integrated at junctions.

Cyclists will be able to use *sert* lanes, provided that there are no safety considerations that may preclude this in a particular location. At some of the busier stops and main interchanges, secure cycle parking will be provided where feasible.

The impact on physical fitness has been assessed as slight beneficial.

ENVIRONMENT: JOURNEY AMBIENCE

Factor	Sub-factor	Better	Neutral	Worse
Traveller Care	Cleanliness	X		
	Facilities	X		
	Information	X		
	Environment	X		
Travellers' Views			X	
Traveller Stress	Frustration	X		
	Fear of potential accidents	X		
	Route uncertainty	X		

Reference Source(s):

Not relevant

Summary assessment score:

Moderate Beneficial

Qualitative comments:

For users who transfer from bus, *sert* provides significant improvement in service quality, journey experience and information. This includes real time travel information, high frequency “turn up and go” service, high quality stops and high quality vehicles.

ASSESSMENT OF SECURITY SUB-OBJECTIVE

Security Indicator	Relative importance (High/Medium/Low)	Without strategy (Poor/Moderate/High)	With strategy (Poor/Moderate/High)
Site perimeters, entrances and exits	High	N/A	Moderate
Formal surveillance	Medium	Poor	High
Informal surveillance	Medium	Medium	High
Landscaping	Low	Poor	Moderate
Lighting and visibility	High	Medium	High
Emergency call	High	Poor	High

Approximate numbers of users affected:

5m-6m

Overall assessment of impact on Security sub-objective:

Slightly beneficial

Reference Source(s):

Not relevant

Qualitative comments:

Passenger security will be enhanced through the provision of real time passenger information, good lighting at stops and CCTV. Stops will be provided within good walking routes from catchment areas.

ACCESSIBILITY - SEVERANCE

Change in Severance	Population Affected
Large negative	
Moderate negative	
Slight negative	
Neutral	
Slight positive	
Moderate positive	
Large positive	

Reference Source(s):

Not relevant

Assessment score:

Slight beneficial

Qualitative comments:

As *sert* will use the existing highway corridor, no pedestrian or cycle movements will be adversely affected by the scheme. There are some opportunities for improving access, such as allowing cyclists to use *sert* lanes where appropriate and integrating pedestrian and cycle facilities at junctions where possible.

Alterations to existing structures such as the footbridge over the A127 in Southend and a number of subways in Basildon will have a slight beneficial impact on severance.

INTEGRATION - PASSENGER INTERCHANGE

Passenger Interchange Indicator	Without strategy (Poor/Moderate/High)	With strategy (Poor/Moderate/High)
Waiting environment	Moderate	High
Level of facilities	Low	High
Level of information	Moderate	High
Visible staff presence	Moderate	Moderate
Physical linkage for next stage of journey	Poor	High
Connection time and risk of missing a connection	Poor	Medium

Approximate numbers of users affected:

5-6m passengers per annum (estimated *sert* demand)

Overall assessment of passenger interchange impact

Slight beneficial

Reference Source(s):

Not relevant

Qualitative comments:

sert will integrate communities with key transport interchanges such as rail and bus stations. Reliable journey times will make interchange smoother as contingency time for delays will be reduced. It is intended that tickets will be able to be integrated with other transport to enable seamless transfers using one ticket. Stops will be provided within good walking routes from catchment areas. There are some opportunities for improving access, such as allowing cyclists to use *sert* lanes where appropriate and integrating pedestrian and cycle facilities at junctions where possible.

INTEGRATION - LAND-USE POLICY

Land-Use Policies or Proposals	
Local	<i>sert</i> will contribute beneficially to all of the identified local land use policies and strategies. Beneficial contributions will also be made to all associated locally proposed schemes.
Regional	<i>sert</i> will contribute beneficially to all of the identified regional land use policies and strategies.
National	<i>sert</i> will contribute beneficially to all of the identified national land use policies and strategies.

Reference Source(s):

Not relevant

Assessment Score:

Moderate beneficial

Qualitative Comments:

Development of a high quality rapid transit system in the growth area of Thames Gateway South Essex TGSE is essential if the planned homes and jobs are to be delivered without traffic congestion in the area reaching unacceptable levels, its longer term prosperity being threatened and the quality of the local environment eroded. Regional and sub-regional studies have indicated that without such action, traffic congestion will worsen considerably, and a significant shift to public transport is required to accommodate all the travel needs generated by the new homes and jobs to be provided in the area.