

# A13 Passenger Transport Corridor



## What's Inside:

- What's the scheme all about?
- What does the scheme include?
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- What's happening?



# Welcome

## Welcome to the first Newsletter about the Basildon to Hadleigh Passenger Transport Corridor Improvement scheme.

This is the first of a series of newsletters intended to keep you informed of progress on the development of this important scheme for

people who regularly use the corridor between Basildon and Hadleigh.

This Newsletter will provide general updates including articles on specific items of interest, future programmed work and other key issues.

We hope you find this Newsletter informative.

## A13 Passenger Transport Corridor - Scheme Overview

The A13 Passenger Transport Corridor runs from Basildon bus station to Hadleigh. The scheme has been split into 3 sections. These consist of bus shelter upgrades between Basildon Bus Station and Hadleigh. The Sadlers Farm Junction to Tarpots section will be project managed by the Sadlers Farm Project Team and constructed by Birse Civils. The improvements from Tarpots to Hadleigh will be project managed by the Essex County Council South Area Highways Office team, with the works being carried out by Ringway.



## What's the scheme all about

The route between Basildon and Hadleigh is an important bus corridor as well as being vital for local through traffic. This Passenger Transport Improvement scheme is aimed at improving the conditions for buses and other road users between Basildon and Hadleigh. A number of improvements will be carried out to ensure that congestion is reduced, journey time is improved and the quality of the bus journey is increased.

Public consultation has been a large part of the planning of the scheme, and we have listened and acted upon the views provided by local residents and businesses to ensure the scheme is as successful as possible. Further information on this can be found in the "Options Considered" section of this newsletter. Public consultation took place in February 2009 and again in May 2010, which involved meeting with local residents and key stakeholders such as Castle Point Borough Council, the Police and bus operators. The results of this consultation were used to help determine the final scheme.

Essex County Council was successful in obtaining funding of £5million from the Department for Transport (DfT) to fund the scheme. Essex County Council has also agreed to contribute a further £1million. The scheme will be completed by March 2012.



### Sadlers Farm to Tarpots Junction

Widening of the 4 narrow lanes between Sadlers Farm and Tarpots junction to 3m each.

### Tarpots Junction

Replacing the mini roundabouts at Tarpots junction with traffic lights, will improve traffic flow and provide benefits for late running buses.

### Tarpots Junction to Kents Hill Road

A new bus lane approaching Tarpots Junction from the east starting at Southwold Crescent opposite Linden Road.

A new bus lane approaching Kents Hill Road junction from the west starting at Manor Road and finishing at Kents Hill Road.

### Kents Hill Road Junction

Upgrading of the traffic lights at Kents Hill Road to give better performance and to provide benefits for late running buses.

### Kents Hill Road to Catherine Road

A new bus lane approaching Kents Hill Road junction from the east starting at Catherine Road and finishing at Kents Hill Road.

### Kenneth Road Junction

Minor modifications to the layout at the Kenneth Road junction to improve traffic flow.

The scheme extends from Basildon to Hadleigh. Key bus stop improvements are provided along the entire route including electronic timetable information, high quality bus shelters and high kerbs

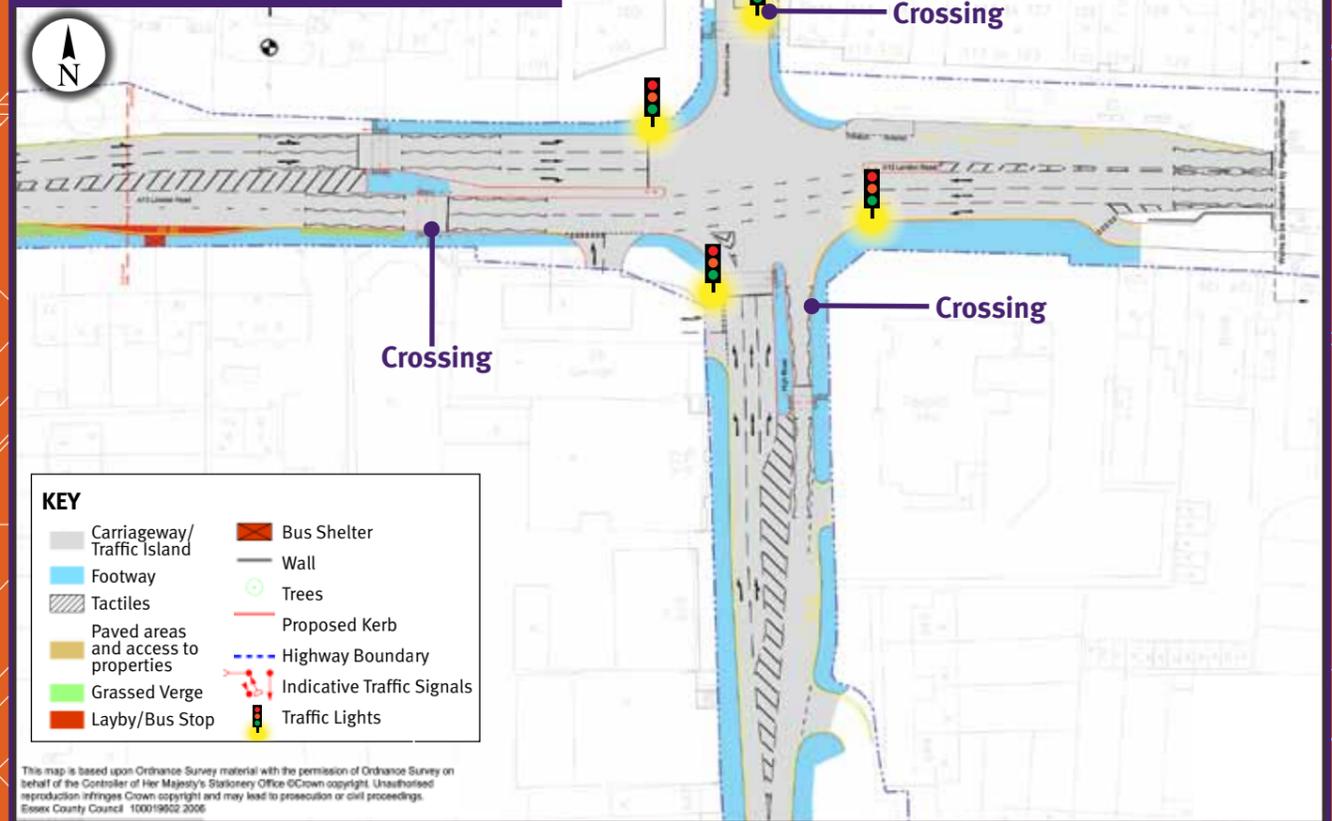
# What does the scheme include

## Local Speed Limits

The speed limit along the route has already been reduced from 40mph to 30mph, to create a safer environment for drivers and pedestrians.



## Drawing of the Tarpots Proposed Junction



KEY	
Carriageway/Traffic Island	Bus Shelter
Footway	Wall
Tactiles	Trees
Paved areas and access to properties	Proposed Kerb
Grassed Verge	Highway Boundary
Layby/Bus Stop	Indicative Traffic Signals
	Traffic Lights

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## Tarpots Junction

The double mini roundabouts are being removed and replaced with traffic lights. The current zebra crossings will be replaced by safer traffic light controlled crossings. The provision of traffic lights will allow this junction to be linked to the proposed improvements at Sadlers Farm allowing a more controlled flow and improved journey time reliability. In order to provide a safer more efficient junction we have had to ban the right hand turn onto Rushbottom Lane from the A13 westbound.

## Scheme layout plan – Sadlers Farm to Tarpots

### KEY

- LANE WIDENING TO FOUR LANES
- TRAFFIC LIGHT UPGRADE
- PROPOSED NEW BUS LANE
- JUNCTION MODIFICATIONS
- SADLERS FARM JUNCTION IMPROVEMENTS

### Sadlers Farm to Tarpots

In this section each of the existing narrow lanes of the A13 London Road will be widened to 3m. The option to provide a bus lane in this section was rejected. As the chosen option is more cost effective and has less impact to the existing verges/trees while still helping to lessen congestion.

Provision of a dedicated link from the A13 to the A130 to remove through traffic from the Sadlers Farm roundabout

**Bus Lanes**  
The bus lanes will operate in the peak period only from (7.30am to 9.30am and 4.30pm to 6.30pm) and will be for buses taxis, motorcycles and cycles.

Dedicated link to Canvey Island

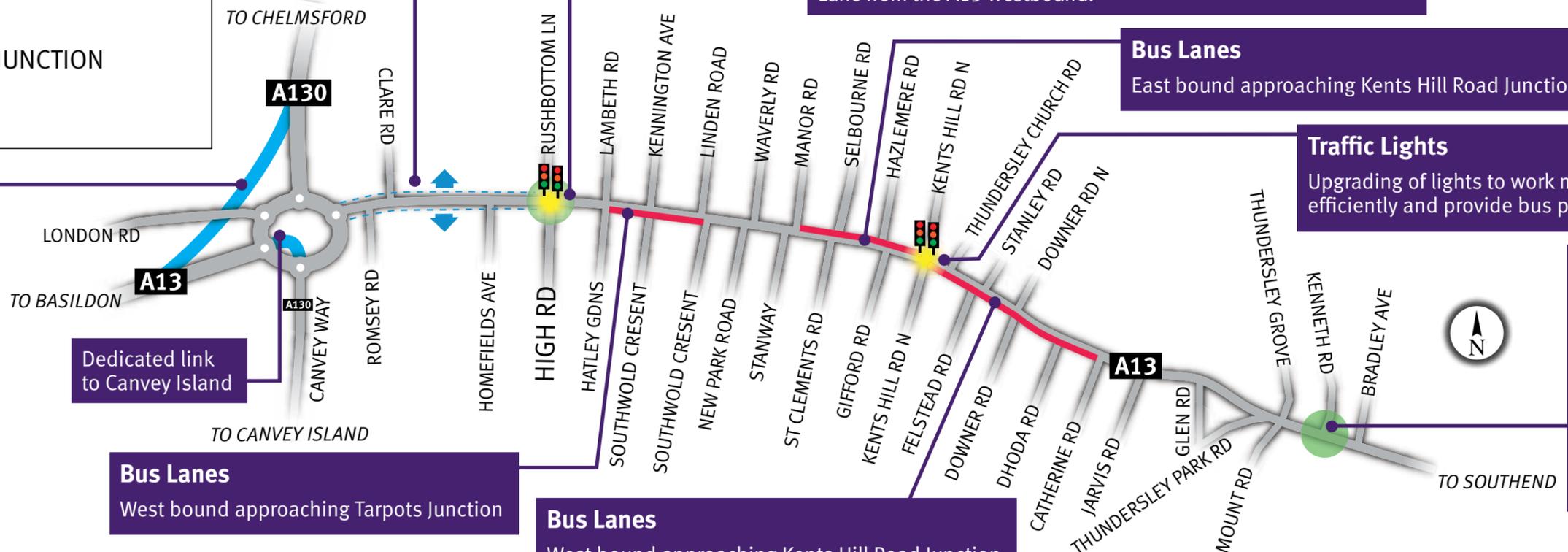
**Bus Lanes**  
West bound approaching Tarpots Junction

**Bus Lanes**  
West bound approaching Kents Hill Road Junction

**Bus Lanes**  
East bound approaching Kents Hill Road Junction

**Traffic Lights**  
Upgrading of lights to work more efficiently and provide bus priority

**Kenneth Road**  
Minor widening of junction will make it easier for buses and large vehicles to turn in and out.  
Moving of bus stop away from Kenneth Road Junction



## Options Considered

During the public consultation period we received a number of views from local residents and stakeholders about the components of the scheme. The original public exhibition in February 2009 presented various options for the public and stakeholders to consider what they felt should be part of the final scheme. As part of this and through the design process, and a further exhibition in May 2010, the following options were removed from the scheme prior to undertaking detailed design before scheme construction:



### ○ Kents Hill Road

An option to add a right hand turning lane from the south is no longer included in the scheme as the cost of moving the public utilities in this area was too great. Instead, the traffic signals will be upgraded to maximise performance for all traffic and give benefits to late running buses.

### ○ Kenneth Road

Traffic lights will not be installed at this junction due to the detrimental impact on traffic flows along the A13. A new widened junction will make it easier for buses and heavy goods vehicles to turn in and out.

### ○ Bus Lane at Hadleigh

The proposed bus lane along this section of the route will no longer be included due to its cost and the level of public concern over the loss of green open space.

### ○ Tarpots Junction

The planned position of the light controlled crossings at Tarpots was changed so that they were closer to the junction and more convenient.

Concern about the banned right hand turn at the Tarpots junction was expressed. Every effort was made to retain the right hand turn, but it was not possible on the grounds of safety and operation of the junction.

The scheme was modified to reduce impact on existing trees along the route

## Construction Timetable

In June 2010, advanced works started along the route to move the public utilities. Following this, a programme of work commenced along the route to implement the scheme. Every effort will be made to minimise disruption for road users and residents. Signs will be in place to notify residents and road users before any work commences. Residents directly affected will be notified in advance of the works occurring in that particular vicinity.



### The project programme milestones are as follows:

Bus lane: Southwold Crescent to Tarpots junction	November 2010
Bus lane: Kents Hill Road to Catherine Road	December 2010
Bus lane: Manor Road to Kents Hill Road	Ongoing
Junction improvements: Kents Hill Road	January – February 2011
Junction improvements: Kenneth Road	April 2011
Road Lane Widening: Sadlers Farm Roundabout to Tarpots	January 2012
Junction Improvements: Tarpots junction	January 2012
Bus Shelter Upgrades	2011 – 2012
Bus Stop Real Time Information Provision	2011 – 2012

\* Dates are approximate and subject to change

## Project managers are:

Ian Allen

Essex County Council, Project Executive

Brad Ellis

Essex County Council, Project Manager (Tarpots to Hadleigh section)



We hope you found this leaflet useful, but if you have any thoughts or queries please do not hesitate to let us know.

### For all general enquires:

A13 Passenger Transport Corridor

Tarpots to Hadleigh Section:

Area Management South – Highways

1 Endeavour Drive,

Basildon, Essex SS14 3WF

**Email:** [majorschemes@essex.gov.uk](mailto:majorschemes@essex.gov.uk) **Tel:** 0845 603 7631

**This information is issued by**

Essex County Council, Highways and Transportation

You can contact us in the following ways:

**By telephone:**

0845 603 7631 / 01245 430430

**By post:**

Essex County Council, Highways and Transportation  
County Hall, Market Road, Chelmsford,  
Essex CM1 1QH

**By email:**

majorschemes@essex.gov.uk

**Visit our website:**

[www.essex.gov.uk/a13pt](http://www.essex.gov.uk/a13pt)

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