

A127 Economic Growth Corridor Task Force

6th March 2020

Tickfield Centre, Southend



Agenda

1. Welcome and Apologies
2. Opening Remarks: Cllr Kevin Bentley Deputy Leader and Cabinet Member for Infrastructure
3. Re-trunking Process (Highways England and DfT)
4. Update on Interfacing Projects incl.
 - Air Quality,
 - Fortune of War, Warley, Halfway House
 - Fairglens Interchange
5. Update on Strategic Context (including ASELA 2050 Vision)
6. Update on Transport Appraisal Process for the A127
7. Communications and Engagement Update
8. Programme Update
9. Any Other Business and Future Items for Discussion

1. Welcome and Apologies

2. Cllr Kevin Bentley Deputy Leader and Cabinet Member for Infrastructure

3. Re-Trunking Process

A127 Re-Trunking Process Supporting Arguments

- **Finance:** Potentially opens up alternative funding channels available e.g. HE for longer-distance SRN routes. In due course, upgrade of the road to trunk standard, with potential off-line improvements in place along old route
- **Capacity:** Longer-term major housing and growth opportunities (including major expansion of Southend Airport) requires new highway capacity (integrated with sustainable travel packages) which would require HE levels of funding (perhaps supplemented by HIF funding application with housing growth)
- **Purpose of route:** Option to reconfigure junctions, so A127 focuses on long-distance cross regional trips. Need to be combined with step change in local sustainable transport for shorter trips
- **Local sustainable transport:** A viable alternative for many local short distance car trips can be provided by investment in sustainable travel measures (e.g. BRT corridor joining string of currently poorly connected centres, interchanges and development opportunities across south Essex)
- **Package:** Part of a re-trunking package including A13, A127, A130, A1245 – does not need to be a mutually exclusive choice
- **Traffic management:** Maintenance and benefiting from strategic traffic management initiatives operated and managed by Highways England

4. Update on Interfacing Projects

Air quality – scale of the issue

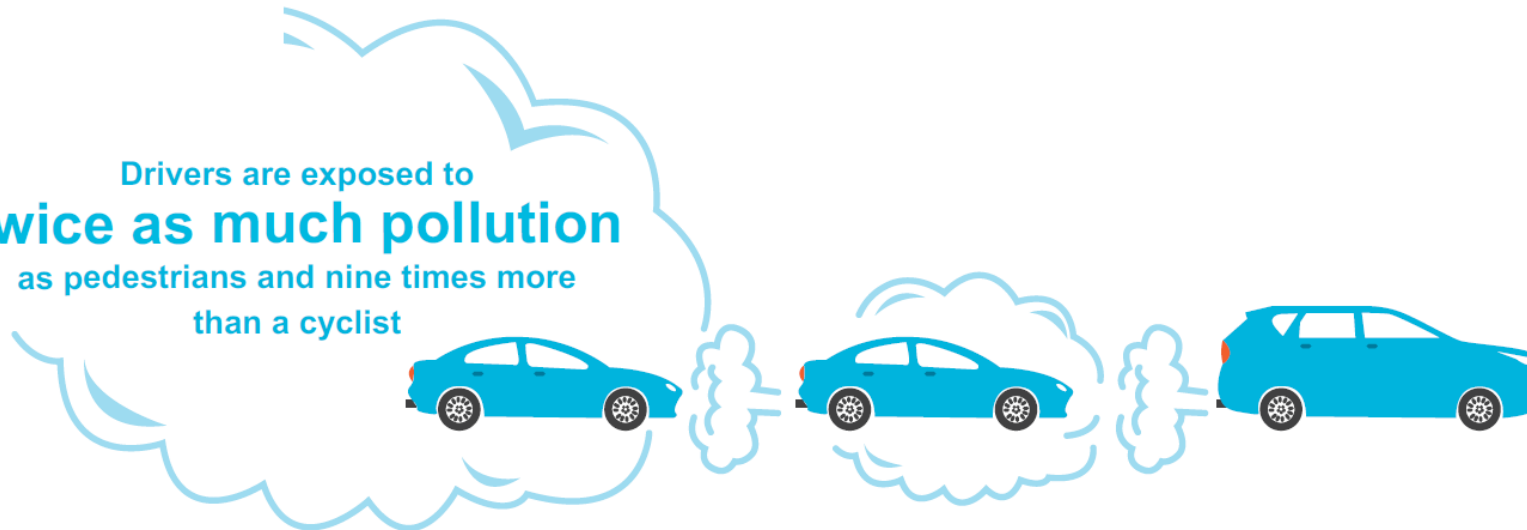


Health problems
resulting from exposure
to air pollution cost the
UK more than
£20 billion every year



About
40,000 deaths a year
in the UK are attributable to outdoor
air pollution, which has been linked
to cancer, asthma, heart disease,
diabetes and obesity.

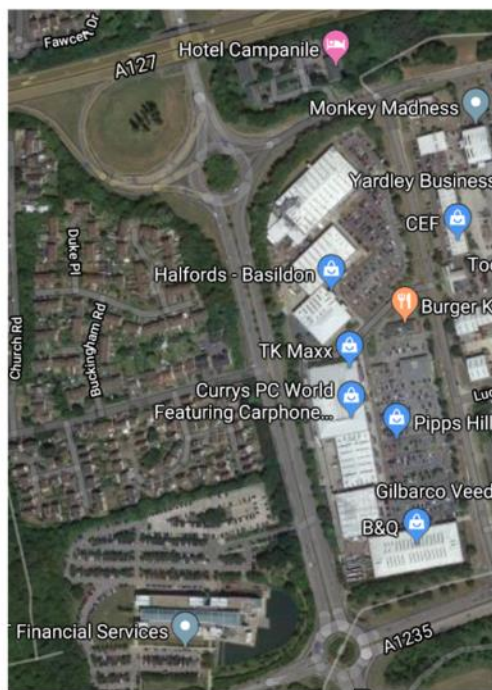
Drivers are exposed to
twice as much pollution
as pedestrians and nine times more
than a cyclist



East Mayne and Upper Mayne Exceedances - Update

- As a result of additional exceedances being identified on Upper Mayne (location B) and East Mayne Location C) to the south of the A127 there have been ongoing discussions about how best to tackle these

Location B
Upper Mayne - South of A127



Location C
East Mayne - South of A127



Other ways people can help

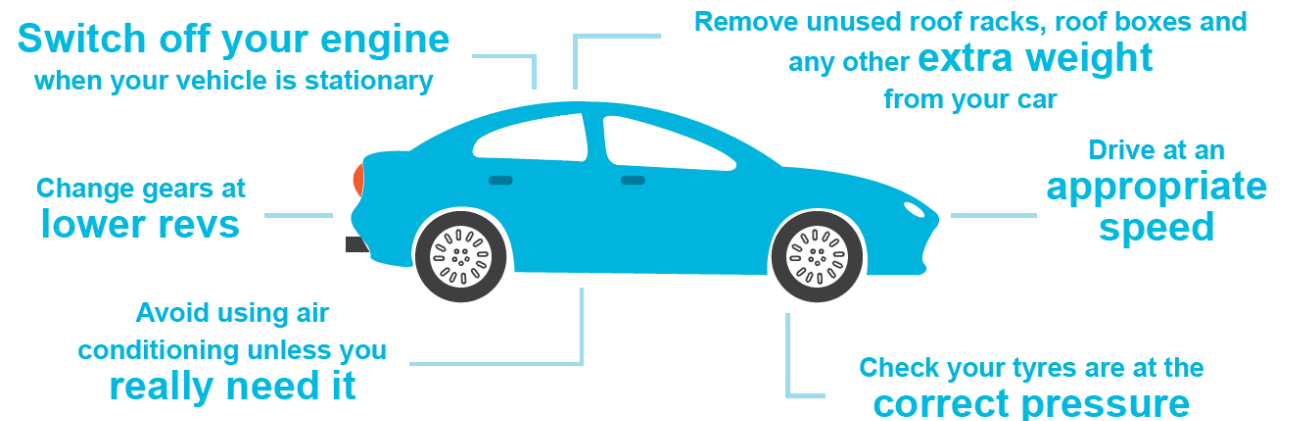
We can all do our bit to improve roadside air quality by making small changes to the way we travel.

Could you swap some of your car journeys to cycling, walking or public transport, especially for short trips? Find out more about transport links and public transport options in Essex at:

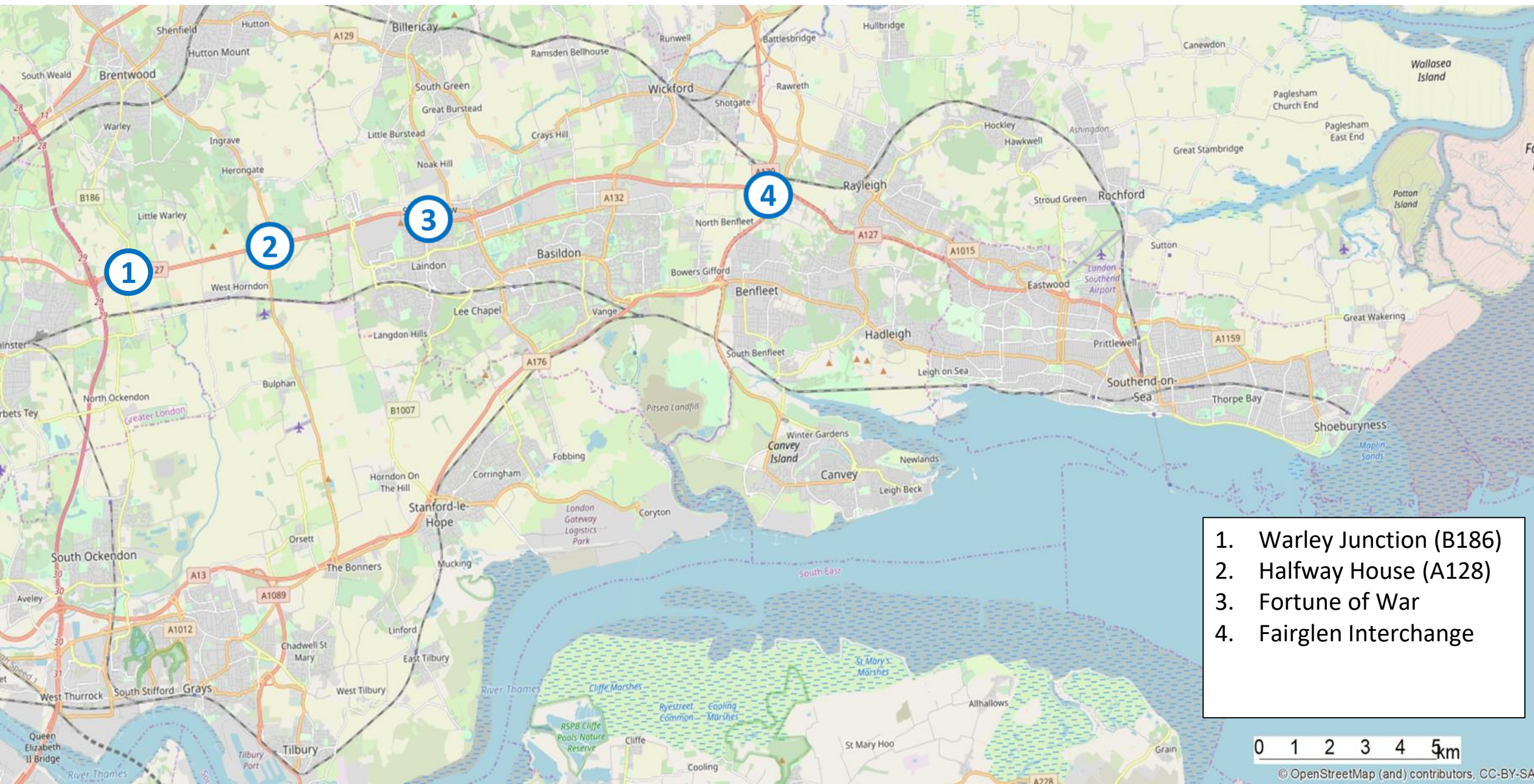
www.essex.gov.uk/travelsmart

Could you **consider a hybrid or electric vehicle** when next replacing your car? Find out more about Government grants and financial incentives at: www.gov.uk/plug-in-car-and-van-grants

If driving is your only viable option, the following steps will ensure you are driving in a more environmentally friendly way:



A127 Short Term Projects



1. Warley Junction (B186)
2. Halfway House (A128)
3. Fortune of War
4. Fairglen Interchange

0 1 2 3 4 5 km

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5. Strategic Context (ASELA 2050 Vision)

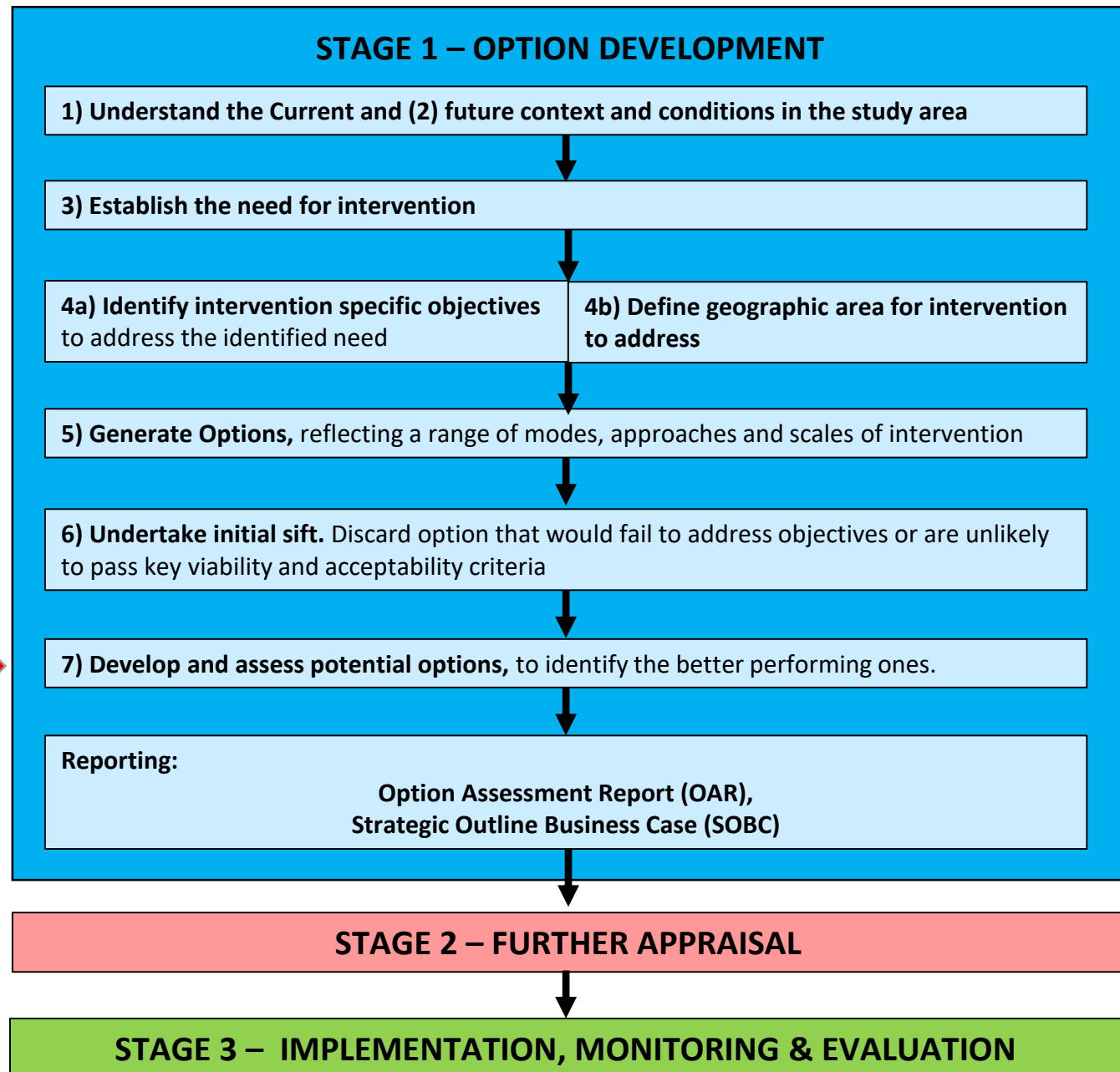
6. Update Transport Appraisal Process

Key Technical Milestones

- **Late June 2019 – Task Force 3rd meeting**
- **Early July 2019 – Options Generation Officer Workshop**
- **Late July 2019 – Initial Sifting**
- **November 2019 – Options Development**
- **December 2019 – Options Assessment**
- **January 2020 – Interim Options Presentation (Officer)**
- **March 2020 – Task Force 4th meeting**
- **Spring 2020 – Strategic Options Appraisal Report**
- **Summer 2020 – Stage 2 Option refinement**

Transport Appraisal Process

(Business Case Requirements)



PROJECT OBJECTIVES

Environment

Improve air quality, reduce pollution and manage the impacts on surrounding communities

Improve the net environmental impact of transport on local communities

Reduce impact of new infrastructure on built, natural and historic environments

No net ecology loss

Embed innovation and technology at the heart of solutions and maintenance/incident management strategies

Connectivity:

Manage congestion and improve journey time reliability

Provide sustainable travel alternatives for short and medium trips especially on the A127 corridor

Promote active travel measures for shorter journeys, improving health opportunities

Ensure the efficient movement of goods and people

Manage congestion and improve journey time reliability

Embed innovation and the use of technology at the heart of any proposed solutions

Economic Growth:

Support and facilitate sustainable economic growth along the corridor. Recognising the role that the A127 corridor plays in the South Essex economy

Short Term: Support existing economies (e.g. Basildon Enterprise Corridor) and understand the impact of strategic growth across the corridor)

Medium Term: Address growth issues arising from existing and emerging local plans

Long Term: Plan infrastructure for the future in association with the Joint Strategic Plan

Embed innovation and the use of technology at the heart of any solutions

Safety and Resilience:

Improve safety and network resilience

Provide a safe and secure network for all users including reducing the perception of the fear of crime

Improve safety for all users

Reduce the severance of key walking, cycling and horse-riding corridors

Reduce the occurrence of incidents and improve clear up times reducing the impact of congestion

Embed innovation and the use of technology at the heart of any proposed solutions

Asset Management:

Effective management and maintenance of all transport assets

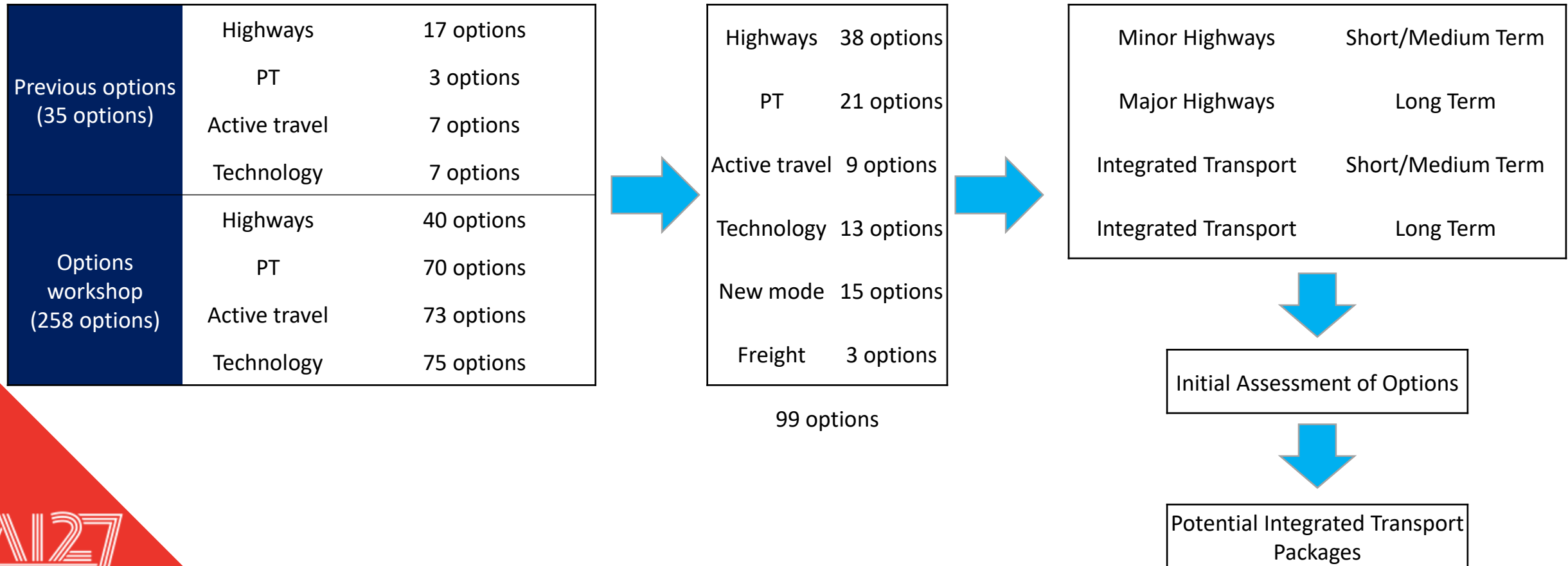
The network is fit for purpose with all aspects effectively and proactively managed including: structures, embankments, carriageway pavement, safety barriers & sustainable travel infrastructure

Embed innovation and the use of technology at the heart of any proposed solutions and maintenance/incident management strategies

Previous studies and workshop ideas

NB: Irrespective of Re-trunking process

A long list of options has been developed from the previous studies (34 options) and the outcomes from the options workshop (258 items), resulting in a long list of 99 unique options.



Potential Package Development

NB: Irrespective of Re-trunking process

- As well as identifying and appraising individual options we are working on identifying **packages of schemes**.
- Package development will also consider **co-ordination between short/medium/long** term schemes
- Appraisal will consider how packages and individual schemes **perform in different futures** (using scenario planning)
- Appraisal will also consider **control over deliverability** – e.g. what is the dependence on other organisations
- Our **appraisal reports** need to inform a) the vision, b) long term schemes and c) investment over the short/medium

Potential Combined Packages and preliminary assessment against Objectives

| Option | Now | 2034 | 2050 | Considerations |
|---|-----|------|------|---|
| Do Minimum (small interventions) | ✗ | ✗ | ✗ | |
| Innovation and technology improvements making better use of existing capacity and services | ✓✓ | ✓ | ✓ | Helps to reprioritise A127 for strategic use i.e. longer trips with local trips using local routes |
| Integrated transport package based on significant increase in highway capacity combined with innovation and technology improvements | ✓✓ | ✓✓ | ✓ | Enables major investment and strategic route management but limits potential |
| Integrated transport package based on significant improvement of passenger transport alternatives and active modes combined with innovation and technology improvements | ✓ | ✓ | ✓ | Could be complementary to a package based only sustainable travel, but may not consider longer distance strategic trips |
| Integrated transport package with significant increase in highway and sustainable transport capacity combined with innovation and technology improvements | ✓✓ | ✓✓ | ✓✓✓ | Enables major investment and strategic route management as well as more local sustainable travel provision |

✗: Not effective

✓: Low effectivity

✓✓: Medium effectivity

✓✓✓: High effectivity

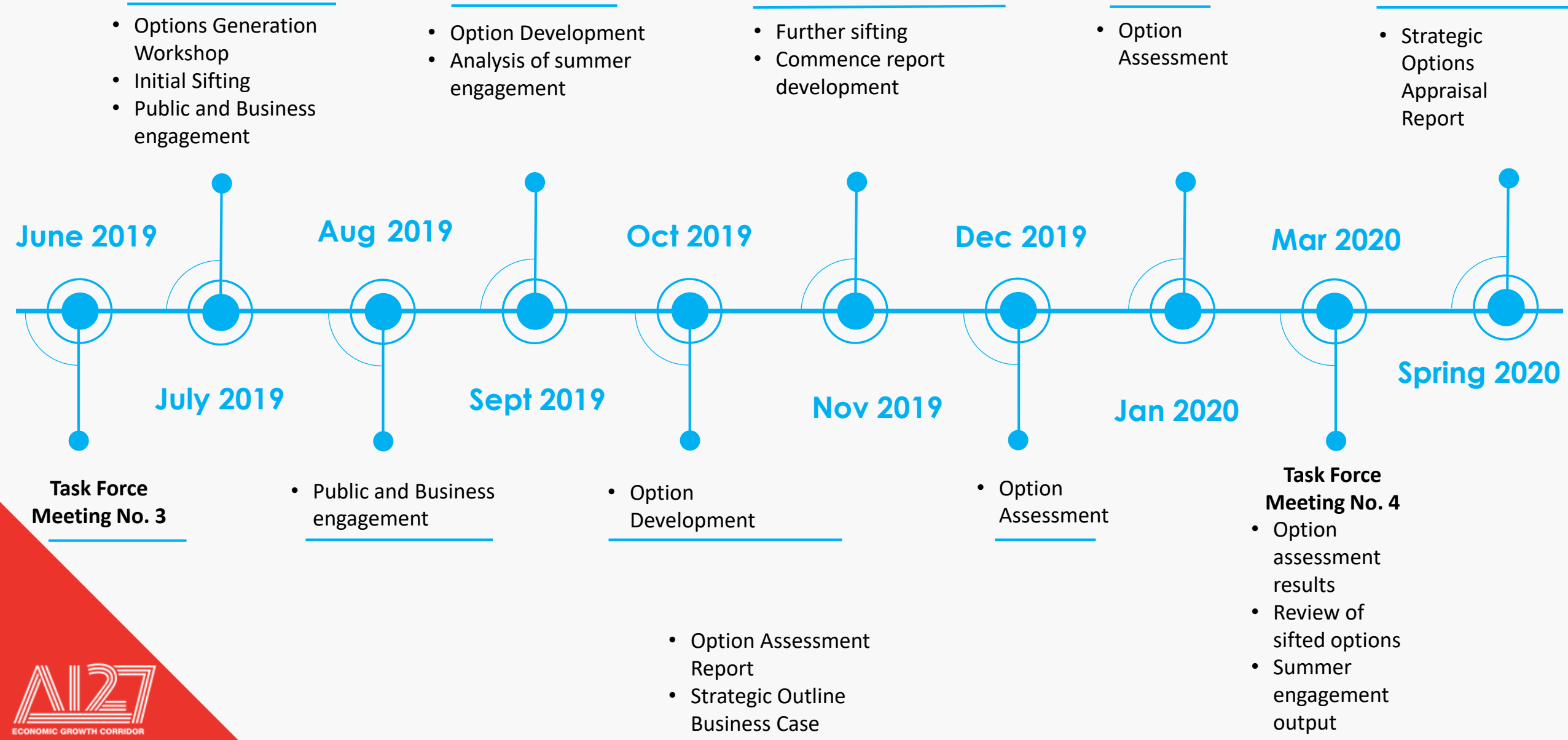
NB: Irrespective of Re-trunking process

Potential Funding Options

| Option | Trunk Road | Non-Trunk Road |
|---|---|--|
| Central Government: Road Investment Strategy (RIS3 – unconfirmed) | Up to the full amount (e.g. £25.3bn for RIS1) | N/A |
| Central Government: Large Local Majors | N/A | £50 - £100 million |
| Central Government: Major Road Network | N/A | £20 - £50 million |
| Central Government: SELEP | N/A | Up to £20 million |
| Central Government (Homes England): Housing Infrastructure Fund (HIF - unconfirmed) | Up to £250 million (HIF1) | Up to £250 million (HIF1) |
| Central Government: Public Works Loan Body | Prior loans up to £350m | Prior loans up to £350m |
| Local Authority financing | Capital financing / rates / taxes | Capital financing / rates / taxes |
| Private financing | Municipal bonds/ road user charging/S106/CIL | Municipal bonds/ road user charging/S106/CIL |

7. Communications and Engagement Update

8. Programme Update



9. Any Other Business and Future Items of Focus

Thank you for your time