

A127 Economic Growth Corridor Task Force

September 2020

Via Microsoft Teams



1. Welcome and Apologies

2. Opening Remarks

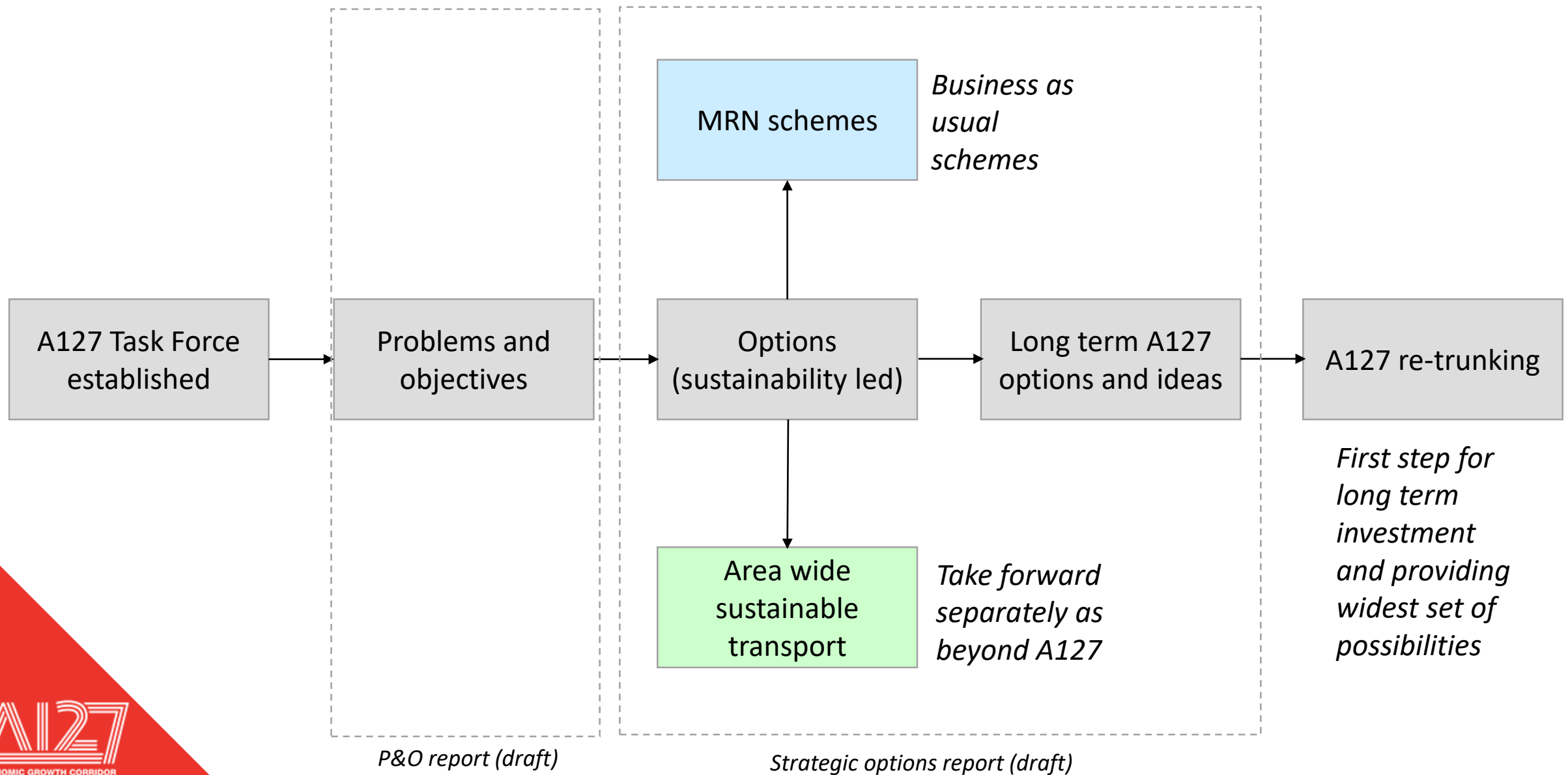
Cllr Kevin Bentley, Deputy Leader and Cabinet Member for
Infrastructure

Agenda

1. Re-trunking process
2. Communications and Engagement Update
3. A127 Major Road Network Project Update
4. Any Other Business and future items

3. Re-Trunking Process

A127 Re-Trunking (process to date)



A127 Case for re-trunking

The main purpose of the strategic road network is to enable safe, reliable, predictable and rapid journeys between main centres of populations; major hubs such as ports and airports; and peripheral regions. Accordingly, it is suggested that priority should be given to the case for re-trunking the A127 due to:

- **Geography:** connecting major centres of population and London Southend Airport
- **Traffic:** the volume of trips exceeding many other A-roads alongside pressing requirements to improve safety, reliability and predictability along the route
- **Performance:** the current performance of the route which leaves South Essex conurbations relatively peripheral and limits ability to prosper from growth across the wider region
- **Resilience:** including the A127 in the strategic road network improves traffic management responses to incidents

A127 Other Supporting Arguments and Considerations

- **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

A127 Re-trunking approach

- Develop a robust evidence base to inform a strategic case
- Seek local and regional support to advocate for re-trunking (further details in next section)
- Agree preferred re-trunking proposal and make the case for inclusion as part of the Transport East Transport Strategy and supporting Investment Plan

4. Communications and Engagement Update

Communications and Engagement

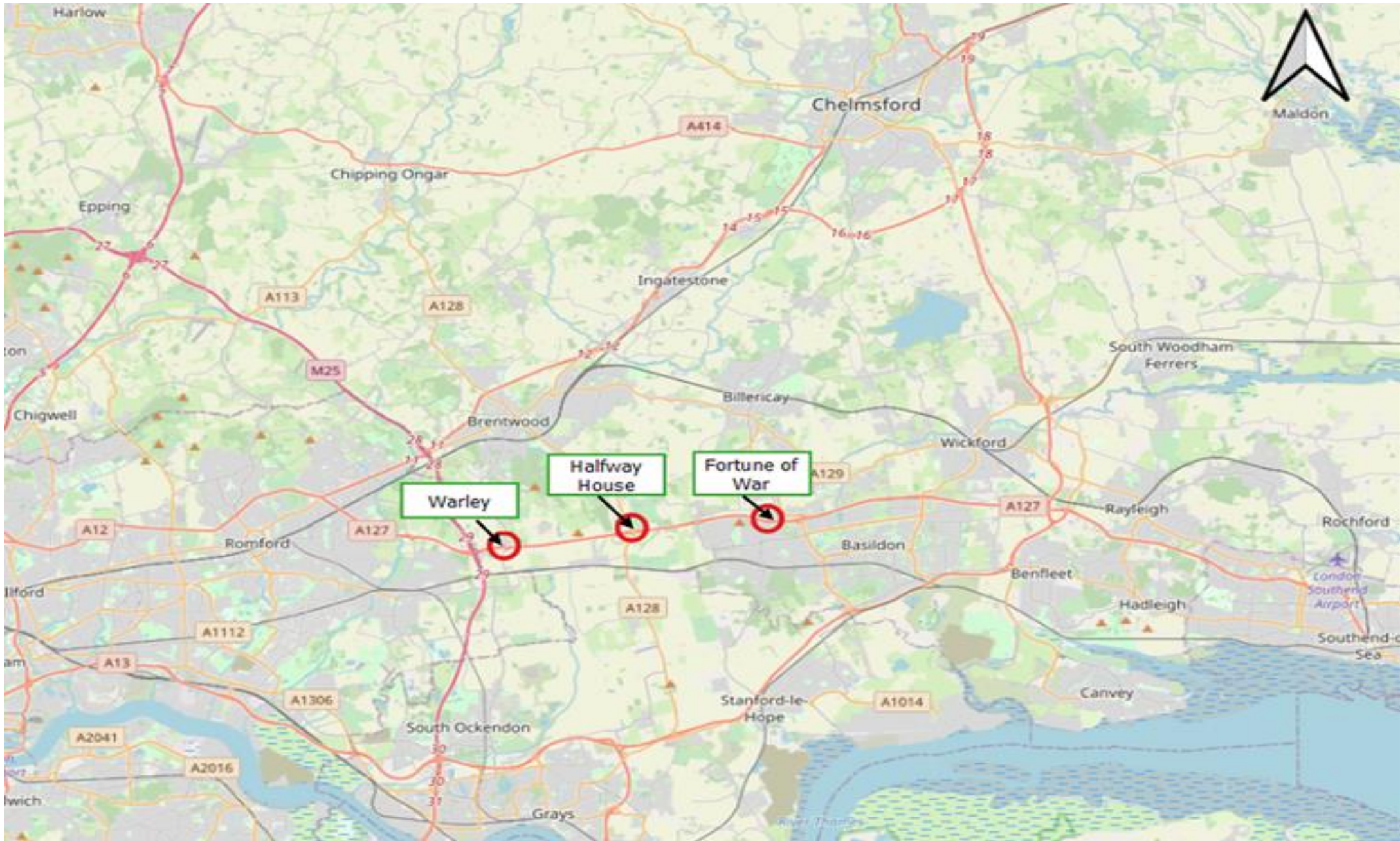
- Engage early with the Sub National Transport Body (Transport East)
- Communications and engagement campaign to be developed to make the case for re-trunking the A127
 - Emphasis on the future growth and the need for investment to fulfil South Essex's growth potential
 - Consensus building across South Essex
 - Clear campaign narrative to ensure consistent message for all audiences – e.g. Government, businesses, councillors, media and public

Communications and Engagement cont'd

- Draft brochure in development, outlining the case for re-trunking the A127
- Provides overview of the A127 corridor, current and future problems, planned growth in South Essex and the need for investment
- Support to be sought from businesses, MPs and other partners to add extra weight to the campaign

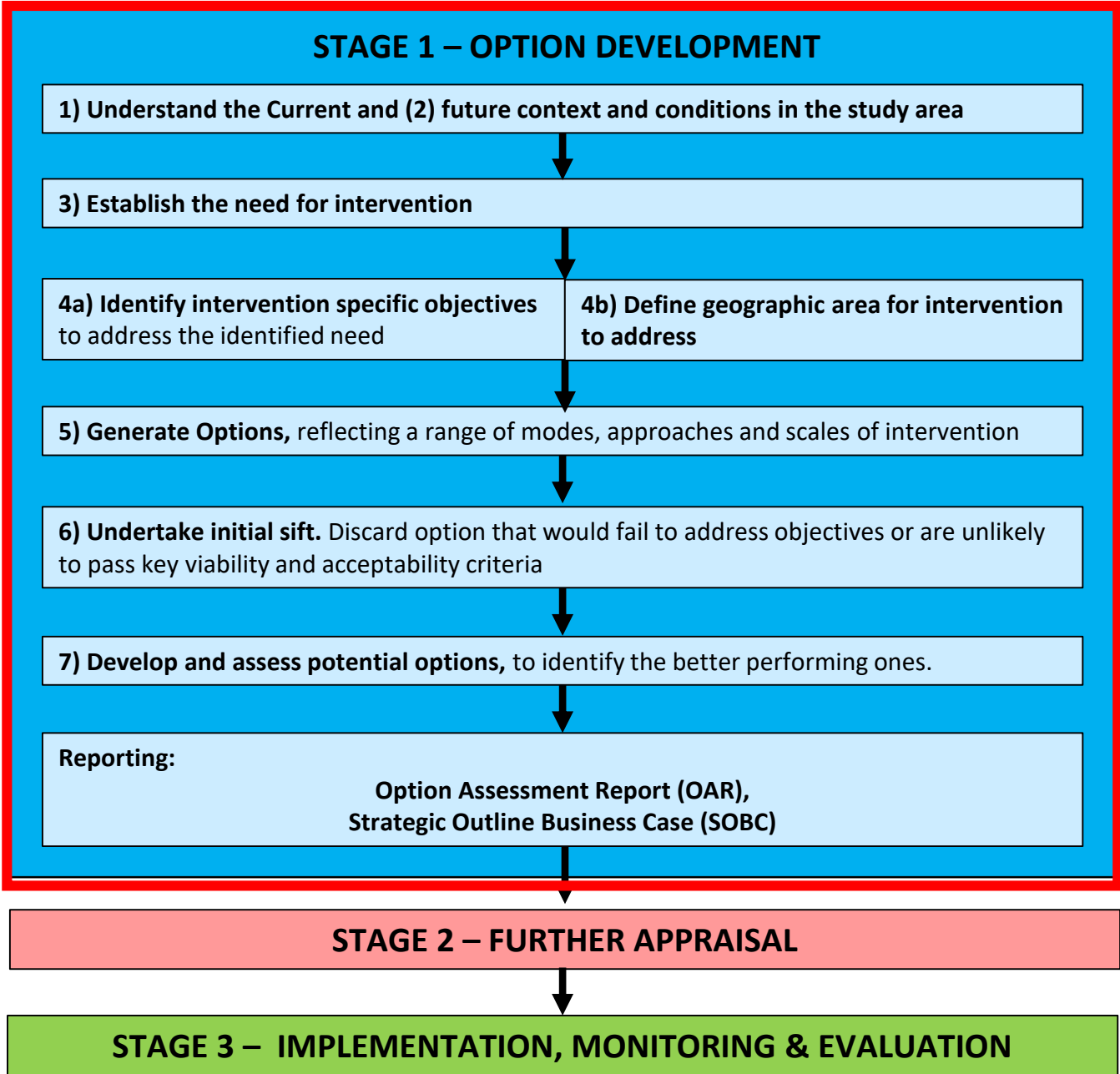


5. A127 MRN Project Update

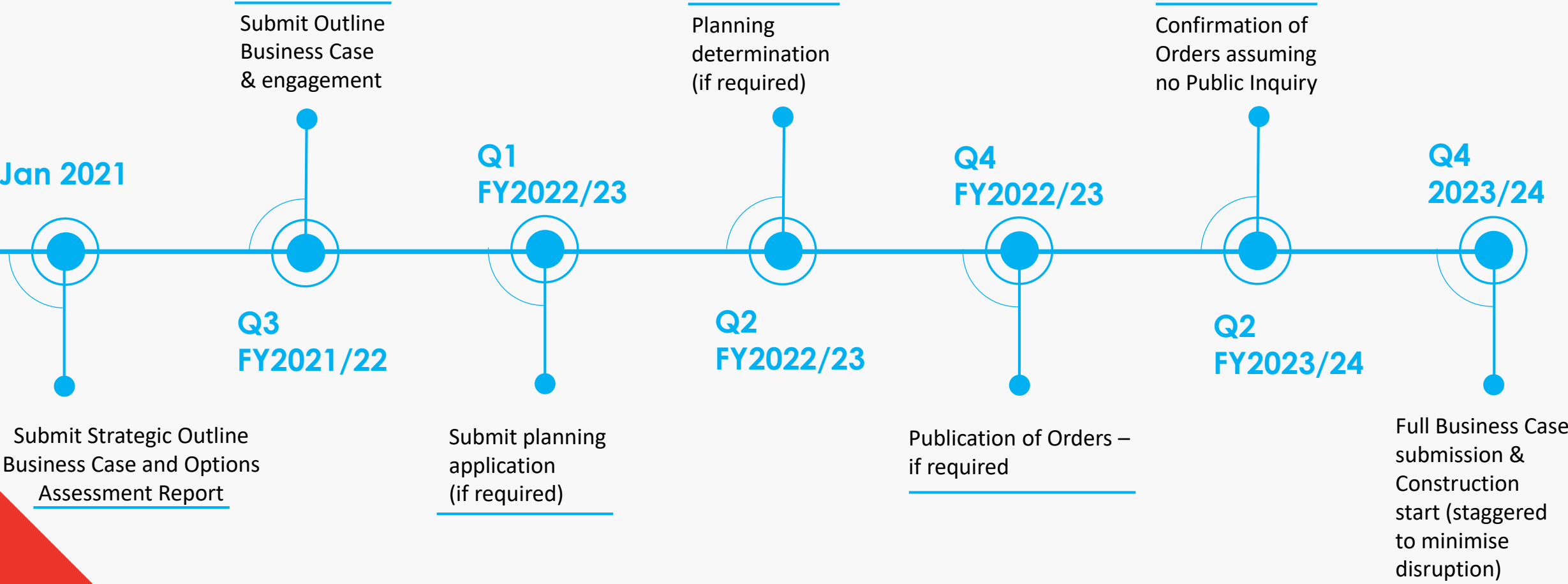


Transport Appraisal Process

(Business Case Requirements)



MRN timeline



6. Any Other Business & Future Items