A127 Economic Growth Corridor Task Force

Friday, 28th June 2019

Welcome and Introductions

Agenda

1. Introduction and Recap

   - including A127 air quality update

2. Transport Appraisal Update

   - Business cases requirements
   - Background information
   - Possible funding options

3. Communications and Engagement update

4. Programme Update

5. A.O.B

1. Introduction and Recap

A127 Task Force - Background

- Established late 2018

- Local MPs, council leaders, council officers and other key parties working together to develop a long-term vision for transport on the A127 economic growth corridor.

- The primary role of the Task Force is to highlight the importance of the A127 corridor (and its sphere of influence) in enabling economic growth across South Essex:
  - promoting re-trunking of the route between the M25 and Southend boundary
  - securing investment and;
  - determining transport infrastructure priorities through partnership working.

- Our meetings in November and February highlighted:
  - the importance of looking at the wider transport corridor and connectivity in the area, as well as the A127 road itself
  - ensuring we engage with local residents and businesses on the plans the task force produce.
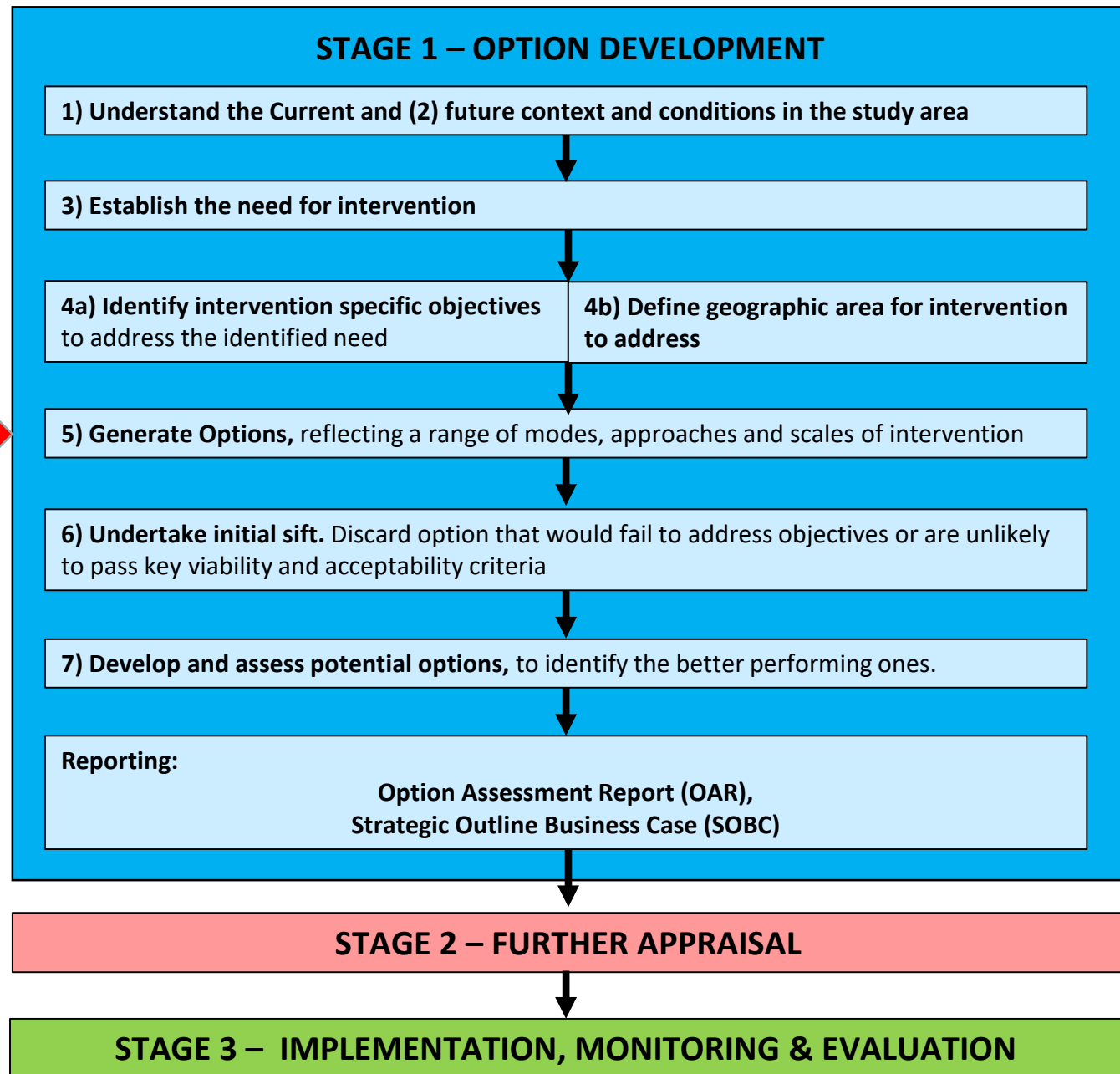
A127 Air Quality update

- Tests found a section of the A127 between east and west Basildon, and roads leading to the business area to the south of it, have poor air quality that breaks national limits

- To address this, we submitted plans to Government in the spring, which included a 50mph speed limit on a section of the A127 (approx. between Fortune of War and Pound Lane junction), cycling, electric charging and travel planning measures

- On 18 June, Defra directed ECC and Basildon BC to urgently progress the plans for the 50mph speed limit. This is now being progressed, and a consultation will take place over the summer, with a view to implementing the change by the end of March 2020

- Defra has also directed Essex and Basildon to undertake a baseline modelling exercise to identify if any charging Clean Air Zone options (excluding the A127 itself) could bring about compliance in the shortest possible time

A127
ECONOMIC GROWTH CORRIDOR

2. Transport Appraisal Update

Transport Appraisal Process

(Business Case Requirements)

We are here

STAGE 1 – OPTION DEVELOPMENT

1) Understand the Current and (2) future context and conditions in the study area

3) Establish the need for intervention

4a) Identify intervention specific objectives to address the identified need	4b) Define geographic area for intervention to address

5) Generate Options, reflecting a range of modes, approaches and scales of intervention

6) Undertake initial sift. Discard option that would fail to address objectives or are unlikely to pass key viability and acceptability criteria

7) Develop and assess potential options, to identify the better performing ones.

Reporting:

Option Assessment Report (OAR),
Strategic Outline Business Case (SOBC)

STAGE 2 – FURTHER APPRAISAL

STAGE 3 – IMPLEMENTATION, MONITORING & EVALUATION

A127
ECONOMIC GROWTH CORRIDOR

A127 Corridor Performance: Westbound
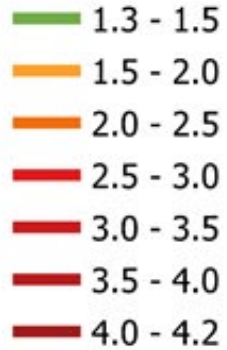
Section	1	2	3	4	5	6	7	8	9	10	ALL
Average Speed (mph)											
AM peak (08:00-09:00)	11.0	42.9	37.3	30.9	39.3	41.9	22.7	26.0	12.4	15.8	22.2
PM peak (17:00-18:00)	13.5	51.5	48.4	42.3	52.9	49.4	37.8	39.8	13.6	13.6	26.4

- AM peak hour congestion is worst between M25 and Gallows corner, with journey times over four times longer than off-peak.

- Two other sections have journey times over two times higher than off-peak – Rayleigh Weir to Fairglen and Nestuda Way to Progress Road.

- Congestion on these sections is mainly due to delays at junctions.
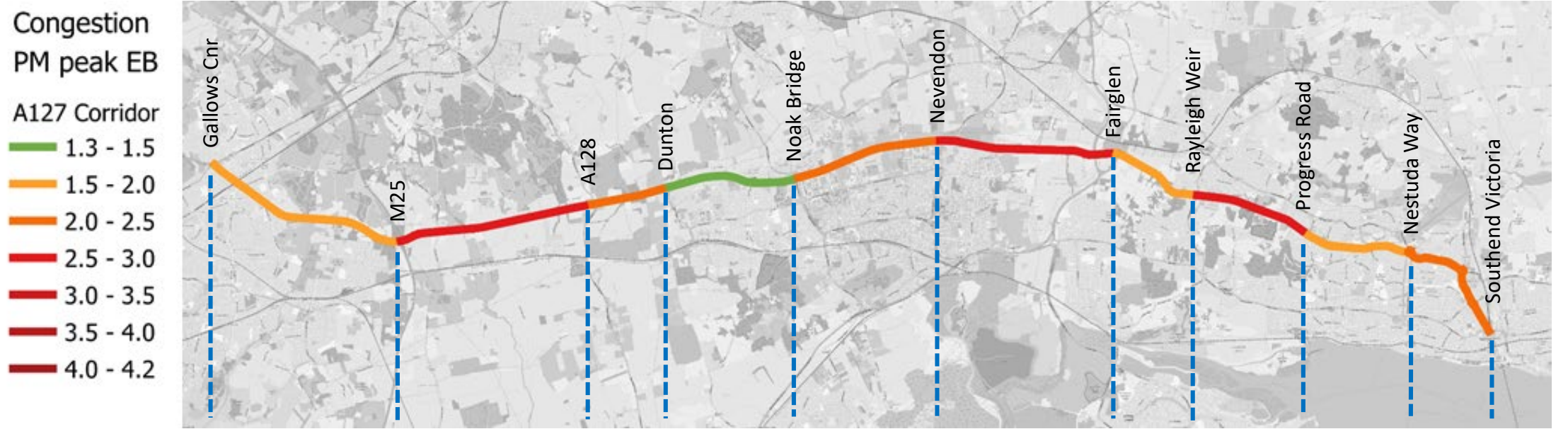
Traffic and Capacity: Westbound

Volume/Capacity Ratio **

A127 Corridor
- 0.47 – 0.60
- 0.60 – 0.80
- 0.80 – 1.00
- 1.00 – 1.01

** At busiest time of day

Section	1	2	3	4	5	6	7	8	9	10	
AADF (vehicles 2-way)	37,418	68,107	85,000*	64,626	71,677	68,107	80,270	64,719	46,373	38,220	
Volume/Capacity Ratio	0.54*	0.91	0.98*	0.69*	0.97	0.88	0.95	0.92	0.64*	0.52*	* Estimated Values
Hours/day V/C>0.85	-	3.25	-	-	5.00	2.25	3.50	2.50	-	-	

- Highest daily traffic flows are A128 to Dunton and Fairglen to Rayleigh Weir, with over 80,000 vehicles on average per day (2-way AADF).
- Volume of traffic exceeds 85% of the road's capacity on six sections of the A127 in the westbound direction. At 85% journey times become unreliable.
- Between Nevendon and Noak Bridge, traffic volumes exceed 85% of the capacity for five hours a day.

A127 ECONOMIC GROWTH CORRIDOR

Sources: Department for Transport, 2018: Road Traffic Statistics, Essex Highways, 2018: Continuous Count Database

A127 Corridor Performance: Eastbound

Section	1	2	3	4	5	6	7	8	9	10	ALL
Average Speed (mph)											
AM peak (08:00-09:00)	17.1	42.7	43.0	44.5	54.3	51.4	37.1	19.2	15.1	11.3	25.3
PM peak (17:00-18:00)	27.4	21.7	26.7	35.4	28.3	21.4	27.6	16.6	21.0	13.4	22.3

- PM peak hour journey times are over two times higher than off-peak on five sections of the A127

- Between Rayleigh Weir and Southend Victoria congestion is mainly due to delays at junctions.

- From M25 to A128 and Noak Bridge to Progress Road, congestion is also caused by lack of capacity on the road itself

Source: Essex Highways analysis of Teletrac data received via Department for Transport

Traffic and Capacity: Eastbound

Volume/Capacity Ratio**

A127 Corridor
- 0.47 - 0.60 (green)
- 0.60 - 0.80 (orange)
- 0.80 - 1.00 (red)
- 1.00 - 1.01 (dark red)

** At busiest time of day

Map locations (west to east): Gallows Cnr, M25, A128, Dunton, Noak Bridge, Nevendon, Fairglen, Rayleigh Weir, Progress Road, Nestuda Way, Southend Victoria

Section	1	2	3	4	5	6	7	8	9	10	
AADF (vehicles 2-way)	37,418	68,107	85,000*	64,626	71,677	68,107	80,270	64,719	46,373	38,220	
Volume/Capacity Ratio	0.52*	0.88	0.99*	0.74*	1.01	0.85	0.91	0.83	0.56*	0.47*	* Estimated Values
Hours/day V/C>0.85	-	1.75	-	-	4.50	1.00	3.75	0	-	-	

- Volume of traffic exceeds 85% of the road's capacity on five sections of the A127 in the eastbound direction.
- Between Noak Bridge and Nevendon, traffic volumes exceed 85% of the capacity for over four hours a day.

A127 ECONOMIC GROWTH CORRIDOR

Sources: Department for Transport, 2018: Road Traffic Statistics, Essex Highways, 2018: Continuous Count Database

Key Employment Areas in South Essex

1. Basildon Enterprise Corridor
2. Ford Dunton
3. Basildon town centre
4. Southend-on-Sea/Rochford (see next slide)
5. Brentwood town centre
6. Industrial area east of M25
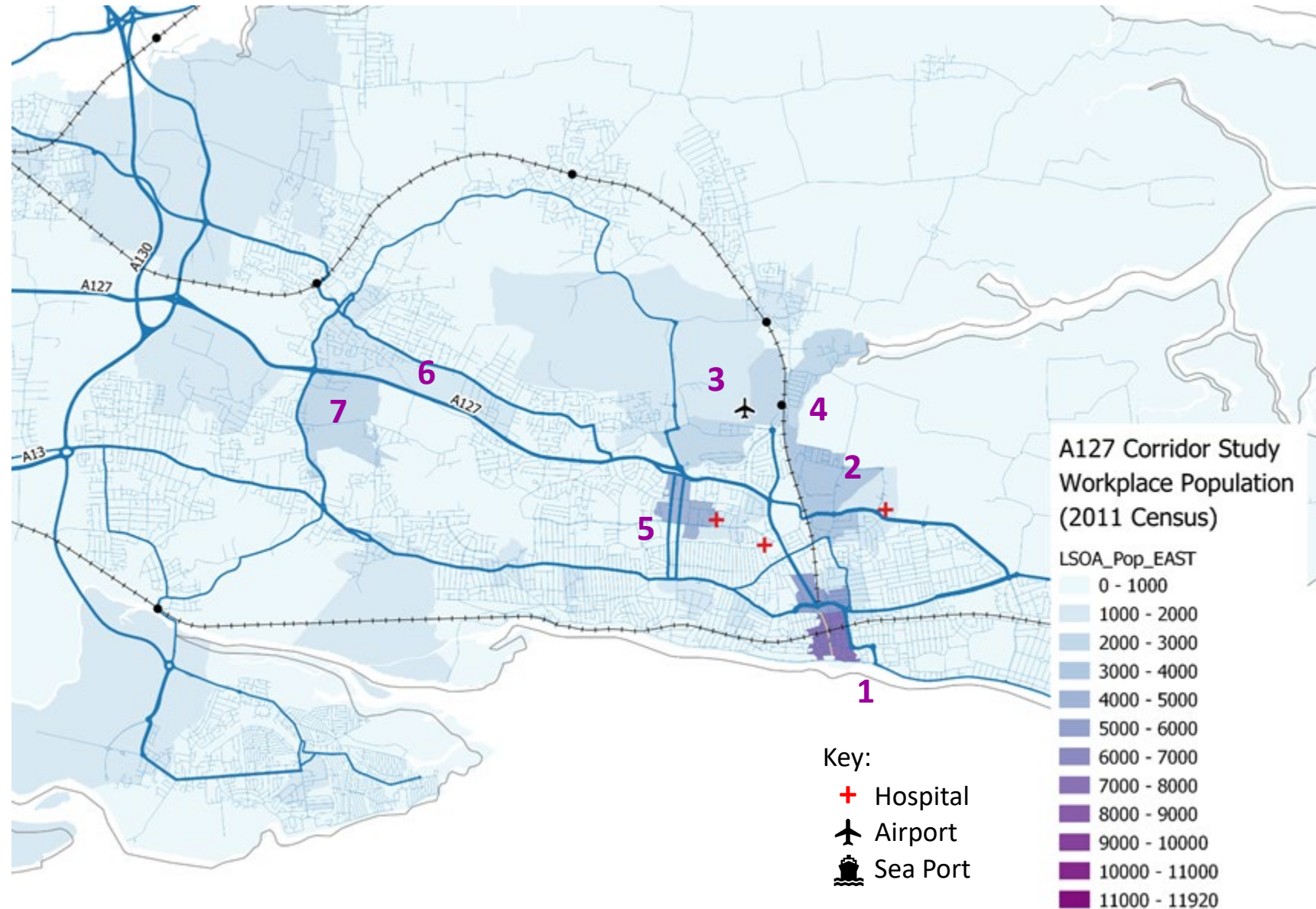7. Lakeside
8. Tilbury Docks
9. London Gateway

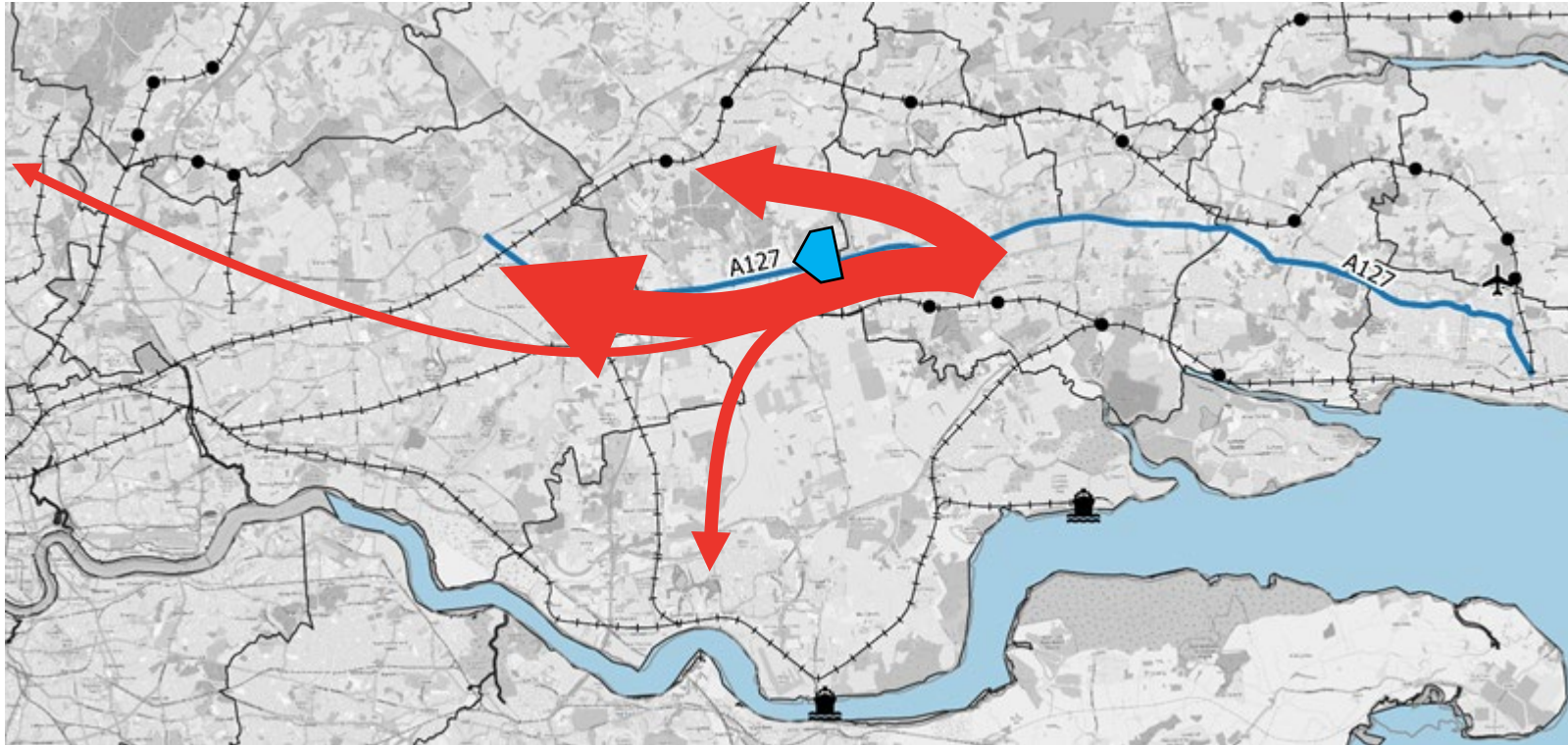*Source: Office of National Statistics, Census 2011*

Key:
+ Hospital
✈ Airport
⚓ Sea Port

A127 Corridor Study Workplace Population (2011 Census)

LSOA_Pop_EAST
0 - 1000
1000 - 2000
2000 - 3000
3000 - 4000
4000 - 5000
5000 - 6000
6000 - 7000
7000 - 8000
8000 - 9000
9000 - 10000
10000 - 11000
11000 - 11920

A127 ECONOMIC GROWTH CORRIDOR
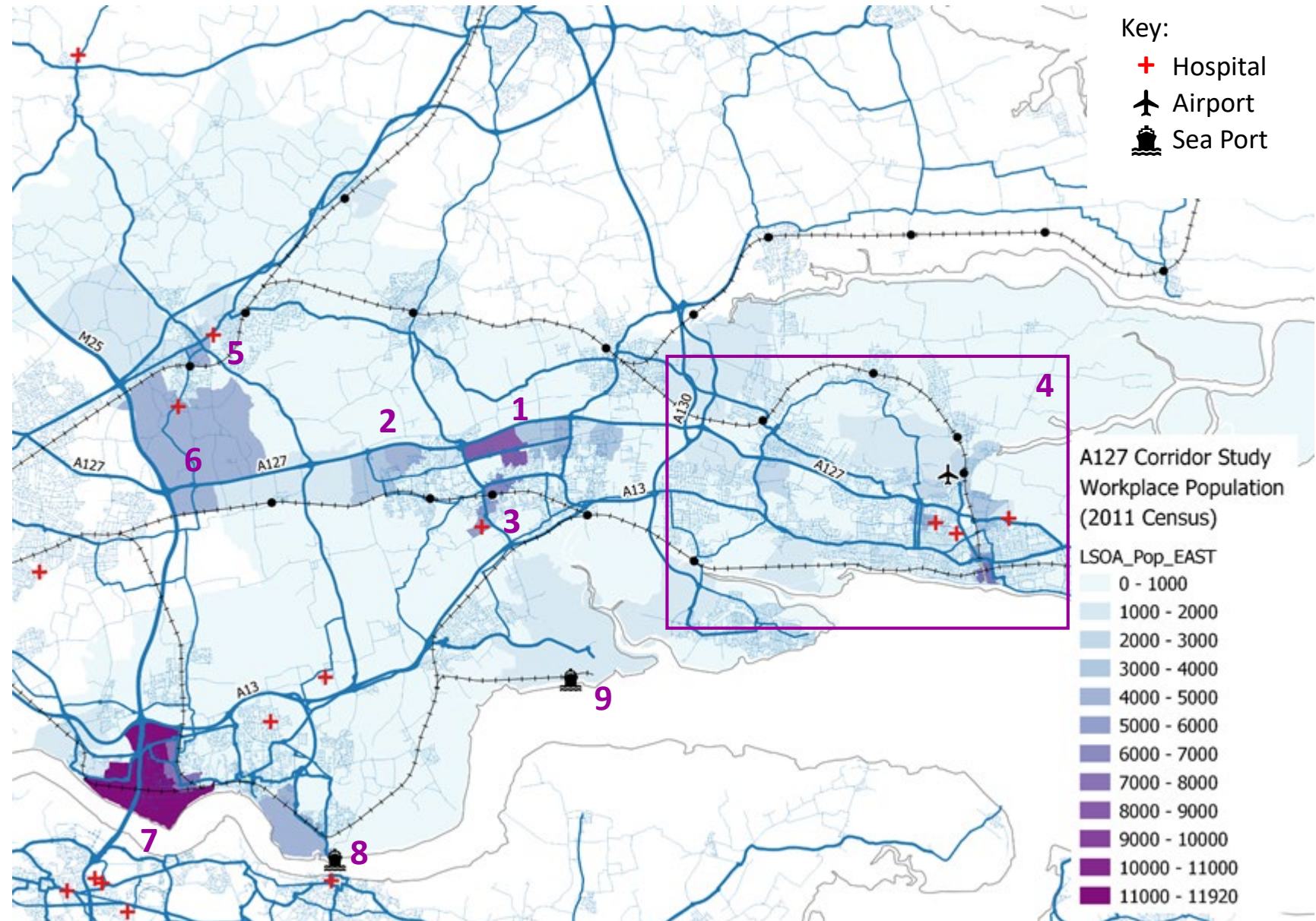
Key Employment Areas in Southend-on-Sea/Rochford

1. Southend centre
2. Temple Farm Industrial Estate
3. Southend Airport
4. Purdeys Industrial Estate
5. Southend University Hospital
6. Brook Road Industrial Estate
7. Rayleigh Weir Industrial Area

Source: Office of National Statistics, Census 2011

A127 Corridor Study Workplace Population (2011 Census)

LSOA_Pop_EAST
- 0 - 1000
- 1000 - 2000
- 2000 - 3000
- 3000 - 4000
- 4000 - 5000
- 5000 - 6000
- 6000 - 7000
- 7000 - 8000
- 8000 - 9000
- 9000 - 10000
- 10000 - 11000
- 11000 - 11920

Key:
+ Hospital
✈ Airport
⚓ Sea Port

Largest Car Movements on A127 west of Basildon: AM peak Westbound

On A127 west of Basildon:
- 55% of westbound trips are Local (between Districts adjoining A127)
- 33% are Sub-Regional (to/from Greater London, central Essex and parts of Herts, Beds and Kent)
- 11% are Regional/National (to/from rest of UK)

The largest movements are from Basildon to Havering (16% of all trips) and Basildon to Brentwood (14% of all trips)

53% of all westbound car trips on the A127 west of Basildon originate in urban Basildon.

ID	Origin	Destination	Trips	%Total
1	Basildon (urban)	Havering	509	16%
2	Basildon (urban)	Brentwood	438	14%
3	Basildon (urban)	Thurrock	147	5%
4	Basildon (urban)	Northern London	109	4%
Total			3,106	100%

Location and direction of traffic flow assessment

Source: Essex County Wide Model Phase 2

Largest Car Movements on A127 west of Basildon: AM peak Eastbound

On A127 west of Basildon:
- 61% of eastbound trips are Local
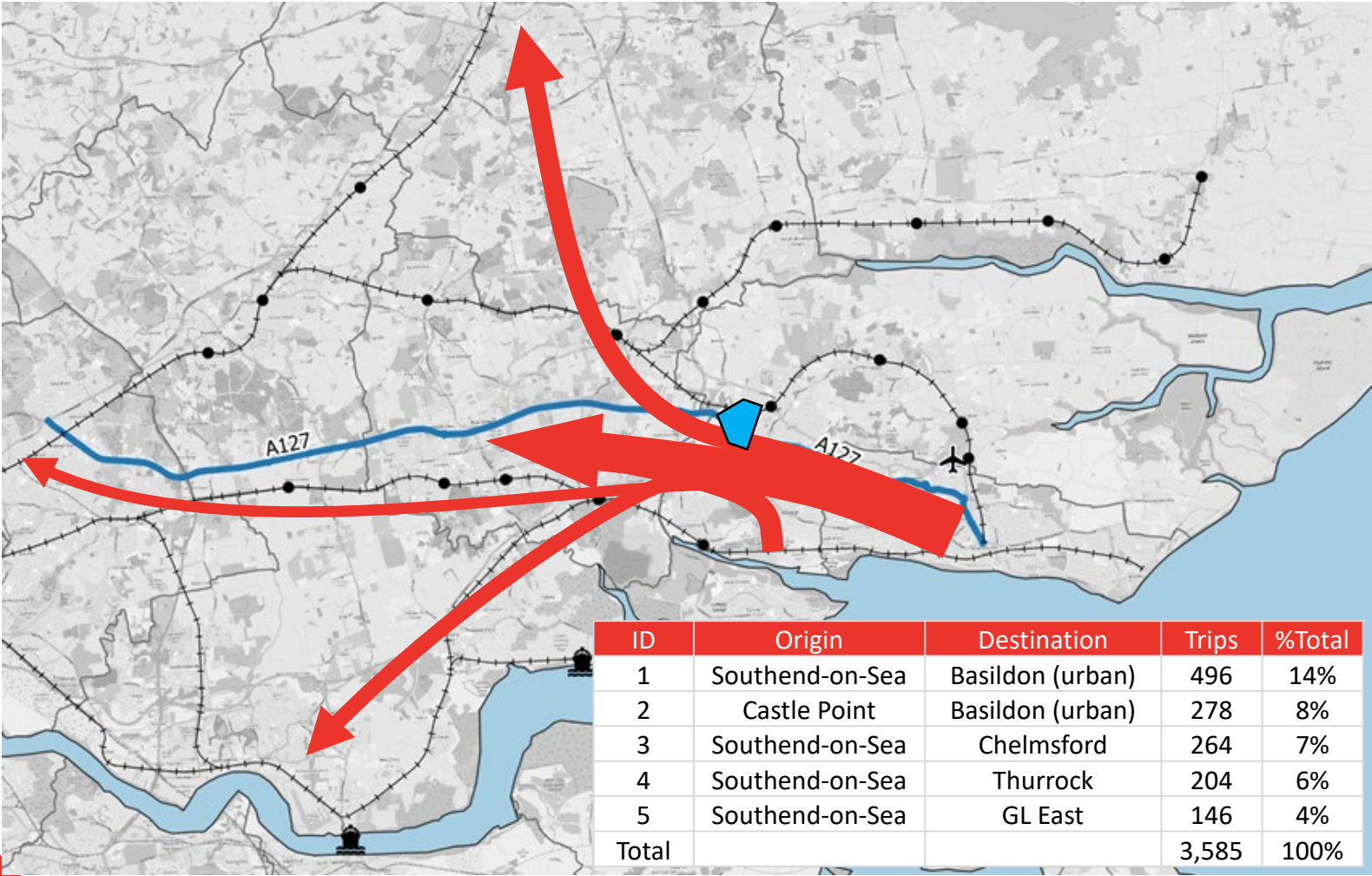- 29% are Sub-Regional
- 10% are Regional/National

The largest movements are from Havering to Basildon (23% of all trips) and Brentwood to Basildon (17% of all trips)

60% of all eastbound car trips on the A127 west of Basildon have a destination in urban Basildon.

ID	Origin	Destination	Trips	%Total
1	Havering	Basildon (urban)	635	23%
2	Brentwood	Basildon (urban)	461	17%
3	Havering	Southend-on-Sea	112	4%
4	Thurrock	Basildon (urban)	99	4%
Total			2,759	100%

Location and direction of traffic flow assessment

Source: Essex County Wide Model Phase 2

Largest Car Movements on A127 west of Fairglen: AM peak Westbound

On A127 west of Basildon:
- 57% of westbound trips are Local
- 31% are Sub-Regional
- 11% are Regional/National

The largest movements are from Southend to Basildon (14% of all trips) and Castle Point to Basildon (8% of all trips)
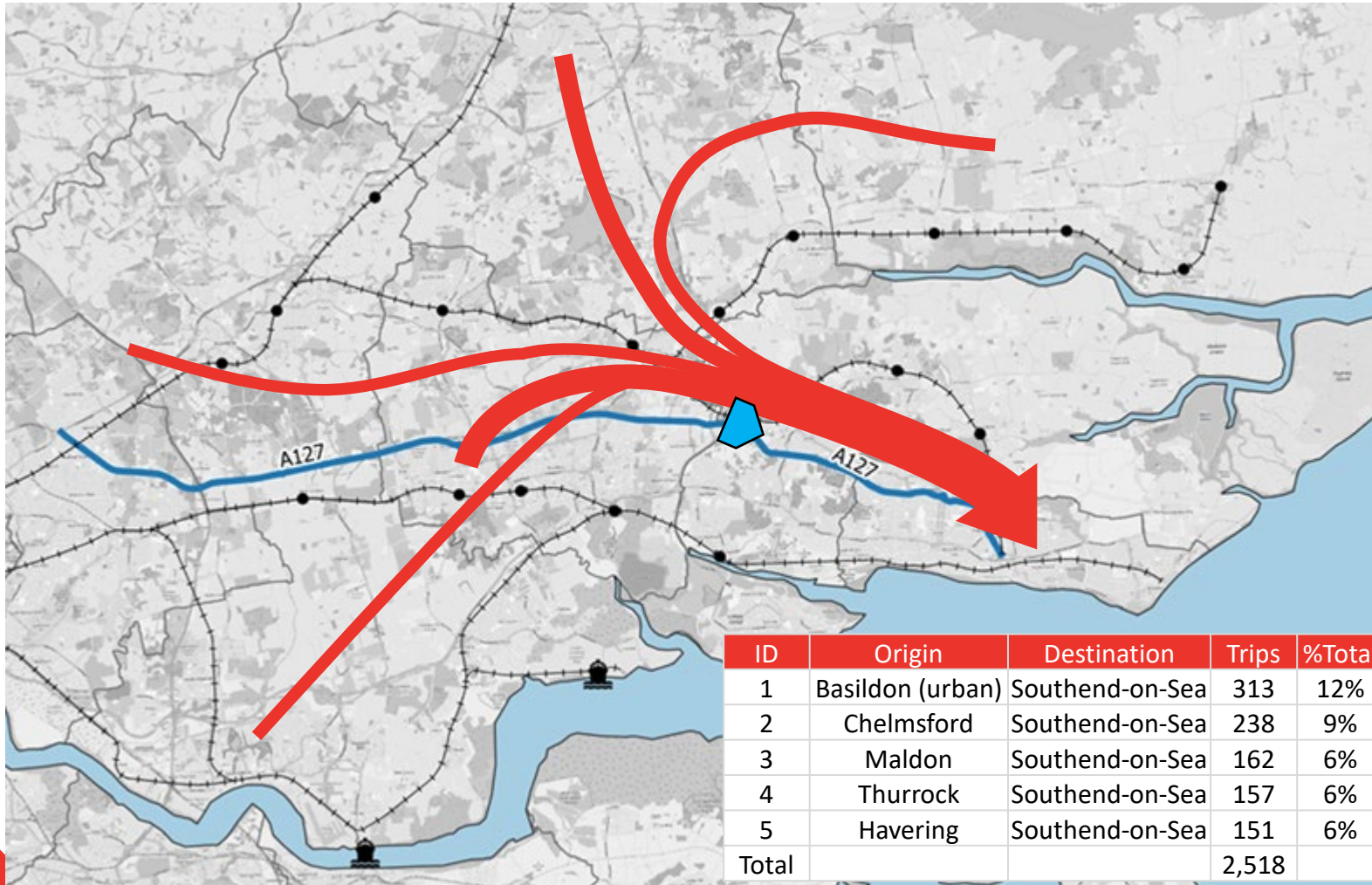
57% of all westbound car trips on the A127 west of Fairglen originate in Southend-on-Sea.

ID	Origin	Destination	Trips	%Total
1	Southend-on-Sea	Basildon (urban)	496	14%
2	Castle Point	Basildon (urban)	278	8%
3	Southend-on-Sea	Chelmsford	264	7%
4	Southend-on-Sea	Thurrock	204	6%
5	Southend-on-Sea	GL East	146	4%
Total			3,585	100%

Source: Essex County Wide Model Phase 2

Location and direction of traffic flow assessment

A127
ECONOMIC GROWTH CORRIDOR

Largest Car Movements on A127 west of Fairglen: AM peak Eastbound

On A127 west of Basildon:
- 56% of eastbound trips are Local
- 32% are Sub-Regional
- 13% are Regional/National

The largest movements are from Basildon to Southend-on-Sea and Chelmsford to Southend-on-Sea

66% of all westbound car trips on the A127 west of Fairglen have a destination in Southend-on-Sea.

ID	Origin	Destination	Trips	%Total
1	Basildon (urban)	Southend-on-Sea	313	12%
2	Chelmsford	Southend-on-Sea	238	9%
3	Maldon	Southend-on-Sea	162	6%
4	Thurrock	Southend-on-Sea	157	6%
5	Havering	Southend-on-Sea	151	6%
Total			2,518	

Source: Essex County Wide Model Phase 2

Location and direction of traffic flow assessment

A127 ECONOMIC GROWTH CORRIDOR

Public Transport: Bus Network

South Essex

Brentwood

A127

Basildon

Southend-on-Sea

Key points:

- Except within Southend-on-Sea, the only bus routes on the A127 are school services.
- Relatively poor bus connectivity serving key movements on the A127 corridor between Southend, Basildon, Brentwood and Havering.
- Only one bus service serving the Basildon Enterprise Corridor (from Wickford)

A127
ECONOMIC GROWTH CORRIDOR

Potential Funding Options

| Option	Trunk Road	Non-Trunk Road	Public Transport Infrastructure
Central Government: Road Investment Strategy (RIS3 – unconfirmed)	Up to full amount (RIS 1 national total is £25.3bn)	N/A	If included in Trunk Road scheme
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	Up to £250 million (HIF1) Further HIFs unconfirmed		
Central Government: Growth Deal	Government funding tied to delivery of new homes		
Central Government: Public Works Loan Body	Prior loans up to £350m historically		
Local Authority financing	Capital financing / rates / taxes		
Private financing	Municipal bonds/ road user charging/S106/CIL		

AI27
ECONOMIC GROWTH CORRIDOR

3. Communications and Engagement Update

Public Engagement, Summer 2019

- Future of Transport theme

- A series of poster making workshops in local libraries targeted towards children and parents

- Opportunities to capture footage (with consent) of children creating travel-themed posters and giving their views on the future of travel

- Opportunities to invite parents to take part in survey

A127

ECONOMIC GROWTH CORRIDOR

Survey, Summer 2019

- A short (5 – 7 questions) survey to gain an understanding of how the corridor could better serve the residents.

- The survey will primarily be conducted online, and respondents will be invited to take part via social media and dedicated communications from local councils. Paper surveys will also be available at summer engagement events.

- Respondents will be asked about transport issues in their area, opportunities to improve transport in the local area, current modes of transport used and likelihood to adopt different types of transport in future.
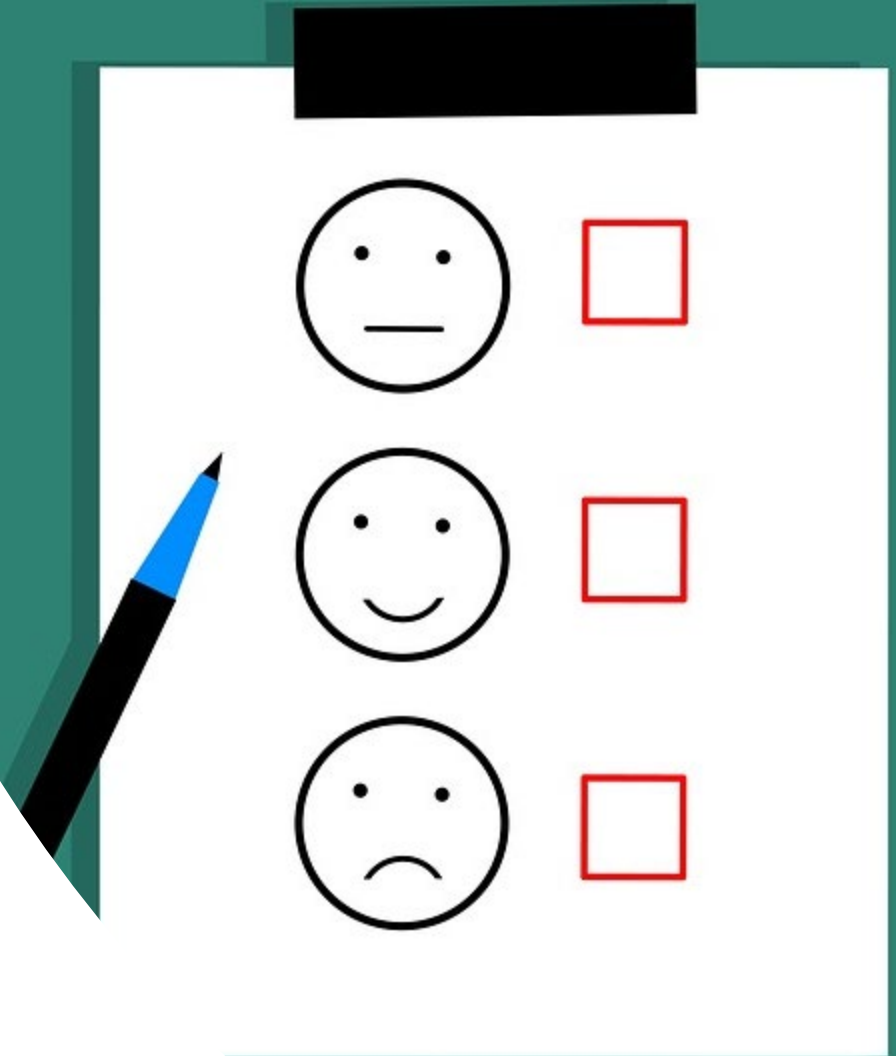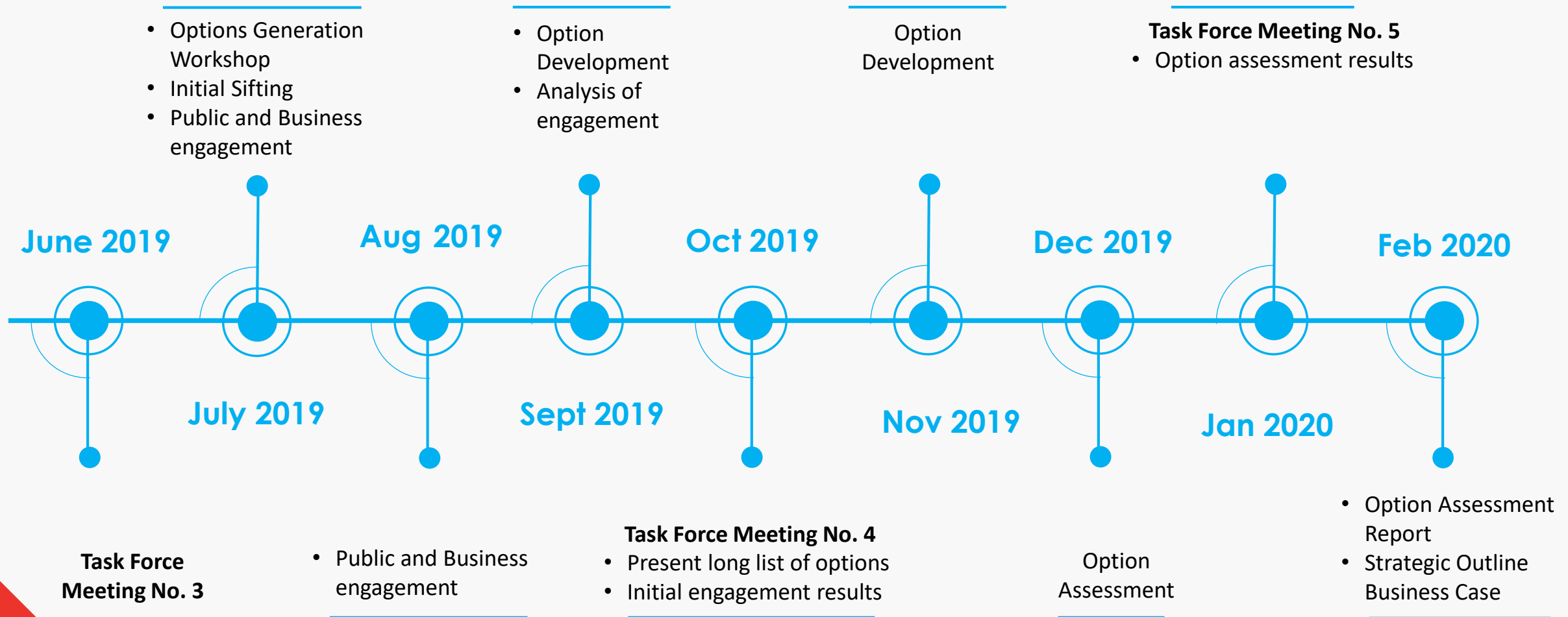
Business Engagement

- Distribution of survey via local authorities' business networks – Summer 2019

- Attendance at business breakfast events – September, 2019

Autumn Stakeholder Event, October 2019

- Location TBC

- Friday breakfast meeting

- Presentations from experts in transport technology

- Breakout sessions/workshops

4. Programme Update

6. Any Other Business

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 by design the impact of new infrastructure on built natural and historic environments
	No net ecology loss
	Embed innovation technology at the heart of any solutions and maintenance/incident management strategies
Connectivity: Manage congestion and improve journey time reliability	Provide sustainable travel alternatives for short and medium trips especially those on the A127 corridor
	Promote active travel measures for shorter journeys, improving the health opportunities for local populations
	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 proposed solutions
	Unlocking growth within the region
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

A127
ECONOMIC GROWTH CORRIDOR