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- If possible please submit all responses online via our website www.eera.gov.uk or download and submit form by email to planning@eera.gov.uk
- To enter text on this form click in the grey box and type or print it out and fill it in manually
- **Please use one form per representation (please feel free to photocopy this)**
- Return this form by 5.00 pm on Wednesday 16th March 2005

Comments submitted by/on behalf of:	
Title (Mr/Mrs/Miss etc):	Councillor
Initials:	J.R.F.
Surname:	Mason
Organisation (if applicable):	Rochford District Residents which is a registered political party
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Agent Details (if applicable):	
Primary contact (agent/client):	Client
Title (Mr/Mrs/Miss etc):	
Initials:	
Surname:	
Organisation:	
Address:	
Post Code:	
E-Mail:	
Tel:	
Fax:	

Would you like to be notified of the publication of the Government's proposed changes and the final East of England Plan?

Please return this form by 5.00 pm on Wednesday 16th March 2005 to:

The Panel Secretary, c/o East of England Regional Assembly, Flempton House, Flempton, Bury St Edmunds, Suffolk IP28 6EG

On which part of the plan do you wish to make a representation?

NB If you are commenting on more than one element of the plan please use one form per representation e.g. for policy H1 if you are commenting on more than one district's housing figures this will require more than one form.

Chapter:	Transport Policy
Policy:	Whole Plan relating to Rochford District, Castle Point and Southend Borough
Sub-policy/Paragraph number (if applicable):	N/A

Please select one of the following to describe your representation on the above policy/text:

Support Oppose Observation

Please summarise the reasons for your opinion (this will assist analysis of the representations – the Panel will work with your **full** representation):

More detailed comments (continue onto separate sheet if necessary):

The Southend relief road is considered of significant strategic importance to secure the regeneration of the area. As you will be aware Southend forms part of the Thames Gateway, which is both a regional and national priority for economic and social regeneration. Importantly both road and rail transport infrastructures play key parts of the strategy for the area.

Rather than consider siting such a new major route through the Green Belt of Rochford District the EERA is urged very strongly, based on public opinion of the residents of both Southend, Rochford and Castle Point to consider the enhancement and widening of the A127 instead. Rochford District Council and Essex County Council are publically against running a by pass through Rochford District and Essex County Council has gone one step further by publically declaring that it too prefers to consider widening and enhancement of the A127 and A13 instead.

These routes will not destroy the Green Belt of Rochford District
The compulsory purchase costs for a Southend Relief Road entirely in Southend can be found from the £1.5 Billion that the EERA has sought from the Government - the same money that would have to be spent buying up vast tracts of green belt in Rochford

It will not destroy wildlife

It will not pollute the environment outside of an existing urban conurbation

Rochford District Council and Essex County Council will not oppose this route

The scheme will be greeted with delight by many motorists in Southend

Southend forms part of the Thames Gateway, which is both a regional and national priority for economic and social regeneration.

It will secure the regeneration of Southend

At the same time it will be necessary for Southend to take urgent action on managing traffic within the borough - something which has been ignored for the last 25 years.

BUS LANES? - NO

RED LINE ZONES? - NO

CONGESTION CHARGING? - NO

PARK AND RIDE? - NO

RADICALLY DEVELOPING IT OWN HIGHWAY INFRASTRUCTURE? - NO

Is Southend Council looking at ways to improve public transport and persuade us

motorists back onto buses and trains - NO It is still possible to re-introduce trams in and through Southend, the routes are still there. Is Southend Council doing anything?
- NO

I would like to suggest that the A127 could be widened, enhanced and extended as follows;

Southend's Road Map to Success: From Martin Prescott

Thank you for looking at my road design. I have lived in the East of Southend for several years and am fed up with constantly hearing, when talking about travel; "it doesn't take all that long to get there, once you can get out of Southend." Action needs to be taken to sort these problems out, however building the new road around Rochford will not ease the problems on the A127. Most people want to travel from Southend to London, very few will want to drive around Rayleigh to have to do this; people will still use the old A127 as it is the 'shortest' route.

I am also against the immediate slowing down of traffic on the A127 when entering Southend. You travel along at National limit (70mph), when you come to the Southend border. There's a sign welcoming you, then a 40mph. Few yards up the road's a speed camera, miss the 40mph for any reason and you can't possibly stop-many coach drivers have been caught out. Things need to change. You can publish the idea if you think it is a possible option.

Shoeburyness to London (Where the Source is Shoebury, the Destination London):
Phase 1 – North Shoebury Road/Bournes Green Chase roundabout unchanged.

Bournes Green Chase A13 upgraded to a dual carriageway, until A1159 roundabout. Dual Carriageway flyover connecting A13 Shoebury to A1159 dual carriageway.

Phase 2 – A1159 remains dual carriageway; Hamstel Road Roundabout removed and road runs under A1159. Slip lanes off/onto A1159, underneath main carriageway. Waitrose Roundabout removed and again road runs under A1159 with slip off lanes from the A1159.

Phase 3 – Sutton Road/A1159 roundabout widened with dual carriageway flyover for traffic staying on the A1159.

New bridge over railway line constructed north of the current bridge, remove bend. Road widened to a dual

carriageway, removing the grass bank and some small businesses to the north of Priory Park. Cuckoo roundabout

removed, A1159-A127West goes under the current road A127South and Manners Way. No access to A1159-

A127West from A127South-Manners Way or Vice Versa (See later for Main Southend Traffic)

Phase 4 – All traffic lights removed between Cuckoo Corner and B1013 roundabout. Hobleythick-Rochford Road

now goes underneath A127 with no access to/from road (See later for Main Southend Traffic). Dual Carriageway

flyover over B1013 roundabout constructed.

Phase 5 – From B1013 Roundabout, A127 extended to 3 or 4 carriageways until

A1245 (A130) turnoff.

Bridgewater Drive-Rayleigh Road goes underneath main A127 carriageway with slip roads for access from/to A127.

Phase 6 – A1245 roundabout altered to accommodate for more traffic going/coming from the south of the roundabout. 5 Roundabouts at Salder's Farm removed and replaced with; one roundabout accessible from A130 South, A130 North, A13 East, B1464, with a dual carriageway flyover. A larger roundabout is also created south of the site, connecting A130 North, A130South and A13 West.

Southend Centre to London (Where the Source is Southend, the Destination London):

Phase 1 – West Road now goes underneath A127, with no access from/to the other road. New Dual Carriageway

built branches away from existing A127 running through/around old SUFC, connecting to existing Prittlewell

Chase. Prittlewell Chase extended to 3 lanes on each side, where parking is required in 1 lane.

Phase 2 – Step Bridge Placed outside Southend High, Hobbeythick now goes underneath Prittlewell Chase, with

slip roads for access from/to it. Hospital Access is now from a slip road underneath main carriageway. Main Traffic

is now split and sent down A1158 roads, towards the A127. A1158 Roads come into the roundabout (where B1013 starts) and joins A127.

The publically expressed views of Sir Teddy Taylor are firmly entrenched in supporting a by pass through the Green Belt of Rochford District and there is no evidence in his public pronouncements in the House or the local papers that he has considered this alternative. I understand from a consituent of mine who has spoken personally to Mark Francois MP that he considers a by pass through the Green Belt of Rochford District is inevitable. It is hoped that through this formal representation in response to the EERA Consultation that serious reconsideration can be undertaken to the alternatives put forward by Rochford District Residents which is a registered political party for the local elections. I am Party Leader and its representative on Rochford District Council. My request is that this issue is formally reviewed by the Enquiry because there is no evidence that this perspective is being actively represented by our MP's.

How would you like to see the East of England Plan changed (if applicable)?

Adopt the principle of enhancing the A127 rather than running a by pass through the Green Belt of Rochford District

Submission of a representation does not guarantee you the right to appear at the Examination in Public (EiP). However, all representations received will be taken into account by the Government when deciding what changes should be made to the draft East of England Plan. The EiP is a public process and in filling out this form **your full representation and address details will be made public for its purposes**. Further information about the process after the consultation is provided in the attached letter.