highways england

A12 Chelmsford to A120 widening

Public consultation
June 2021

Contents

Investing in your roads

At Highways England, we believe in a connected country where our network makes these connections happen. Our roads link with railway stations, ports and airports to give people a choice of travel and to support interconnectivity. When it comes to getting people where they need to be, we provide three times more miles per person than the railways.

The east region's 650 miles of motorways and A-roads support and boost a growing and vital economy. We recognise that the region contains a mixture of high-tech business and housing growth closer to London, alongside areas of scenic rural fenland, coastal towns and ports.

In contrast to the region's towns closer to London, three-quarters of land in rural East Anglia is used for farming to help feed the nation, and the area also remains a traditional holiday destination.

We're also helping UK businesses thrive, furthering the nation's economic growth through better connections to international hubs. Our region has established links to energy production, and now has ambitions to become the UK's foremost energy coast. There are also major ports in the east region (including Felixstowe, Britain's busiest, which handles nearly half of all shipping containers) and four airports.

To support this, in the last five years we've improved 244 miles of roads in the east region which are prone to congestion, as well as upgrading existing A-roads and building new ones to better connect the more rural communities and commerce.

About the A12 Chelmsford to A120 widening

The proposed A12 Chelmsford to A120 widening scheme is a critical part of investment in the east region, as this key road plays an important role at a strategic, regional and local level. The proposed scheme is categorised as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008.

Applications to build schemes like these are submitted to the Planning Inspectorate on behalf of the Secretary of State for Transport, rather than the local planning authorities. If the application is successful, the consent granted is called a Development Consent Order (DCO). Before an application for a DCO is submitted, we must formally consult the local community and other stakeholders on our proposals for the scheme and the likely significant environmental effects based on the information available at the time.

Within the proposed scheme, there are a range of utilities that will be affected, including the diversion of a number of high pressure gas pipelines that form part of the proposed scheme. To the extent that these diversions satisfy the criteria to be categorised as an NSIP under the Planning Act 2008, they will be considered NSIPs in their own right.

For more information on the DCO process, please visit the Planning Inspectorate website at **https://infrastructure.planninginspectorate.gov.uk/**

In this brochure, we explain the proposals for the proposed scheme. We also provide you with details of how you can give us your feedback during our public consultation. Your responses will help us shape the proposals before we submit our DCO application.

Why are the proposed changes needed?

The A12 road is an important economic link in Essex and across the east of England. It provides the main south-west/north-east route through Essex and Suffolk, connecting Ipswich to London and to the M25.

The section between Chelmsford and Colchester (junction 19 Boreham Interchange to junction 25 Marks Tey Interchange) carries high volumes of traffic, with up to 90,000 vehicles every day. Heavy goods vehicles are between 9% and 12% of the traffic on this section due to its important freight connection, especially to Felixstowe and Harwich ports.

This section of the A12 is also an important commuter route between Chelmsford and Colchester. The resulting congestion leads to delays and means that, during the morning commute, a driver's average speed is particularly slow in both directions for a dual carriageway A-road of its kind.

The proposed changes to this stretch of the A12 road will:

- improve safety for road users, especially at the junctions and slip roads through better design while also removing the current direct private accesses onto the A12
- reduce traffic congestion by increasing the capacity of the road, making journey times more reliable. The proposed scheme will save motorists as much as 1.5 hours in a working week if they travel daily between junctions 19 and 25
- take long-distance traffic off the local roads and put it back onto the A12 where it belongs, so that local roads aren't used as rat runs, affecting local villages and their communities
- ensure that the road can cope with the predicted increase in traffic from more jobs and homes in the area
- make improvements for walkers, cyclists, horse riders and public transport users, to give them better connections and safer, more enjoyable journeys

Have your say

We're now holding a public consultation on the proposals. We'd like to hear what you think, so please share any ideas, local knowledge or views that you may have.

The consultation will run for eight weeks from **Tuesday 22 June to Monday 16 August 2021,** and there are lots of ways you can tell us what you think.

Further information can be found by visiting the specially created A12 Chelmsford to A120 widening virtual exhibition via our webpage at **www.highwaysengland.co.uk/A12**. All the consultation materials will be digitally available there, including:

- this consultation brochure
- a digital flythrough of the proposed scheme
- other technical information which you will be able to download

Subject to COVID-19 restrictions, you can also take away hard copies of this brochure and view additional materials at pick-up points as detailed on page 8 of this brochure. Please contact our project team at **A12chelmsfordA120wide@highwaysengland.co.uk** to request an accessible format of this brochure.

You can respond using one of the following methods:

- Online via the response form at **www.highwaysengland.co.uk/A12**
- Complete the consultation response form available from the pick-up points listed on page 8, and return the form to **FREEPOST A12 WIDENING**
- Email your response to: **A12chelmsfordA120wide@highwaysengland.co.uk**
- Write to us at **FREEPOST A12 WIDENING**

All responses should be returned by 11.59pm on Monday 16 August 2021.

Virtual exhibition

One of the best ways to find out more about the proposals is to visit our virtual exhibition about the proposed scheme which will be available online from **Tuesday 22 June 2021** at **www.highwaysengland.co.uk/A12.** This can be accessed at any time convenient to you. The virtual exhibition includes all the materials that you would be able to find at a public exhibition, such as maps and environmental information.

We have provided clear instructions so that people know how to navigate through the room. If you require help accessing the room, you can get in touch with our project team at **A12chelmsfordA120wide@highwaysengland.co.uk** or by calling **0300 123 5000** during business hours.

Webinars

We will also be hosting a series of webinars on the following dates:

- Monday 28 June 2pm – 4pm – junction 19 (Boreham Interchange) to junction 21 (between Hatfield Peverel and Witham)
- Thursday 1 July 6pm – 8pm – junction 21 (between Hatfield Peverel and Witham) to existing junction 23 (Kelvedon South Interchange)
- Tuesday 6 July 2pm – 4pm – existing junction 23 (Kelvedon South Interchange) to junction 25 (Marks Tey Interchange)
- Wednesday 4 August 6pm – 8pm – junction 19 (Boreham Interchange) to junction 21 (between Hatfield Peverel and Witham)
- Monday 9 August 10am – 12pm – junction 21 (between Hatfield Peverel and Witham) to existing junction 23 (Kelvedon South Interchange)
- Thursday 12 August 6pm – 8pm – existing junction 23 (Kelvedon South Interchange) to junction 25 (Marks Tey Interchange)

These will be live online events where technical experts will talk you through the proposals and answer any questions.

If you would like to attend one of these, please sign up on our website at **www.highwaysengland.co.uk/A12**. You can also get in touch with our project team at **A12chelmsfordA120wide@highwaysengland.co.uk** or by calling **0300 123 5000.**

Further information on the proposed scheme design can be found on page 12.

Exhibitions

Public information events

Subject to the government's COVID-19 guidelines, we plan to hold public information events. Here you can find out more about the proposed scheme and speak to members of the project team who will be happy to answer any questions you may have.

Any changes to plans will be updated on the proposed scheme webpage at **www.highwaysengland.co.uk/A12**, and in local media.

Location	Date
Rivenhall Hotel Rivenhall End, Witham, CM8 3HB	Thursday 8 July 2pm – 8pm
Spring Lodge Community Centre Powers Hall End, Witham, CM8 2HE	Saturday 10 July 12pm – 5pm
St Andrew's Parish Church Church Road, Hatfield Peverel, CM3 2LE	Thursday 15 July 2pm – 8pm
Marks Tey Village Hall Old London Road, Marks Tey, Colchester, CO6 1EJ	Friday 23 July 2pm – 8pm
Springfield Parish Hall St Augustine's Way, Springfield, Chelmsford, CM1 6GX	Saturday 24 July 12pm - 5pm
Feering Community Centre Coggeshall Road, Feering, Colchester, CO5 9QB	Tuesday 27 July 2pm - 8pm

Where to get a hard copy or accessible version of this brochure

A digital version of the brochure will be available to view and download online at **www.highwaysengland.co.uk/A12**
If you require an accessible version of the brochure or additional materials, or need to have one posted to you, please get in touch with our project team at **A12chelmsfordA120wide@highwaysengland.co.uk** or by calling **0300 123 5000.**

Subject to COVID-19 restrictions, hard copies of the consultation brochure and response form will be available at the following locations from **Tuesday 22 June 2021.** The venues will also have memory sticks with copies of the Preliminary Environmental Information Report (PEIR). This document is available online too. Availability will depend on venue opening times and any venue restrictions.

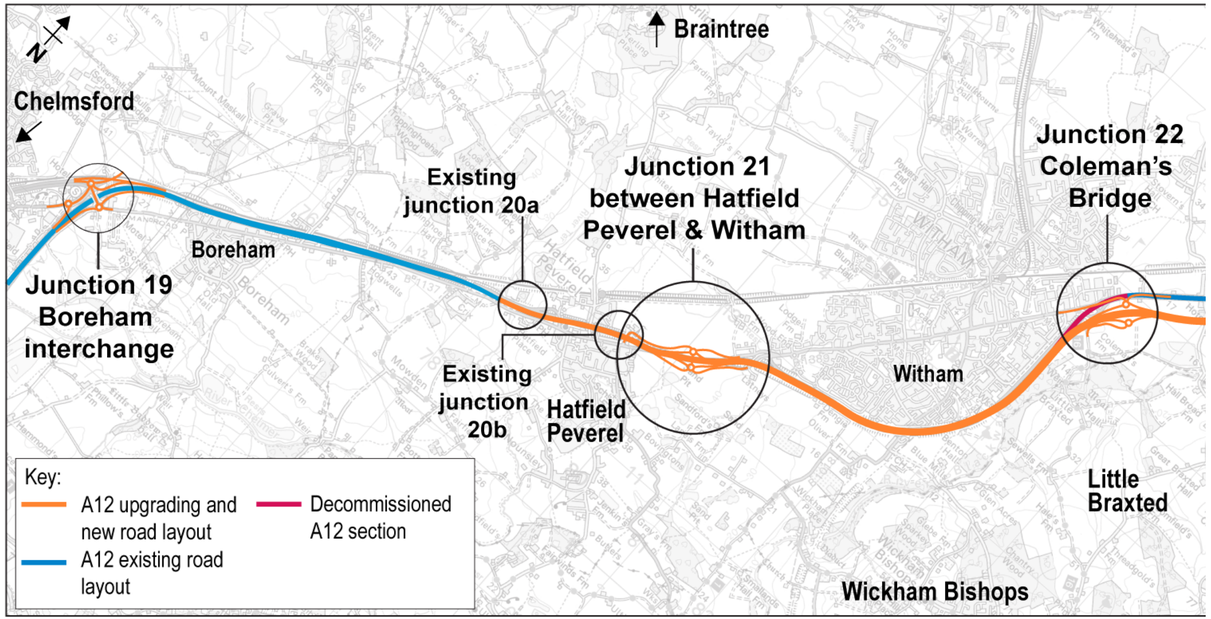
Location	Address
Braintree Library	Fairfield Road, Braintree, CM7 3YL
Chelmsford City Council	Customer Service Centre, Duke Street, Chelmsford, CM1 1JE
Colchester Library and Community Hub	Colchester Library, Trinity Square, Colchester, CO1 1JB
Copford Village Hall	School Road, Copford, Colchester CO6 1BX
Essex County Council	County Hall, Market Road, Chelmsford, CM1 1QH
Hatfield Peverel Library	The Street, Hatfield Peverel, Chelmsford, CM3 2DP
High Chelmer Shopping Centre	15A Exchange Way, Chelmsford CM1 1XB
Kelvedon Library	Aylett's Foundation School, Maldon Road, Kelvedon, CO5 9BA
Maldon Town Council	Market Hill, Maldon CM9 4RL
Marks Tey Parish Council	Old London Road, Marks Tey, Colchester, CO6 1EJ
Springfield Library	St Augustine's Way, Springfield, Chelmsford CM1 6GX
St Mary's Parish Church	Easthorpe Road, Easthorpe, Colchester CO5 9HD
Tiptree Library	Rectory Road, Tiptree, CO5 0SX
Witham Library	18 Newland Street, Witham, CM8 2AQ

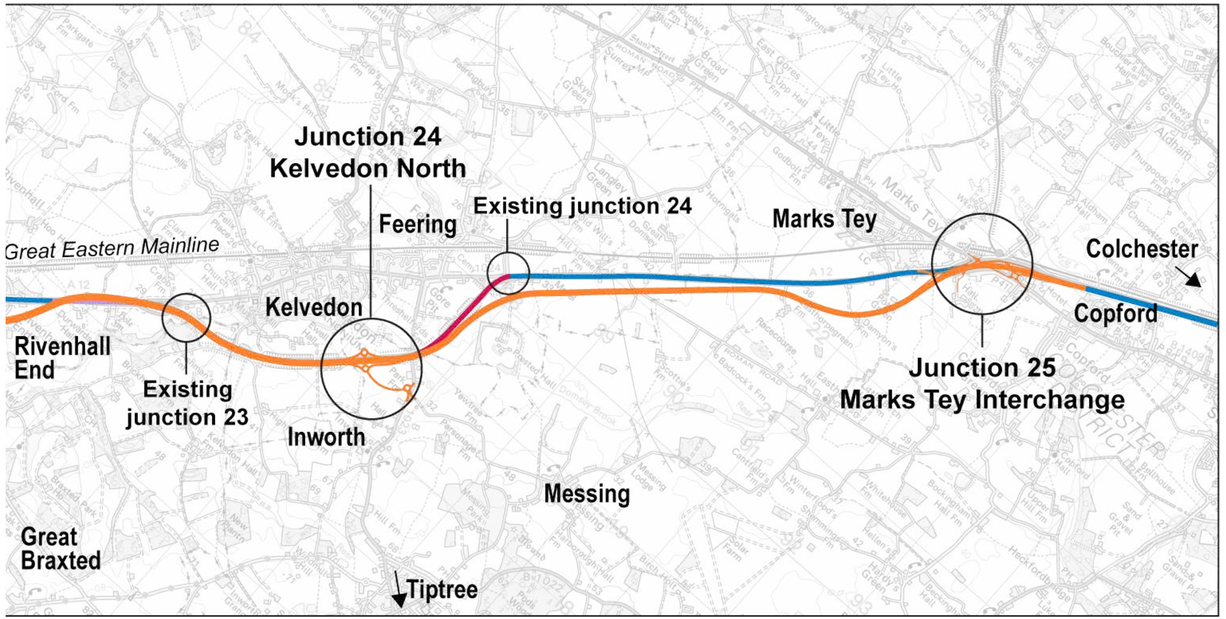
The proposed design

During our first consultation in 2017, four options for the scheme were presented. The preferred route is based on route 2. The proposals widen the existing A12 between junctions 19 and 25 to three lanes in each direction (where it is not already) and create a three-lane bypass in each direction at Rivenhall End. This route reflects the feedback we received on junctions in our first consultation, as well as comments about the Rivenhall End bypass being close to the Rivenhall Long Mortuary Enclosure scheduled monument. The proposals also include constructing a bypass between junctions 24 and 25. The proposed scheme will cover all the work necessary to construct the proposed new road layout.

The preferred route was selected based on several factors, including environmental impacts, journey times, complexity of build, affordability, feedback from the public and advice given by the Planning Inspectorate on the joint Local Plan for that area. For more information on the previous consultation results and the preferred route announcement, please visit our webpage at **www.highwaysengland.co.uk/A12.**

The proposed design





The proposed scheme design

The proposals start at junction 19 (Boreham Interchange) where we will improve the junction. As we move north towards Hatfield Peverel, it is already three lanes in each direction, so our changes will be focused on improving signs, overhead gantries, and lighting.

We will widen the road to three lanes at Hatfield Peverel. The current junctions 20a and 20b will be closed and replaced by a new junction 21. Our new junction 21 will provide access to the A12 both northbound and southbound, and will take traffic from all directions between Hatfield Peverel village and Witham.

As we move north, the widening will continue along the current A12. Our new junction 22 will provide access to the A12 both northbound and southbound. It will take traffic from Rivenhall End, Kelvedon, Witham and Little Braxted onto the A12 but will be built just to the east of its current location. After the new junction 22, the new bypass with three lanes in each direction will begin. It will run to the south of Rivenhall End. After Rivenhall End, the bypass will re-join the existing A12.

The current junction 23 will be removed but we will provide a new road from Kelvedon to the existing A12 for journeys between Rivenhall End and Kelvedon. A new access road to the Essex County Fire and Rescue Service Headquarters will also be provided. We are aware of the potential impacts the proposed A120 project may have on this junction. Please see page 15 for more information.

The proposed scheme will also be upgraded to a three-lane road in each direction south of Kelvedon. Just prior to the road passing over Inworth Road (B1023), we will create a new junction 24 (Kelvedon North) which will provide access to the A12 both northbound and southbound. It will take traffic from Kelvedon, Inworth and Tiptree onto the A12.

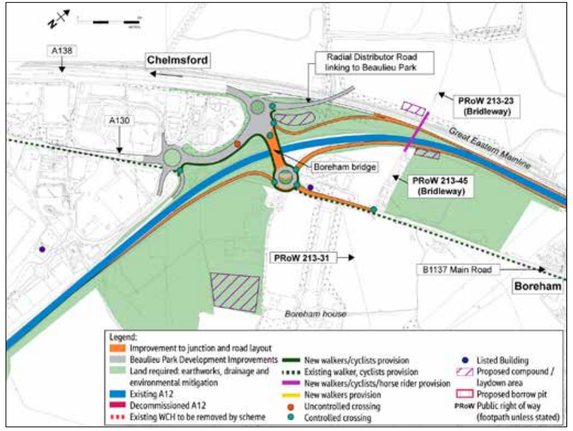
After our new junction 24, a second three-lane bypass will take traffic to and from Marks Tey. It will be located just to the south of the current A12. Just prior to the existing junction 25 (Marks Tey Interchange), the new bypass will re-join the current A12. A new upgraded junction 25 will provide access to the A12 both northbound and southbound. It will take traffic from Marks Tey, Copford and the A120, and provide a connection to the existing A12 which will be kept for use by local traffic.

Some of our maps show proposed compounds and laydown areas for use during construction. These are areas where we will work from and keep equipment and materials during construction. Some maps also show proposed borrow pits which are areas where material will be dug out for use at another location on the proposed scheme. Borrow pits are often found close to many major construction projects and are a typical feature for new roads. All these construction areas are indicated in the map keys. For more information see page 50.

Junctions

All the junctions have been reviewed to ensure they are suitable for all road users. The new and upgraded junctions have been designed to modern standards, and take into account the needs of walkers, cyclists and horse riders.

Options for all the junctions were also assessed by environmental impact, safety, consistency, improvements to current journey times, cost, location and ease of future road maintenance.



Junction 19 (Boreham Interchange)

Part of junction 19 is being improved for the Beaulieu Park development. These changes (shown in grey) are being made by the developer, and the construction here is due to be completed by early 2023. These are not part of the proposals. The improvements required for Beaulieu Park are due to be completed before we would begin to construct our proposed scheme. We have therefore taken these improvements into account when designing our proposed scheme.

The assessment has shown that the additional proposed improvements to the Boreham Interchange should provide additional benefits to complement the developer's junction and ensure that the junction continues to work for motorists further into the future. The proposed scheme improvements include:

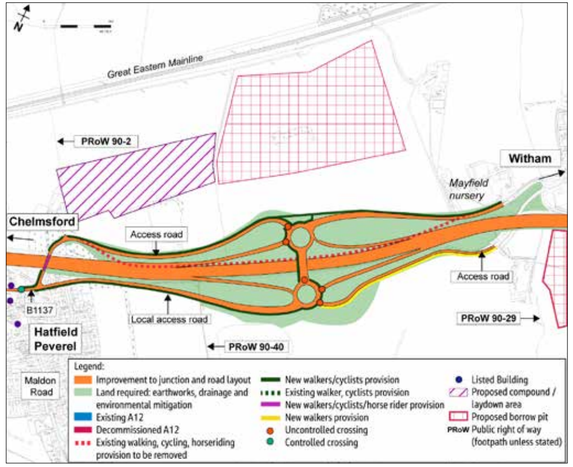
- additional lanes on Boreham Bridge
- additional traffic lights added to the southern roundabout
- additional lanes on various roundabouts, and their approaches and exit roads
- a dedicated link from the A131 onto the northbound A12
- a new controlled crossing which will allow both walkers and cyclists to cross the A12 safely and a new bridge for walkers, cyclists and horse riders on the north side of junction 19 (Boreham Interchange)

New junction 21 (between Hatfield Peverel and Witham)

Junctions 20a (Hatfield Peverel South) and 20b (Hatfield Peverel North) will be closed and replaced with a new junction 21 between Hatfield Peverel and Witham. It has been designed to provide access to the A12 both northbound and southbound, and will take traffic from Hatfield Peverel and Witham. Access will be from four roads:

- a road linking the southern roundabout of the junction to Hatfield Peverel, intended as the main access between the proposed new road layout and areas to the south and west, including Hatfield Peverel and Maldon
- a road linking the northern roundabout of the junction to Witham (B1389), intended as the main access between the proposed new road layout and the west side of Witham
- a local access road from the northern roundabout, designed for existing properties north of Wellington Bridge
- a local access road from the southern roundabout of the junction, for access to Latney's Kennels, Cattery and Grooming Parlour

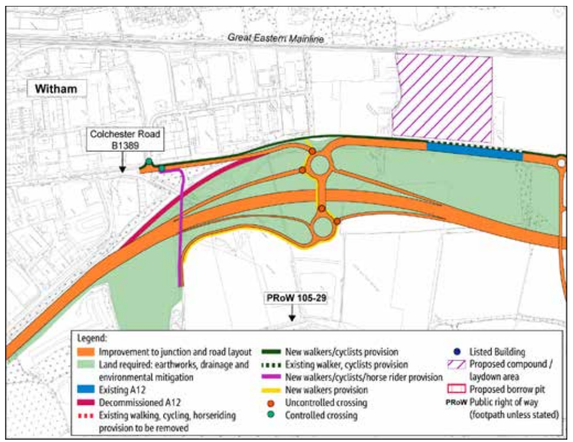
A new walking, cycling and horse-riding bridge (replacing Wellington Bridge) will be provided to link The Street in Hatfield Peverel to Hatfield Road and Witham. Additionally, links will be provided to the existing public rights of way.



Junction 22 (Coleman's Bridge)

The proposed junction 22 will provide access to the A12 both northbound and southbound and will take traffic from all directions. There will be two access roads on the northern roundabout of the junction, using the existing A12 to link to Witham and Rivenhall End. The southern roundabout will provide access to Little Braxted Lane via a realigned link road.

A new route for the National Cycle Route (NCR) 16 will be provided, crossing the A12 on a new bridge to the south of the junction. Improvements to the existing cycle route along the north-west side of the junction will also be made.



Junction 23 (Kelvedon South Interchange)

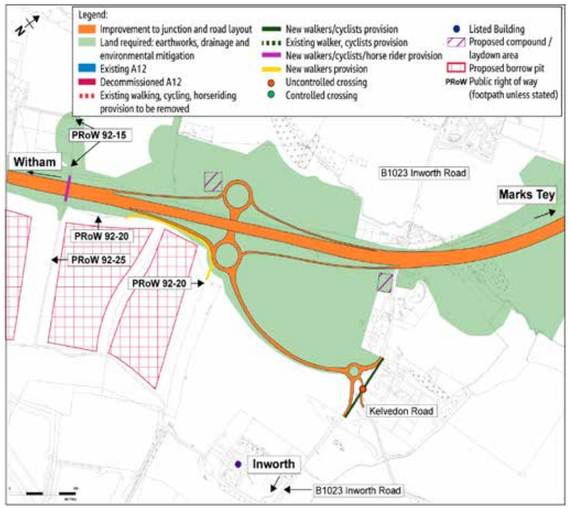
Junction 23 is being removed as part of the proposed scheme. Traffic from the existing junction 23 will use the new junction 22 and junction 24, including traffic from Kelvedon.

In addition to the projects that the government has asked Highways England to build during 2020-2025, we are also developing other road projects that will be considered by the government for future funding and potential construction beyond 2025. This includes the proposed A120 Braintree to A12 scheme, which takes forward development work already done by Essex County Council.

Work is progressing to validate the favoured route for the A120 Braintree to A12 scheme suggested by Essex County Council, which would include a link to the A12. The A12 team continues to work closely with Highways England's A120 Braintree to A12 team, ensuring the development of the two projects is progressed in a considered manner, while recognising that a decision has yet to be taken about whether to fund construction of the A120 Braintree to A12 scheme.

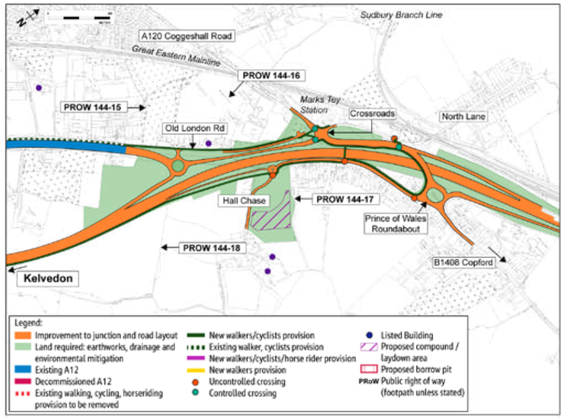
Junction 24 (Kelvedon North)

Junction 24 will provide access to the A12 both northbound and southbound, and the proposed junction 24 will take traffic from Inworth Road, which will serve the communities of Kelvedon, Inworth, Tiptree and others. Subject to further surveys, the new junction is expected to be below the existing ground level, with the proposed A12 road passing over the junction at its existing level.



Junction 25 (A120 Marks Tey Interchange)

South of the existing junction 25, we will connect the bypass to the existing A12. At this point, we propose to create new slip roads and a roundabout. Alongside this, we will modify and improve the existing junction. Junction 25 will remain an elevated junction and provide access to the A12 both northbound and southbound. It will take traffic from Marks Tey, Copford and the A120, and provide a connection to the existing A12 (which will be kept for use by local traffic). The Marks Tey roundabout will be converted to a signalised crossroads, and traffic signals added to the Prince of Wales Roundabout to improve capacity at the junction. New crossings and a replacement bridge will be provided for walkers and cyclists across the A12.



You said, we did

The latest proposed scheme reflects the valuable feedback received from stakeholders. This table outlines some of the key decisions we have made in response to your past comments.

You said	We did
Choose an option that causes the least disruption to the A12 during construction	✓
Provide a bypass at Rivenhall End	✓
Provide a bypass between junctions 24 and 25	✓
Junction improvements	✓
Merge junctions 20a and 20b at Hatfield Peverel	✓
Address private accesses onto the slip roads at junction 20a and 20b	✓
Take traffic off The Street in Hatfield Peverel	✓
Improve junction 21, serving traffic in all directions	✓
Improve visibility for drivers using junction 21	✓
Address footpath safety on the slip roads of junctions 20a and 20b	✓
Make junction 21 more suitable for industrial vehicles	✓
Improve junction 22, including visibility for drivers using it	✓
Improve signs and road markings at junction 22	✓
Improve slips roads at junction 22	✓
Improve access for HGVs at junction 22	✓
Improve junction 24, serving traffic in all directions and improve its slip roads	✓
Take traffic off Kelvedon High Street	✓
Improve the quality of the slip roads at junction 25	✓
Improve road user safety at junction 25, particularly for cyclists and pedestrians	✓
Address insufficient facilities around junction 25, such as narrow footways	✓
Improve access for cyclists and walkers to the railway station	✓

Environment

We looked at a variety of factors when assessing the benefits and effects of the proposed scheme. The following information is based on the findings from detailed surveys and assessments that we have carried out. Environmental impacts are assessed using national guidance.

We are currently gathering information through a process called the Environmental Impact Assessment (EIA) which focusses on environmentally sensitive areas. While the EIA is ongoing, we have produced a Preliminary Environmental Information Report (PEIR) of the initial emerging findings of the EIA. This describes the environmental setting and anticipated impacts of the proposed scheme. A Non-Technical Summary of the PEIR has also been prepared to summarise the emerging environmental effects. You can find these documents on our webpage at **www.highwaysengland.co.uk/A12**

We gather information on how construction, operation and maintenance of the proposed scheme will impact on environmentally sensitive areas, features and wildlife. This process helps us identify opportunities to enhance the environment and how to avoid or minimise adverse impacts. The findings of the EIA will be reported in the Environmental Statement and will be part of our Development Consent Order (DCO) application.

Protecting the environment

Protecting the places we value and what makes them special is an important part of how we plan and build our major road schemes. Essex has many cultural heritage sites and areas of archaeological interest which show that people and settlements have existed here for half a million years. These include nationally important prehistoric finds such as the long mortuary enclosure scheduled monument at Rivenhall End and highly important buildings, parks and gardens such as Boreham House, Hatfield Place and Braxted Park and Gardens.

The network of ditches and streams, water bodies and rivers (including the River Blackwater, River Ter and Domsey Brook) are key distinctive features of this flat, low-lying landscape. The area is home to valuable wildlife, such as otters, water vole, breeding birds, badgers, bats, great crested newts and reptiles. Several of these species are protected by law, as are ecological designated sites like Whetmead Local Nature Reserve. Knowing their importance and where these species live is vital in making sure we can protect them and their habitats.

Our ongoing surveys and assessments ensure that we have as much information as possible to help us make the right decisions about the road design and construction. Understanding the impacts that the proposals may have on the environment and local communities has been a key consideration in the development and selection of the road design.

Air Quality

Aspect of the environment	Expected effects	What we are doing and why
Air Quality We have completed our air quality monitoring surveys, and we are using detailed computer modelling as part of our assessments to identify properties and locations likely to experience changes in air quality.	**Construction** It is likely there will be adverse effects on air quality from construction traffic and construction activities such as demolition and earthworks. Effects may impact on community facilities, residential properties and designated ecological sites close to the scheme. **Operation** There may be adverse effects on air quality at community facilities, residential properties and designated ecological sites associated with additional traffic on the new A12, or on the adjacent roads. This may be partially offset by reduced congestion. There is the potential for beneficial effects in areas where the traffic is taken away from existing residential areas (for example, along sections of the existing A12 where new road sections are proposed, eg through Rivenhall End).	Measures to minimise effects include using good practice measures for construction such as ensuring equipment is clean to prevent the build-up of dust, ensuring loose materials on site construction vehicles are covered, using dampening techniques especially during dry weather, and responding to any issues raised through our community liaison team.

Cultural heritage

Aspect of the environment	Expected effects	What we are doing and why
Cultural Heritage Our assessments have identified that a number of heritage sites would have their setting impacted, while there could also be impacts on buried archaeology not yet identified.	**Construction** Potential physical impacts and impacts to the setting of heritage sites may occur during construction. This includes partial or complete removal of archaeological remains or effects to the historic landscape through groundworks during construction **Operation** It is expected that there will be both adverse and beneficial effects on some heritage sites associated with the presence of the proposed scheme and changes in traffic within their settings.	We are refining the design to minimise impacts on local heritage. For example, design refinements so far have reduced potential impacts on the Rivenhall Long Mortuary Enclosure scheduled monument. Landscaping and earthworks will also be designed to reduce noise and visual impacts which could affect the setting of heritage sites. A programme of archaeological investigation and recording is being undertaken to identify the risk of disturbing archaeological remains.

Landscape and visual impacts

Aspect of the environment	Expected effects	What we are doing and why
Landscape and visual impacts We are assessing how areas of distinctive landscape character and existing views may alter during construction when the road is open, and how the proposed scheme would affect landscape features such as woodland, designated landscapes and important views. Surveys in winter and summer have been undertaken as part of the landscape and visual impact assessment.	**Construction** Adverse effects are likely on a number of landscape character areas through the removal of trees and hedgerows, particularly along the new road sections and junction locations, as a result of constructing the proposed scheme. Adverse visual effects are likely on residential properties, for users of footpaths, bridleways and public open spaces such as the Blackwater Rail Trail Country Park, local nature reserves, Prested Hall and registered parks and gardens. **Operation** Some adverse residual landscape and visual effects are likely to remain from the introduction of new bypasses to the rural character of the landscape, but some locations would experience a beneficial change in their view from the proposed landscaping once established.	We are designing major structures such as bridges and junctions to minimise their visual impact on the landscape and local environment. We are exploring the design of slopes to fit with the surrounding landscape. Following construction, we would seek to restore temporary working areas to their former condition by reinstating disturbed land and replacing vegetation. Locally native and non-native plants would be planted as appropriate to reflect the distinctive local character. Our landscaping proposals would provide visual interest to users of some footpaths and open spaces. It would also help integrate the proposed scheme into the local landscape.

Biodiversity

Aspect of the environment	Expected effects	What we are doing and why
Biodiversity A range of ecologically important plants, habitats, species and locally designated sites may be affected. Our surveys have identified badgers, bats, breeding birds including barn owls, otter, water voles, great crested newts, reptiles and freshwater/terrestrial invertebrates in the local area. Diverse habitats and designated ecological sites such as Whetmead Local Nature Reserve (LNR), local wildlife sites, ancient woodlands and protected road verges have also been recorded.	**Construction** Adverse effects relating to the loss of habitat and disturbance of species are likely. Disturbance could arise from construction activities such as fencing, earthworks, temporary site compound set ups, construction of temporary roads for construction, and reinstatement. **Operation** We aim to achieve no net loss of biodiversity, leaving a positive legacy for nearby communities by providing new landscape planting and wildlife areas. Some adverse effects associated with noise, air and water pollution are possible on habitats adjacent to the scheme. We also expect some beneficial effects such as improved habitat connectivity once the landscaping and ecological actions are in place.	We are designing the proposed scheme to minimise harm to important species and habitats. For example, reducing the proposed scheme's impact on the Whetmead LNR and in the River Ter area by using the existing bridge. The design would also include comprehensive landscaping and biodiversity measures that would help to connect habitats on either side of the A12 (eg underpasses and mammal ledges) to guide animals safely under, over or away from the road. We would, where possible, avoid carrying out construction during natural seasonal events such as the bird breeding season. If required, we would also relocate protected species to other sites ahead of the construction work.

Geology and soils

Aspect of the environment	Expected effects	What we are doing and why
Geology and soils Our assessments have identified that the proposed scheme would be constructed in areas of land which contain versatile and productive agricultural soils. We are investigating the potential risk of using land that has been contaminated by previous uses, and whether groundwater could be affected.	**Construction** Spillages of construction materials could lead to contamination, or construction works could create new pathways for existing contamination. Current farming operations may be impacted as a result of agricultural soils being lost or disturbed. **Operation** Other than the loss of agricultural land for the new section of road, no significant effects are expected once the proposed scheme is open to traffic.	The proposed scheme is being designed to avoid and minimise any potential use of contaminated land to prevent harm to people and the environment. We are trying to reduce the extent of land needed to build the proposed scheme to minimise loss of agricultural soil. Where possible, soil would also be retained and redistributed as part of the landscaping and reinstatement strategy.

Material assets and waste

Aspect of the environment	Expected effects	What we are doing and why
Material assets and waste Our assessments have identified that a large volume of materials would be required. We are identifying how much waste material would be produced during construction, and how this can be minimised. Most of the study area is classed as a mineral safeguarding area due to the underlying sand and gravel in the region.	**Construction** Adverse effects are likely to occur from the removal and transportation of construction materials needed to build the proposed scheme. There may also be effects on local waste management sites from the disposal or recovery of certain types of construction waste. There is the potential for sterilisation of underground mineral reserves beneath the new road. **Operation** No significant effects are expected once the proposed scheme is open to traffic.	To reduce the volume of construction waste, we aim to reuse materials where possible. We are also currently undertaking ground investigations to understand how much construction material is readily available beneath and near to the proposed scheme. This would minimise the need for materials to be transported from other locations. We are undertaking Minerals Resource Assessments to understand the quantity and quality of the minerals that may be affected and how to minimise impacts.

Noise and vibration

Aspect of the environment	Expected effects	What we are doing and why
Noise and vibration A series of noise monitoring surveys are scheduled to be completed in 2021. The results of these surveys will feed into the noise modelling which we are currently undertaking as part of our assessments to identify properties and locations likely to experience changes in noise and vibration levels.	**Construction** Adverse effects are likely to be experienced near construction areas, particularly in the areas where we are widening the existing road or where junctions and bridges are being built. These effects would be due to construction activities such as piling, overnight work, and from the movement and operation of construction vehicles and machinery. **Operation** Adverse effects are likely to be experienced in sections of the widened road where properties that are already close to the road would have the traffic moved closer, and along the bypass sections where traffic would move closer to some new properties. There is the potential for beneficial effects in areas where the traffic is moved away from existing sensitive properties (for example, sections of the existing A12 where the existing road will be turned into a local road).	We will aim to locate construction site compounds to minimise disruption to properties and other locations such as schools and care homes. We would use good practice to control and reduce noise and vibration, for example, minimising construction outside normal working hours where possible and the use of screen barriers around construction compounds. We will need to do some activities during the night. We will liaise with affected people to provide advance notice and minimise disruption as far as possible. A low noise road surface and noise barriers may be used to reduce traffic noise in some areas.

Population and health

Aspect of the environment	Expected effects	What we are doing and why
Population and health Through our assessments, we are establishing the impacts on the local population and the health and wellbeing of communities. We are considering how different types of land, businesses, community facilities such as schools and open spaces, and footpaths and bridleways would be affected.	**Construction** Adverse effects are likely from the loss of agricultural, commercial and private land, and the demolition of a small number of commercial and residential properties. Temporary disruption to some journeys made by walkers, cyclists and horse riders is likely, as well as to road users. There may be effects on the health and wellbeing of people from temporary changes to the local landscape, noise and air quality. There will be opportunities for employment and training during the construction period.	Where possible, the extent of land needed to build the proposed scheme has been minimised to reduce effects on businesses, farms and private properties. To reduce the impact on access to community facilities, homes, businesses and agricultural land. We have incorporated measures such as landscaping and footpath diversions into the proposed scheme. Construction activities would be managed using good practice measures and techniques, for example designing roadworks and diversions that minimise disruption to journeys.
	Operation Permanent changes to footpaths, bridleways and local roads are likely to result in both positive and negative effects on journeys, including potential improvements to severance. The proposed bypasses may mean that some neighbourhoods along the existing A12, such as Rivenhall End, would have reduced air pollution, less noise and severance resulting in an overall healthier built environment. Agricultural and commercial operations may be affected, for example through new or modified accesses. The increased road capacity and improved journey times will provide wider economic benefits to the region.	

Road drainage and water environment

Aspect of the environment	Expected effects	What we are doing and why
Road drainage and water environment Our assessments are examining the risk of pollution to groundwater and surface waterbodies such as the River Chelmer, River Ter, River Brain, River Blackwater, Domsey Brook, Roman River and their tributaries. We are also examining how the proposed scheme may affect flood risk, including its vulnerability to flood events.	**Construction** Adverse effects on water quality may occur from the accidental spillage of soil, sediments, oils, fuels or chemicals, and from the movement of contaminated material during construction.	We are designing the proposed scheme to protect the water environment from pollution once it is open to traffic. Steps include minimising the number of locations at which water discharges into local watercourses. To reduce the risk of flooding, bridges for new water crossings are designed to be outside of the floodplain, where possible. Areas of land are also being included within the scheme to compensate for the loss of floodplain. Standard pollution prevention measures would be used during construction to reduce the risk of pollution entering watercourses. For example, the careful storage of liquids and powders away from drains.
	Operation Adverse effects on water quality and habitats may occur from polluted water running off the new road surface areas.	

Climate

Aspect of the environment	Expected effects	What we are doing and why
Climate We are identifying the amount of greenhouse gas emissions that the proposed scheme is likely to cause during construction and operational periods during construction to see how these would influence the UK's ability to reach its legally binding emission reduction targets. The vulnerability of the proposed scheme to climate change events such as flooding and an increase in temperature is also being considered.	**Construction** Adverse effects on climate may occur from greenhouse gases from onsite activities and vehicles transporting materials, waste and workforces, and loss of trees. Carbon produced during the manufacture of some construction materials is also likely to contribute to climate change.	To ensure resilience to future climate change events, the design is being developed to include sustainable drainage systems and energy efficient equipment. To reduce greenhouse gas emissions, we have a carbon management process throughout the scheme lifecycle and are maximising the use of recycled materials such as concrete from demolition of structures. New and diverted paths would improve journeys for walkers, cyclists and horse riders, and would offer alternative methods of transport that do not generate greenhouse gases. This would also support Essex County Council's Sustainable Modes of Travel Strategy.
	Operation Adverse effects may occur as a result of vehicle emissions once the proposed scheme is open to traffic, and from activities associated with its future maintenance.	

Traffic

Understanding how people use our roads helps us design schemes which suit the demands of the community and road users.

We have used traffic surveys and analysed traffic data over a large area covering the roads between Chelmsford, Colchester, Braintree, Maldon and beyond to create traffic models.*

These models use information and insights on how people currently use roads to understand how drivers may respond to changes in road layouts. For example, if you close a junction then it is likely that fewer drivers will continue to use the roads which lead to that junction. A new junction is likely to be popular with drivers and so more motorists will use the roads which lead to that new junction.

Traffic modelling has helped us to inform:

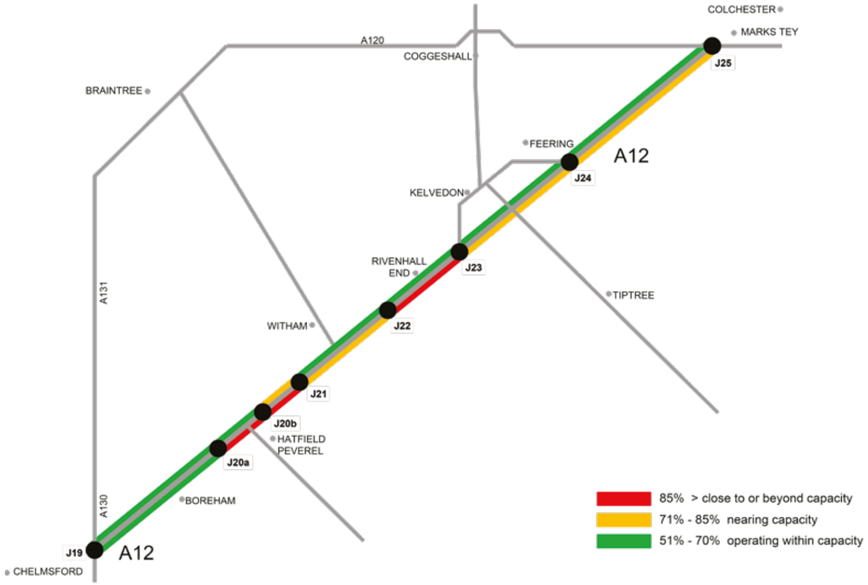
- the design of the proposed scheme, such as the number of lanes and types of junctions required on the A12
- the environmental assessment, including noise and air quality impacts
- our economic assessment of the proposed scheme's value for money by weighing up the costs against the benefits

*The core traffic modelling scenario reported in the Traffic Modelling Report for Consultation is based on DfT traffic growth predictions which pre-date the Covid-19 pandemic. However, as more is understood about the likely long-term impacts of Covid-19 on travel demand, it is likely that additional traffic modelling will be produced to reflect this.

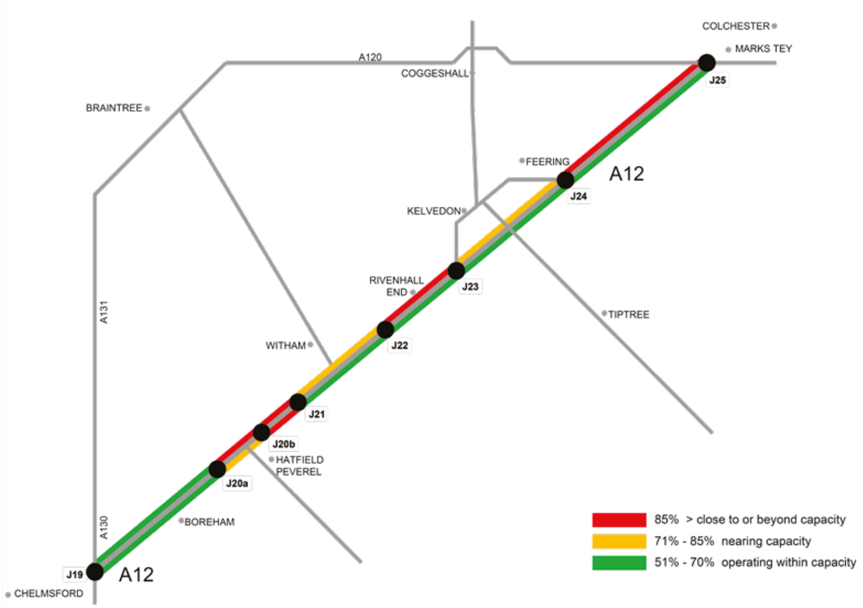
Current and future congestion

The A12 is often congested which impacts on businesses, communities, commuters and other road users. The diagrams show the current and future volume of traffic in the morning and evening rush hours, demonstrating how close the road is to reaching its capacity. As the road reaches capacity, road users will see congestion increase. By 2042, we predict that traffic will increase and congestion will get worse if nothing is done.

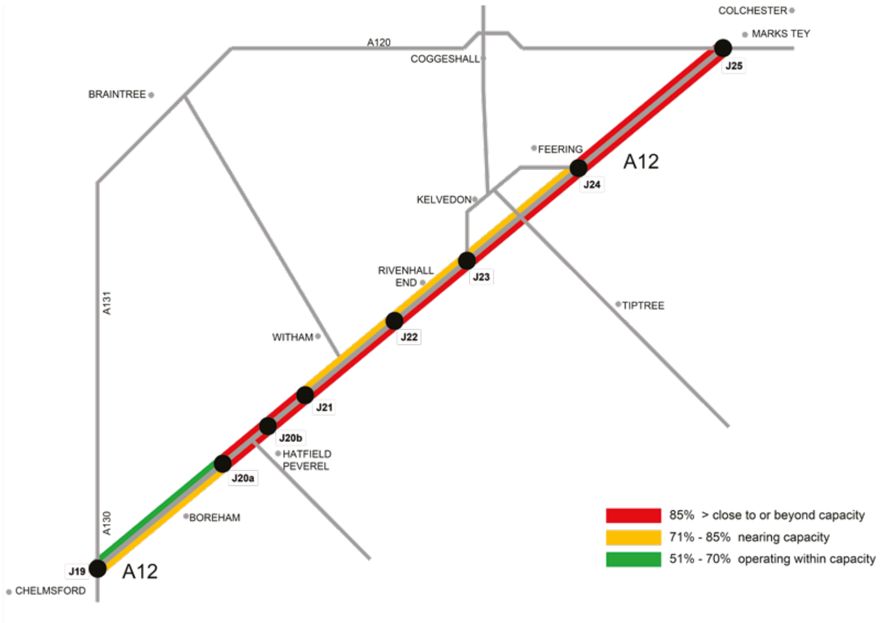
Current congestion (AM peak)



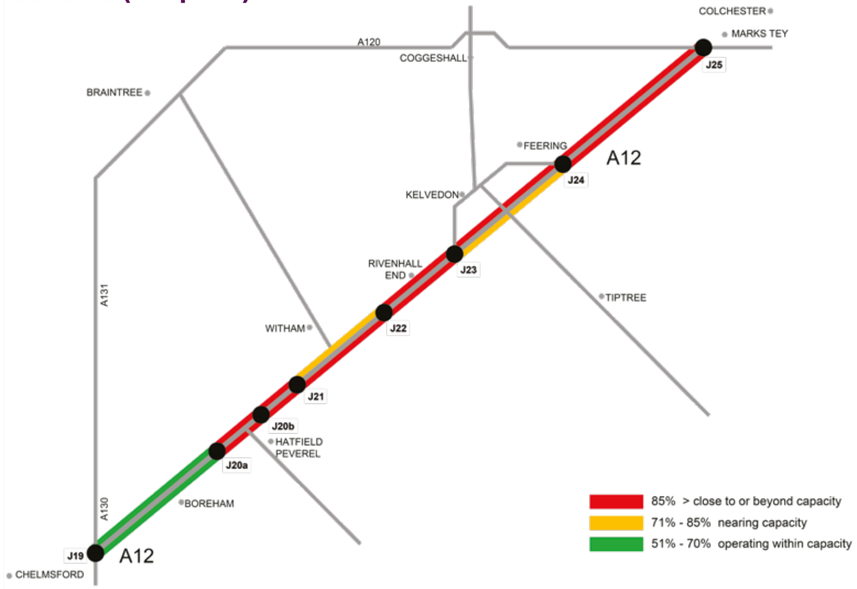
Current congestion (PM peak)



Predicted congestion on the road in 2042 without the scheme (AM peak)



Predicted congestion on the road in 2042 without the scheme (PM peak)



Journey time savings

The proposed scheme will save motorists as much as 1.5 hours in a working week if they travel daily between junctions 19 and 25. The tables below show the times it would take a motorist to travel between junction 19 and junction 25 (15 miles/25km) with and without the proposed scheme, as well as the time they could expect to save on each journey due to the scheme. This information is shown for both the opening year and 2042.

Journey times between junctions 19 and 25 and overall journey time savings in 2027 (opening year)

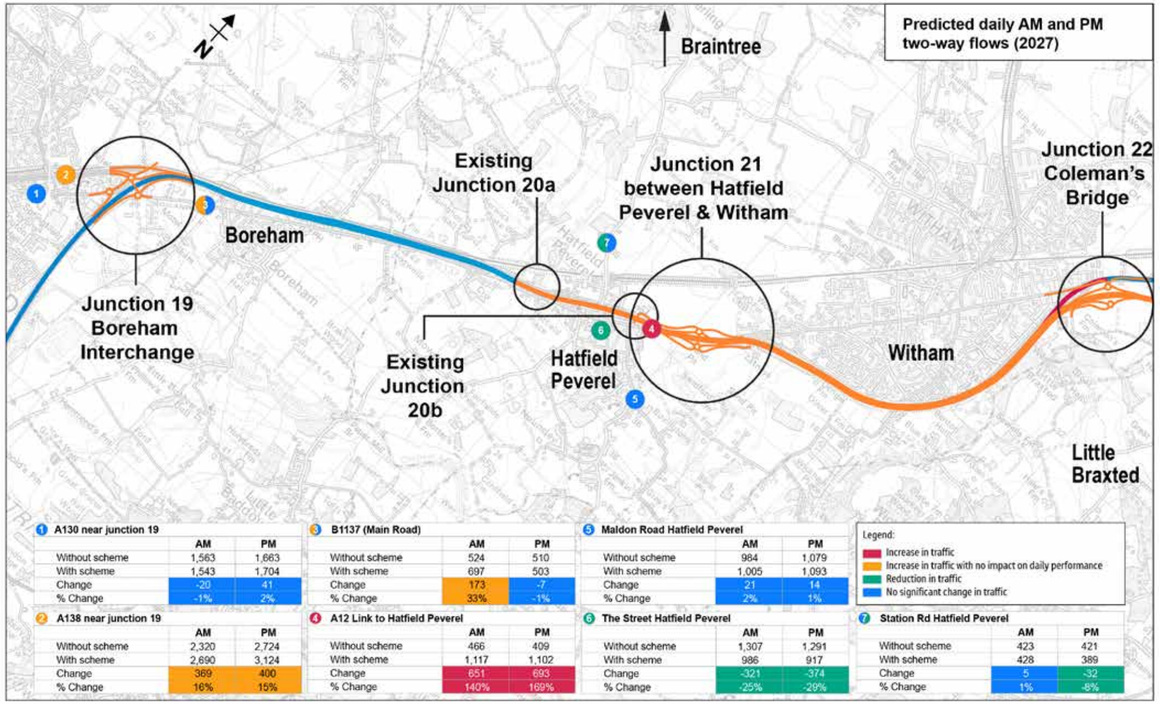
	Direction	Without scheme	With scheme	Time saving
Morning rush hour	Northbound	19m 02s	14m 48s	4m 14s
	Southbound	23m 48s	17m 8s	6m 40s
Evening rush hour	Northbound	26m 56s	17m 49s	9m 7s
	Southbound	17m 38s	14m 50s	2m 48s

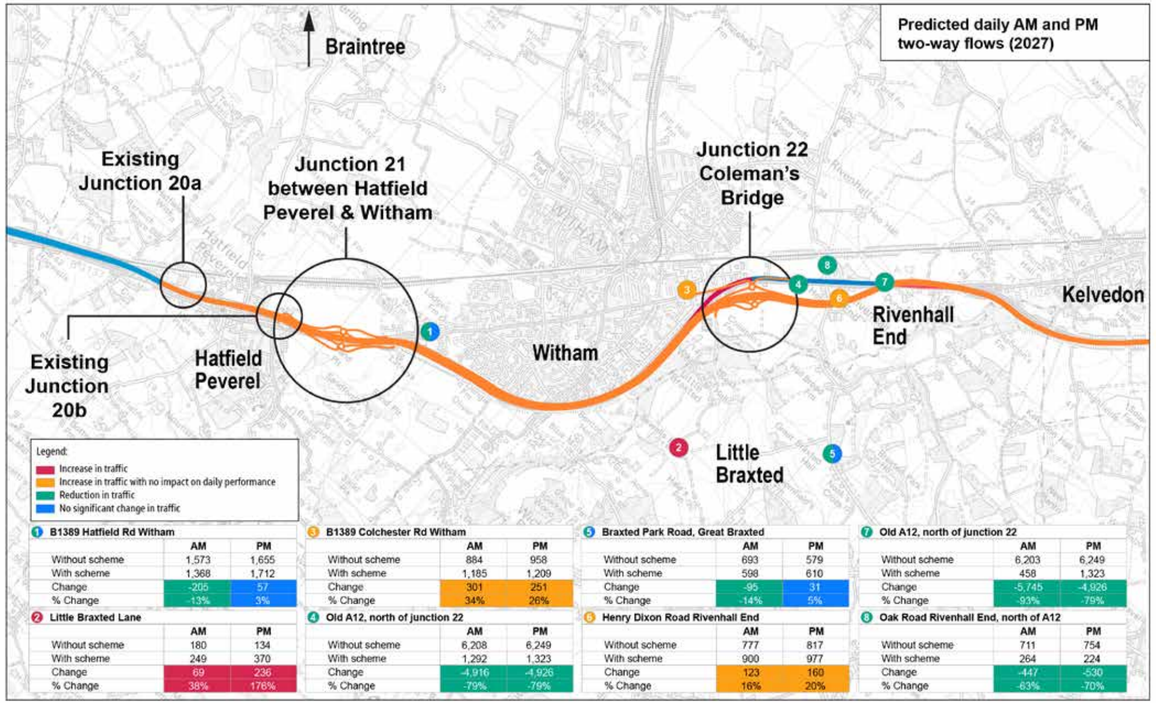
Journey times between junctions 19 and 25 and overall journey time savings in 2042

	Direction	Without scheme	With scheme	Time saving
Morning rush hour	Northbound	21m 49s	15m 50s	5m 59s
	Southbound	26m 57s	18m 41s	8m 16s
Evening rush hour	Northbound	30m 53s	19m 26s	11m 27s
	Southbound	20m 34s	15m 59s	4m 36s

Changes in traffic flows

To understand how journeys will change as a result of the proposed scheme, we have created a traffic model. This model allows us to predict the amount of traffic we expect to see on the roads once the proposed scheme opens. This takes into account predicted housing and economic growth between now and when the proposed scheme opens, as well as changes in driver behaviour due to the proposed scheme. We have also assessed future traffic levels if no changes are made to the proposed scheme. For further information, please see the Traffic Modelling Report for Consultation.





1 B1389 Hatfield Rd Witham

	AM	PM
Without scheme	1,573	1,655
With scheme	1,368	1,712
Change	-205	57
% Change	-13%	3%

2 Little Braxted Lane

	AM	PM
Without scheme	180	134
With scheme	249	370
Change	69	236
% Change	38%	176%

3 B1389 Colchester Rd Witham

	AM	PM
Without scheme	884	958
With scheme	1,185	1,209
Change	301	251
% Change	34%	26%

4 Old A12, north of junction 22

	AM	PM
Without scheme	6,208	6,249
With scheme	1,292	1,323
Change	-4,916	-4,926
% Change	-79%	-79%

5 Braxted Park Road, Great Braxted

	AM	PM
Without scheme	693	579
With scheme	598	610
Change	-95	31
% Change	-14%	5%

6 Henry Dixon Road Rivenhall End

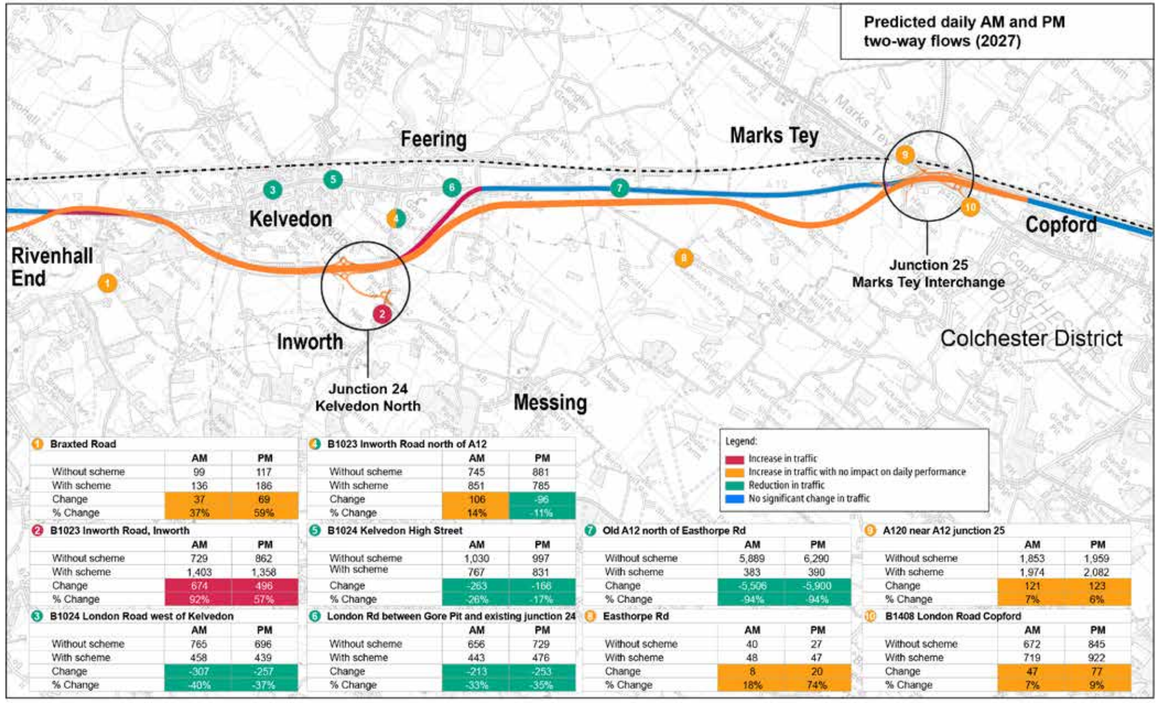
	AM	PM
Without scheme	777	817
With scheme	900	977
Change	123	160
% Change	16%	20%

7 Old A12, north of junction 22

	AM	PM
Without scheme	6,203	6,249
With scheme	458	1,323
Change	-5,745	-4,926
% Change	-93%	-79%

8 Oak Road Rivenhall End, north of A12

	AM	PM
Without scheme	711	754
With scheme	264	224
Change	-447	-530
% Change	-63%	-70%



1 Braxted Road

	AM	PM
Without scheme	99	117
With scheme	136	186
Change	37	69
% Change	37%	59%

2 B1023 Inworth Road, Inworth

	AM	PM
Without scheme	729	862
With scheme	1,403	1,358
Change	674	496
% Change	92%	57%

3 B1024 London Road west of Kelvedon

	AM	PM
Without scheme	765	696
With scheme	458	439
Change	-307	-257
% Change	-40%	-37%

4 B1023 Inworth Road north of A12

	AM	PM
Without scheme	745	881
With scheme	851	785
Change	106	-96
% Change	14%	-11%

5 B1024 Kelvedon High Street

	AM	PM
Without scheme	1,030	997
With scheme	767	831
Change	-263	-166
% Change	-26%	-17%

6 London Rd between Gore Pit and existing junction 24

	AM	PM
Without scheme	656	729
With scheme	443	476
Change	-213	-253
% Change	-33%	-35%

7 Old A12 north of Easthorpe Rd

	AM	PM
Without scheme	5,889	6,290
With scheme	383	390
Change	-5,506	-5,900
% Change	-94%	-94%

8 Easthorpe Rd

	AM	PM
Without scheme	40	27
With scheme	48	47
Change	8	20
% Change	18%	74%

9 A120 near A12 junction 25

	AM	PM
Without scheme	1,853	1,959
With scheme	1,974	2,082
Change	121	123
% Change	7%	6%

10 B1408 London Road Copford

	AM	PM
Without scheme	672	845
With scheme	719	922
Change	47	77
% Change	7%	9%

Possible changes to local roads

As noted in the maps above, based on our understanding of the local road network, there are three possible locations where we may need to make possible alterations to local roads as a result of changes in traffic. The sections below touch on each of these areas and provide an update.

Maldon Road and The Street

Junctions 20a and 20b would be closed as part of the scheme. This will mean, for instance, that traffic wanting to go southbound on the A12 from Maldon Road will now be sign-posted to our new junction 21 rather than using The Street and junction 20a.

Due to projected growth in the area, the junction with The Street and Maldon Road may struggle to work adequately in the future. While this is expected to happen with or without the proposed scheme going ahead, our new junction 21 location does change how the traffic moves around the junction. By reducing traffic on The Street, more traffic will now turn right to go to our new junction 21. While at this stage it is not intended to include works to the local road junction within the proposed scheme, we will continue to work with Essex County Council, the local planning authorities and the parish council on possible changes.

Little Braxted Lane

The proposed new junction 22 provides a direct access to Little Braxted Lane and in the future, it is expected that traffic will increase on Little Braxted Lane. We have discussed this with local parish councils and Essex County Council, and will continue to work collaboratively with them to consider whether interventions are required.

Inworth Road

Inworth Road north of the A12 would have a reduction in traffic, as traffic from Tiptree would be able to join the A12 directly at the new junction 24 rather than travel via Kelvedon or Feering. The location of our new junction 24 was proposed by several stakeholders and has several benefits. However, the proposals would see an increase in traffic on Inworth Road south of the A12 using this route to access junction 24 from the south. While our assessments indicate that Inworth Road is suitable for the expected increase in traffic, the provisional order limits (land which may need to be acquired) currently include land to allow for potential improvements.

How your A12 journeys will improve

Traffic on the sections of the current A12 that are being bypassed (at Rivenhall End and between junctions 24 and 25) will reduce considerably, as traffic moves to the newly constructed A12.

Junctions 20a and 20b will close and be replaced by a new junction 21 between Hatfield Peverel and Witham. It is expected that most traffic from south of the A12 travelling towards Chelmsford will no longer use The Street through Hatfield Peverel to access the A12, but will instead use the new junction 21.

Junction 24 will be moved and given a direct connection to Inworth Road. This means that traffic from south of the A12, such as from Tiptree, will no longer need to go via Kelvedon or Feering.

For more detailed information on the impact on traffic, please visit our webpage **www.highwaysengland.co.uk/A12** where you will find our 'Traffic Modelling Report for Consultation'.

Walking, cycling and horse riding

The proposed scheme affects 23 public rights of way, existing walking, cycling and horse riding routes and a National Cycle Route (route 16). Maintaining and enhancing these connections for walkers, cyclists and horse riders is a key objective for us.

Our proposals have been developed in discussion with walking, cycling and horse riding stakeholders, and aim to better link to other paths or communities. They will also be designed to the latest standards. This will enable people to cross the route safely and conveniently and avoid using busy road junctions. There would be seven new bridges for walkers, cyclists and horse riders users and approximately 9 miles (15 km) of new or improved walking and cycling paths across the proposed scheme. Highlights of the facilities proposed are:

- new controlled crossings at junction 19 which will allow both walkers and cyclists to cross safely
- a new bridge link on the north side of junction 19 (Boreham Interchange) for use by walkers, cyclists and horse riders
- a new Wellington Bridge to enable walkers, cyclists and horse riders to bypass junction 21 travelling between Hatfield Peverel and Witham
- a new bridge at junction 22 (Coleman's Bridge) to enable walkers, horse riders and cyclists on National Cycle Route 16 to bypass the main junction, along with new controlled crossings for both walkers and cyclists near Eastways junction
- a new signalised crossing and the opportunity to reinstate the bus stops in Rivenhall End
- a new bridge for use by walkers, cyclists and horse riders across the proposed new A12, linking Essex County Fire and Rescue Service Headquarters and a number of rural public rights of ways to a new local access road as well as a proposed bus stop
- new controlled crossings which will allow both walkers and cyclists to cross the A120 safely, and a new bridge for walkers and cyclists at junction 25 (Marks Tey Interchange)

Public Transport

The proposed scheme has opportunities to reintroduce bus stops on sections of the A12 road that will be bypassed (eg at Rivenhall End, Essex County Fire and Rescue Service Headquarters, and Feering). Feedback from stakeholders suggests support for such proposals.

Safety and operations

The safety of all road users and road workers is one of the key scheme objectives. The proposed scheme will be designed to modern standards. Some of the proposals which will improve safety of the proposed scheme include:

- installing concrete central barriers to reduce cross-over collision risk and reduce the need for future maintenance requiring road closures
- removing direct private accesses onto the A12 and closing junctions where you can only access from one direction. All of these locations are bypassed by the proposed scheme and will instead have access to local roads
- new junctions will be provided which will serve traffic in all directions
- separated walking, cycling and horse riding facilities across the A12 at each junction, and other locations (see the walking, cycling, horse riding section for further details)
- upgraded new sections of road for faster-moving traffic. Slower-moving vehicles, such as cranes and some agricultural vehicles will be using the old A12 instead and B roads. More details on restricted vehicles will be explained in the DCO application.
- enhanced technology to improve safety and operation, for example electronic variable message signs
- replacing of parking lay-bys with emergency areas and emergency roadside phones spaced at regular intervals and designed to the latest standards

Economic growth

We will be helping people get to their jobs, homes, transport hubs, customers and suppliers more quickly and more safely, bringing real benefits to the local economy and to people's lives in an area which is growing rapidly and is forecast to see further growth in housing and traffic.

The proposed scheme will support local growth plans by reducing delays from congestion and making journey times more reliable. This brings people and businesses closer together, creates job opportunities and supports long-term sustainable growth. Increasing road capacity now will also help to meet predicted demand in the future.

The improved three-lane dual carriageway will also form part of a key route to the ports of Felixstowe and Harwich, providing economic benefits on a national scale.

Property and landowners

Since the preferred routes were announced in October 2019 and August 2020, we have set out provisional order limits, which outline the extent of the land we may need to acquire, either for permanent or temporary use. The land will be acquired by agreement where possible.

We are already talking with landowners and occupiers whose land we believe is affected by the proposals, and we will continue to work closely with them. Our dedicated team are working with them to explain the proposals. While significant areas of land are required for the scheme, we are seeking to reduce the impact on landowners. We understand that if you live in the area, you will have concerns about how the scheme may affect you – and we will provide all the help and support we can.

Within these provisional order limits, some of the land along the route of the new road will be needed permanently. Other areas may only be needed temporarily, for example, for construction site compounds, storage sites or land needed to divert utilities, including power lines or gas pipes. When our work is complete, any land that is not needed permanently will be returned to its previous use wherever possible.

There is more information about the acquisition process if and when compensation may be available in the Highways England publications on the proposed scheme website at **www.highwaysengland.co.uk/A12.**

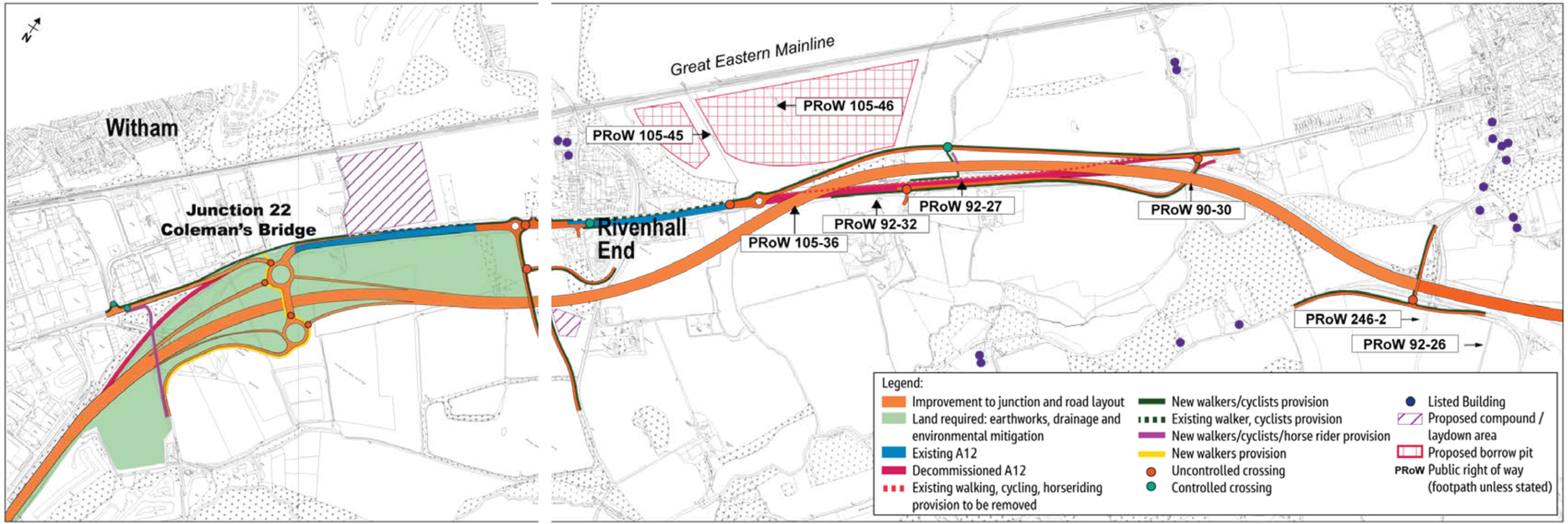
For copies, visit our webpage, contact us by calling **0300 123 5000**, or email **A12chelmsfordA120wide@highwaysengland.co.uk.**

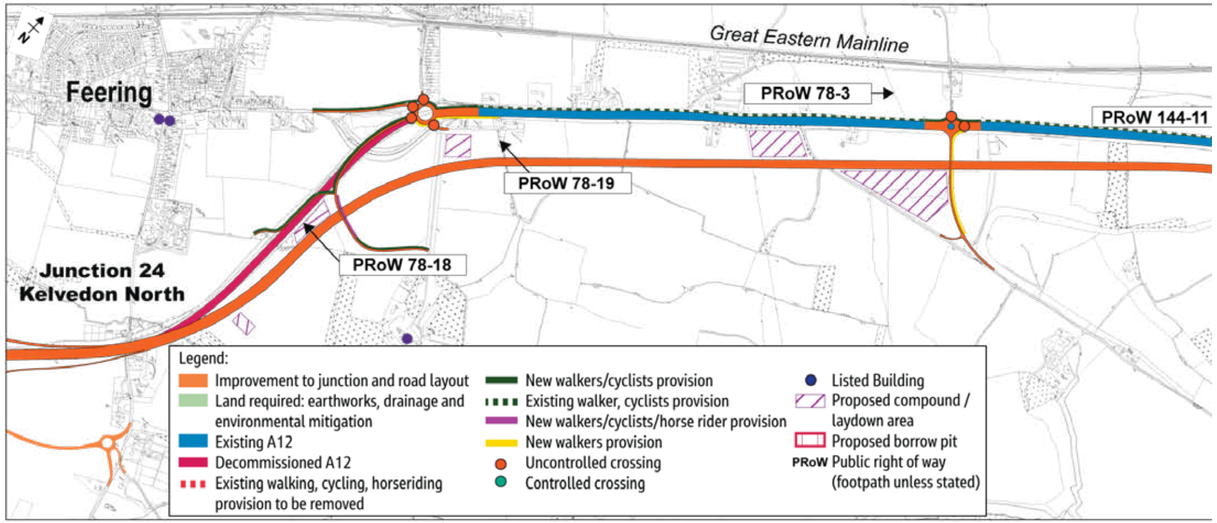
Bypassed routes and other side roads

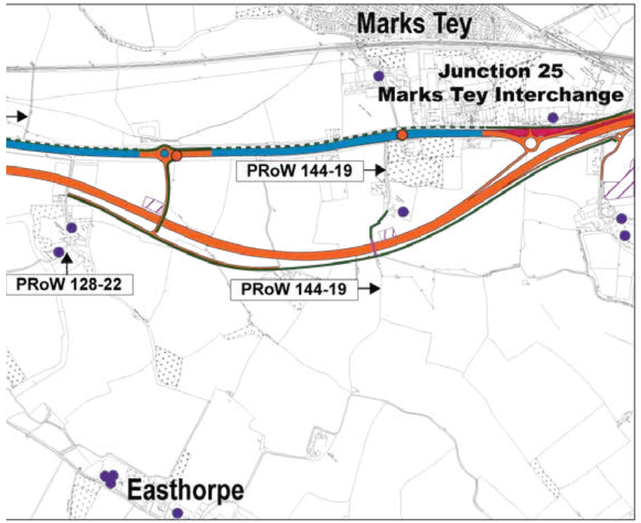
Rivenhall End (between junctions 22 and 23)

Once the proposed new bypass between junctions 22 and 23 is in use, it is proposed that this part of the existing A12 road would be handed over to Essex County Council's Highway Authority. Before that handover takes place, the following changes and improvements are proposed for the former A12 stretch of road:

- changing the existing junction layout at Rivenhall End
- closing the direct access from Oak Road onto the A12
- reducing the speed limit on this stretch
- installing controlled walking and cycling crossing points
- constructing a new roundabout to the south of Rivenhall End, connecting Braxted Road and Henry Dixon Road to the existing A12 road
- constructing a new second roundabout to the north of Rivenhall End which would serve as a transition between dual and single carriageway sections







Kelvedon North to Marks Tey Interchange (between junctions 24 and 25)

Once the proposed new bypass between junctions 24 and 25 is in use, it is proposed that this part of the existing road would be handed over to Essex County Council's Highway Authority. Before that handover takes place, the following changes and improvements are proposed for the existing A12 stretch of road:

- constructing three new roundabouts to connect to local roads, and walking and cycling routes, as follows:
  - new roundabout at the existing junction 24
  - a new roundabout at Easthorpe Road
  - a new roundabout at Wishing Well Farm access road
- improved walking and cycling provision along the existing road
- reducing the speed limit on this existing stretch of road
- replacing the existing junctions with simple priority junctions where possible

Existing carriageway use

For both sections of the bypassed existing A12 listed above, our intention is to retain all lanes of the existing carriageway. However, consideration will also be given to the use of the nearside lanes in both directions of the existing A12. Possible options may include bus lanes, cycle lanes, or lane restrictions. There will be redundant parts of the existing A12, and we are seeking options to repurpose these areas as part of this consultation.

Construction

What happens during construction?

The proposed scheme will bring many benefits to road users and support economic growth. However, it is a major project and we do recognise that there will be local impacts during its construction. Making sure that we are a good neighbour to those living and working near the proposed scheme is important to us.

We are confident that our experience in managing major construction projects, combined with the feedback from this consultation, will help us plan the construction in a way that keeps both disruption and inconvenience to a minimum.

Public engagement

Keeping local communities informed about our work will be a central part of our approach to construction. We will ensure that residents are aware of the construction work close to them, the plans that we will be implementing and also any changes they need to be aware of, such as diversion routes. A dedicated customer site team will be on the ground to ensure that we achieve our communication goals. To support this, we will also provide regular updates on our website and social media, put information through your door, and hold community meetings and public events.

When will construction take place?

We expect construction to start in 2023 and take approximately four years. For the first few months, the construction will likely focus on preparing the area for the main construction works to begin, such as archaeological work, moving utility pipes and cables, and environmental protection work.

Once main construction work begins, it's really important that we ensure that the existing A12 remains a fully functioning road throughout. As such, we intend to limit the amount of construction that will impact on the current A12 at any one time. To do this, we expect to begin construction of the section between Boreham and Witham first, and at the same time focus our work on the new bypass sections, including the relevant junction works. This should take between 18 and 24 months.

Once this work is complete, we will focus on the widening of the existing road south of both Witham and Kelvedon. We will also plan to carry out work on the existing road and divert traffic that may have used these sections onto the new A12.

Construction site compounds

Two potential main construction site compounds have been identified, subject to our further investigations. These locations have been identified as we want them as close to the current A12 as possible to limit the need to use local roads, and as far away from residential properties as feasible.

1. Junction 20b (Hatfield Peverel). It is expected that this will be a main compound on the north side of the A12 near the existing junction 20b and Wellington Bridge. This compound will be the main base for the team on site. During the early stages of construction, it is anticipated that the compound will be accessed in the following way: Vehicles would leave the A12 northbound carriageway at the existing junction 21. They would then use the Co-op roundabout to turn back on themselves, passing over the existing A12 on the B1389, and then onto the southbound carriageway. Vehicles would leave the carriageway at the existing junction 20b and then turn onto Wellington Bridge, finally accessing the compound via the junction 20b entry slip road. We have chosen this route to minimise traffic using The Street, Maldon Road and Main Road. As the construction of our new junction 21 progresses, access to the compound will be redirected from the junction 20b entry slip road to the new junction 21.

2. Junction 22 (Witham North). The second main compound is anticipated to be at junction 22 to the northside of the existing A12. This location is roughly in the middle of the scheme and will be used by project management staff. We anticipate that access to the compound will come off the existing A12.

In addition to the proposed main site compounds, we expect to have other smaller site compounds/laydown areas to help reduce the number of staff making journeys on and around the A12 on a daily basis. These smaller site compounds will be subject to further review and it is anticipated that they may decrease in size and number depending on how the road design and work programme develops. Please see map on pages 52 and 53.

Construction noise and working hours

During major construction work, there are many sources of noise. These can include the movement and operation of construction vehicles, and the operation of heavy machinery.

To help reduce the impacts of our construction work, we will take steps such as timing construction to minimise work outside normal working hours where possible, using low-noise equipment, and using temporary noise barriers.

To reduce the impact on residents, most construction work would be done during normal daytime working hours with roadworks or road closures. There would be some instances where work would need to be done at night or on weekends. There are several reasons for this, such as limiting the disruption to motorists using the A12, or for safety reasons where we are constructing new bridges over the A12 or demolishing old ones.

Our normal daytime working hours would probably be between 7.30am and 6pm Monday to Friday, and between 7.30am and 1pm on Saturdays. In addition, there may be an hour before or after these times when we are setting up or removing the roadworks or machinery. During the summer months, the working hours can extend from 7am to 7pm. These are standard working hours for infrastructure projects across the country. Work done outside these hours or on bank holidays is considered off-peak work.

We will discuss the exact details of construction working hours with the local authorities and these will be detailed in our Construction Environmental Management Plan, which will be issued at a later stage.

Reducing construction traffic on local roads and traffic management

To reduce the amount of construction traffic on the existing roads, construction traffic will use temporary roads where possible. These are likely to be close to the existing A12 route. However, where this is not possible, additional land within the provisional Order Limits (the application land boundary) may need to be used temporarily.

Where the existing road would be widened, this would be done by using temporary roadworks that make the existing lanes on the A12 narrower and having reduced speed limits during construction.

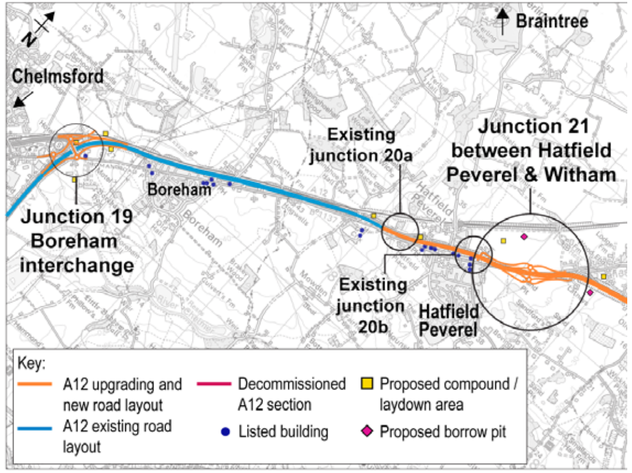
By locating our compounds near the existing A12 and using temporary haul roads (temporary roads for construction), we will aim to limit the number of HGVs using local roads. We will also use shuttle buses to take workers from local transport hubs to the site compounds and between the compounds.

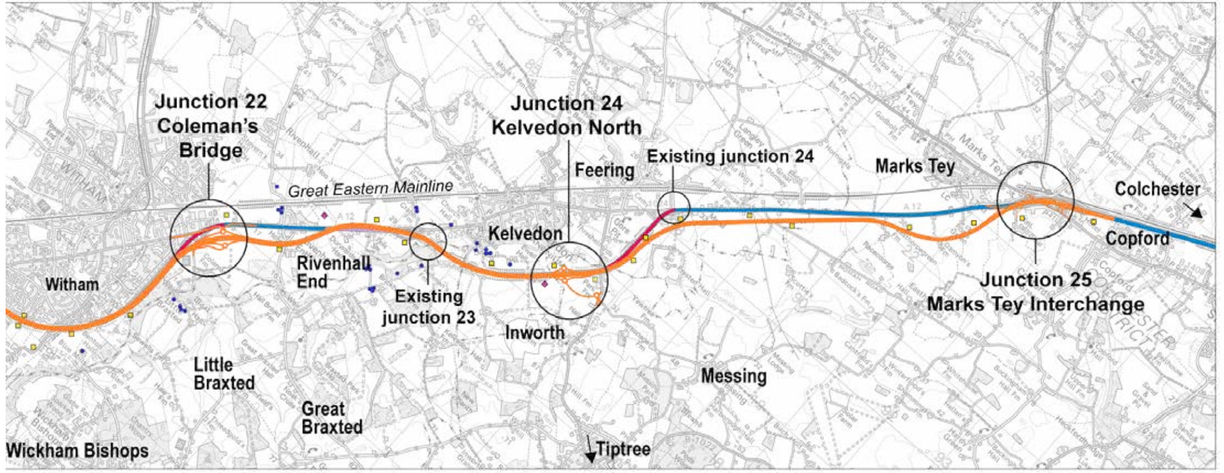
Borrow pits

To construct the proposed scheme, we will use borrow pits. Borrow pits are areas where soil, gravel or sand will be dug out for use in construction at another location, to build banks or for landscaping. We have also selected these borrow pits based on their closeness to our site compounds and main construction work and this will help reduce HGV traffic.

The final land use of the proposed borrow pits is subject to further assessment and discussion with landowners. Borrow pits are proposed in the following locations:

- between the existing junction 20b and junction 21
- to the east of junction 21 on the south side of the A12 south of Witham
- to the east of Rivenhall End and west of junction 23 (Kelvedon)
- on the southbound side of the A12 with Inworth Road located immediately to the east





Next steps

Once the consultation closes on Monday 16 August 2021 at 11.59pm, we will review all the suggestions and comments received. We will take time to analyse and consider your feedback when making further refinements to the proposed design and to develop our planned mitigation measures. We will set out a summary of the responses and describe how the proposals have been informed by and influenced by them in a consultation report. This will form part of our application for development consent and will also be available to the public following submission of the application.

Applications to build schemes like these are submitted to the Planning Inspectorate on behalf of the Secretary of State for Transport, rather than the local planning authorities. If the application is successful, the consent granted is called a Development Consent Order (DCO). Before an application for a DCO is submitted, the local community and other stakeholders must be formally consulted on our proposals for the scheme and the likely significant environmental effects based on the information available at the time.

We expect to submit the application by spring/summer 2022 and, provided consent is granted, construction work is expected to start in 2023. More information can be found on the Planning Inspectorate's website at **https://infrastructure.planninginspectorate.gov.uk/projects/eastern/a12-chelmsford-to-a120-widening-scheme/.**

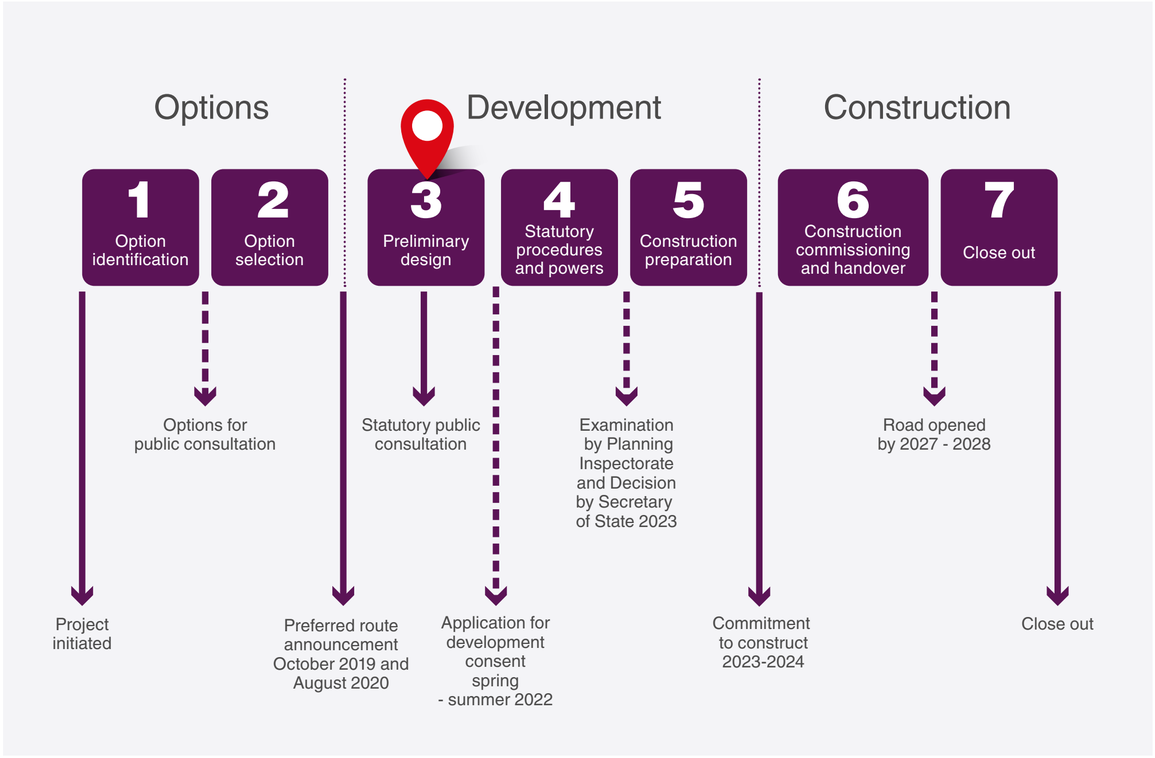
In addition to this consultation process, we will continue to engage with anyone interested in or impacted by the proposed scheme.

To help us shape the final design in preparation of the submission to the Planning Inspectorate, it is important you are involved now and submit your response by **11.59pm on Monday 16 August 2021.**

Once we submit the application, the Planning Inspectorate (acting on behalf of the Secretary of State) will examine the application and hold some public hearings, before making a recommendation to the Secretary of State for Transport, who will decide on whether or not the proposed scheme will go ahead.

Where we consider it appropriate, and before submitting our DCO application, we may choose to undertake further targeted consultation on certain changes to the proposed scheme made in response to consultation feedback or updated technical information. Such consultation will be for a minimum of 28 days.

The process for the next project steps is shown in the diagram on page 55.



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