

A12 Chelmsford to A120 widening

Public consultation summary report 2017

Junctions 19 to 25

Highways England

2017

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Executive summary

This report summarises responses to Highways England’s public consultation on the A12 Chelmsford to A120 widening scheme. The proposals involve four route options for widening of the A12 between junctions 19 and 25 as well as improvements to the junctions.

Particularly among stakeholders, there is clear support in principle for widening and general improvements to this section of the A12. Many feel improvements are needed to increase capacity and address current issues of congestion and safety, as well as to support further growth and development in the region. However, many respondents express concerns about the impacts of widening on the environment and local communities. Some are opposed to the widening on these grounds. There is also support for a wider approach combining road improvements with measures for public transport and cycling.

In relation to the widening options, there is clearest support for Option 2, which is seen to be the most effective means of addressing traffic and congestion issues, as well as avoiding impact on existing A12 traffic while works are being carried out. Option 1 is less popular overall but preferred by many because it avoids many of the impacts involved in creating a new stretch of road - in particular, land take, impact on farmland, on countryside, environmental and noise impact and potential impacts on properties. Options 3 and 4 are less supported, with Option 3 the better supported of the two. Both are mentioned in fewer comments, often alongside Option 2.

The balance of respondents feel that improvements are needed at all junctions, although these appear to be particularly pressing at junction 22 and least so at junction 23.

There are a number of common issues raised across all junctions, in particular traffic and congestion and safety issues. Safety concerns appear to be most prominent in relation to junctions 20a and 20b, while traffic and congestion is most often mentioned in relation to junction 19. The need to lengthen slip roads is another key issue that appears to be common across all junctions. There are some issues specific to individual junctions, such as the connection with the A120, through traffic- particularly HGVs - through towns and villages near to junction 24 or the fact that slip roads to junction 22 are on a sharp bend with poor visibility.

The issues, concerns and suggestions summarised in this report will be considered by Highways England and will contribute to the further development of the A12 Chelmsford to A120 widening scheme proposals.

Chapter 1: Introduction

1.1. Overview of Consultation

Between 23 January and 3 March 2017 Highways England consulted on plans to widen the A12 between junction 19 (Boreham interchange) and junction 25 (Marks Tey interchange)¹, known as the A12 Chelmsford to A120 widening scheme. These plans have been developed from studies and consultations focused on potential improvements to the A12 which have taken place over the last decade.

The consultation involved seven public exhibition events at various locations along the A12. Information about the project and the consultation was delivered to homes in the area and was accessible online via the consultation website (through which respondents could submit their response electronically).² The consultation document and questionnaire were also available from nine pick up points along the A12.

Participants were invited to comment on all aspects of the project, with documentation and questions covering:

- The four route options proposed for widening the A12;
- Junction improvements proposed at junctions 19 to 25; and
- The way in which information about the consultation was communicated and how this could be improved in the future.

1.2. Participation statistics

A total of 907 responses were received during the consultation period. Table 1 below shows the number of respondents who responded to each of the consultation questions as well as the number of responses which did not address the consultation questions.

Table 1: Total responses to each of the consultation questions

Question	Responses
1. Maps 1 - 4 shows 4 route options to widen the A12. Please indicate your preferred route option	815
<ul style="list-style-type: none"> • Please explain the reason for your response: 	773

¹ More information on the project can be found on the Highways England project web page: <http://roads.highways.gov.uk/projects/a12-chelmsford-to-a120-widening-scheme/>

² <https://highwaysengland.citizenspace.com/he/a12-chelmsford-to-a120-widening-scheme/>

2. Do you think that improvements are needed to junction 19?	745
• Please explain the reason for your response:	619
3. Please indicate your preferred option at junction 20a and 20b	757
• Please explain the reason for your response:	604
4. Do you think that improvements are needed to junction 21?	739
• Please explain the reason for your response:	571
5. Do you think that improvements are needed to junction 22?	742
• Please explain the reason for your response:	619
6. Do you think that improvements are needed to junction 23?	743
• Please explain the reason for your response:	558
7. Do you think that improvements are needed to junction 24?	729
• Please explain the reason for your response:	574
8. Do you think that improvements are needed to junction 25?	723
• Please explain the reason for your response:	546
9. Please provide any further comments regarding existing and/or new junctions along the route	455
10. How did you find out about this consultation? - Other (please specify)	180
11. Have you any suggestions about how we can communicate better with you?	360
Responses not responding to the consultation questions	88

Statutory consultees, landowners and other bodies

Responses were received from a range of respondents, including statutory consultees and landowners. The specific issues raised by each of these in responses have been captured in our analysis and are presented in this report, but at this stage of consultation they have not been presented separately. A list of all organisations responding can be found in Appendix B and their responses are referred to throughout the report under the appropriate issue areas.

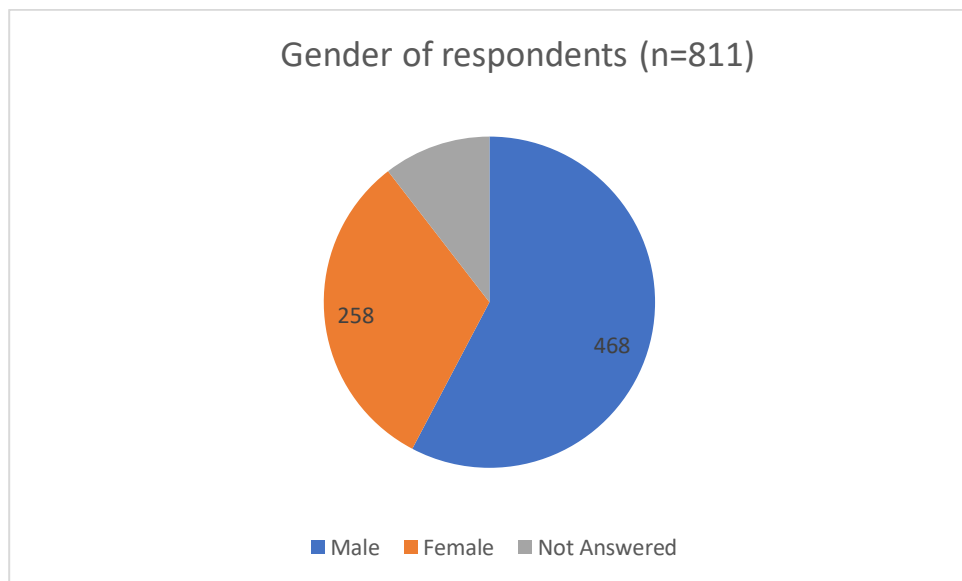
1.3. Demographics of respondents

Section 4 of the consultation questionnaire (Equality and diversity) asked respondents to state their gender, age, ethnicity and whether they considered themselves to have a disability.

The charts below show responses to this section of the questionnaire. It should be borne in mind that the proportions shown are representative only of those respondents who provided this information. Respondents who submitted an email or letter response did not answer the questions in Section 4. Not all of those who responded using the online or paper questionnaire provided this information either. The total number of responses to each question is shown in each of the graphs.

Gender

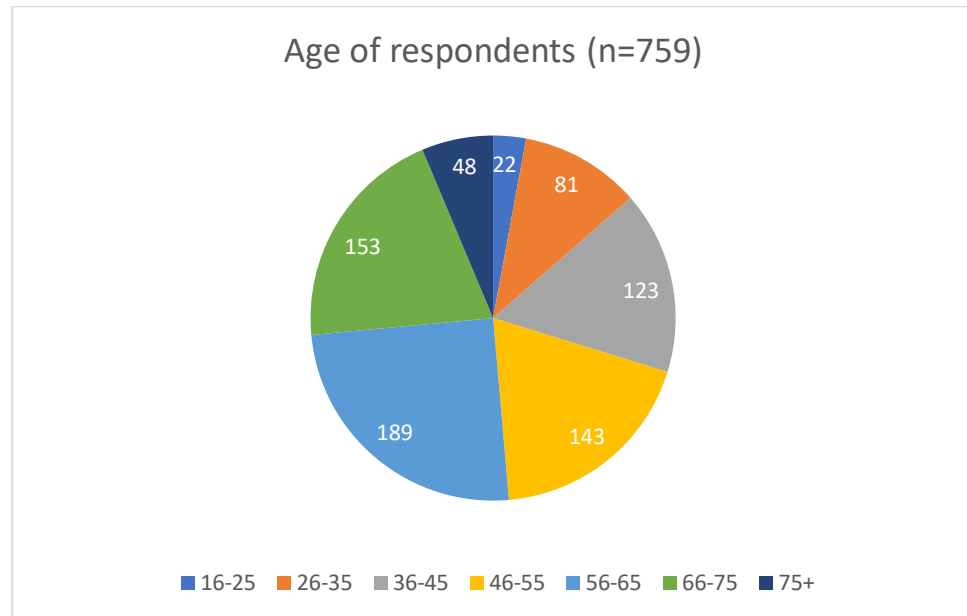
Chart 1: Age of respondents



Of those respondents who indicated their gender, a higher proportion of these were male (58% compared to 32% female).

Age

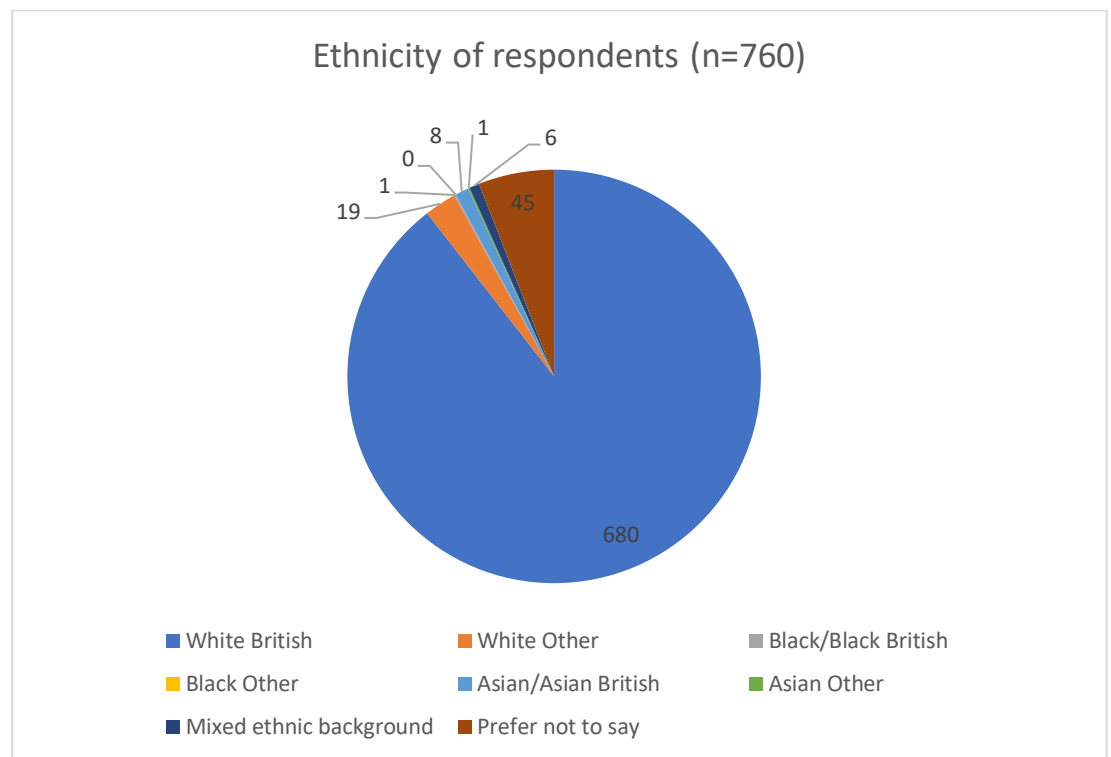
Chart 2: Age of respondents



The chart above shows that of those respondents who indicated their age, the largest proportion of these (25%) were in the 56-65 age group. The majority of these respondents fell within the ages of 36- 65, with fewer in the lower age groups and above the age of 75.

Ethnicity

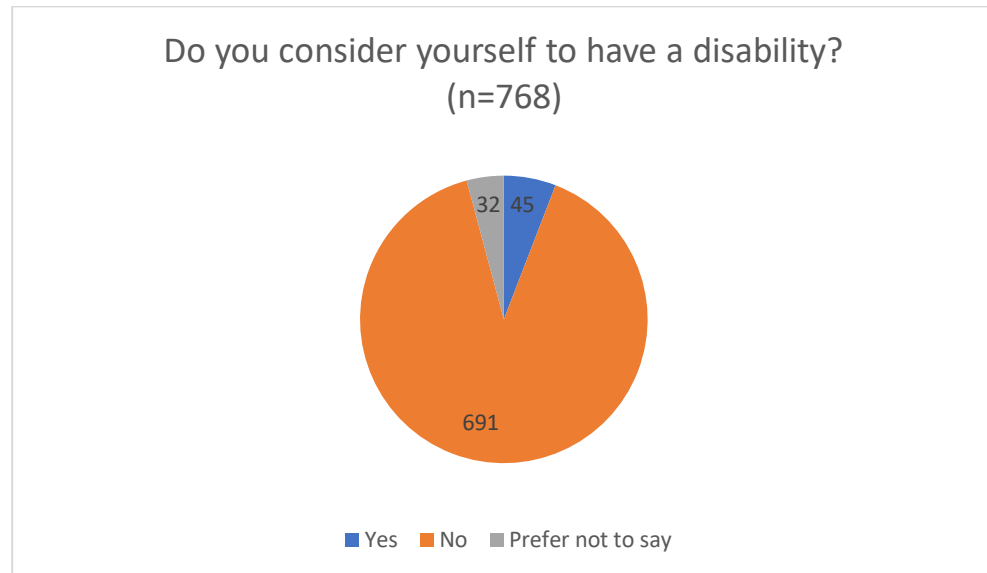
Chart 3: Ethnicity of respondents



The overwhelming majority of respondents who provided information about their ethnicity (89%) indicated that they were White British, with only a small number from each of the other ethnic groups.

Disability

Chart 4: Respondents who consider themselves to have a disability



Of those respondents who answered this question, a small proportion (6%) considered themselves to have a disability, while the overwhelming majority (90%) did not.

1.4. Methodology

The consultation was managed by Jacobs on behalf of Highways England. Dialogue by Design (DbyD), a specialist analysis agency, was commissioned to receive, analyse and report on responses to the consultation.

There are four stages to the processing and analysis of the consultation responses, which are discussed in more detail below:

- Data receipt and digitisation of all submissions;
- The development of an analytical framework;
- The implementation of the analysis framework; and
- Reporting

1.4.1. Data receipt and digitisation of all submissions

Submissions to the consultation were received via three different channels:

- **Online:** Respondents could submit responses via an online platform, CitizenSpace, developed by Delib and managed by Highways England. DbyD accessed the web platform at regular intervals during the consultation period to securely download submissions received. These were then imported directly into the analysis database via a csv transfer.

- **Email:** Consultation responses could also be submitted by email via the address A12chelmsfordA120wide@highwaysengland.co.uk. These responses were forwarded to a dedicated inbox at DbyD along with a weekly log used to confirm that all emails were received. From here, responses were processed and imported into the analysis database.
- **Freepost:** Consultation questionnaires and letters submitted via the freepost address were delivered directly to DbyD’s offices. These responses were logged upon receipt before being scanned, data entered and imported into the analysis database.

Table 2 below shows the submissions received in each format:

Table 1 Response types

Response Type	Count
Online questionnaire	681
Paper questionnaire	146
Email or letter	80
Total	907

1.4.2. The development of an analytical framework

The analysis of open text responses began with the development of a framework for the coding of responses. Coding describes a process of qualitative analysis in which comments are grouped within codes, with each code representing a specific issue, concern or sentiment. Codes are grouped into themes, which in some cases are further subdivided into subthemes.

The framework was developed with a clear intuitive structure to allow report writers to identify and summarise key issues being raised in responses. In this case the framework largely corresponds to the structure of the consultation questionnaire, with themes on each of the A12 widening options and junctions. There are also themes to capture comments on the widening and junction improvement proposals more generally (where not referring to a specific option or junction) as well as the improvements proposed at each of the junctions. Other themes cover the consultation and engagement approach, compensation and mitigation, policy and legislation and finally any other comments less directly relevant to the consultation.

The themes used in the coding framework are shown in Table 3 below.

Table 3: Coding themes

Theme
A12 Widening and options

(A12 widening) Option 1

(A12 widening) Option 2

(A12 widening) Option 3

(A12 widening) Option 4

Junction improvements - general

Junction 19 improvements

Junction 20a and 20b

Junction 21 improvements

Junction 22 improvements

Junction 23 improvements

Junction 24 improvements

Junction 25 improvements

Consultation and engagement

Policy and legislation

Compensation and Mitigation

Other

1.4.3. The implementation of the analytical framework

The lead analyst on the project began the development of the coding framework based on a review of a sample of early responses to the consultation. After creating the basic thematic structure of the framework, codes were added and new subthemes developed in response to new issues being encountered in responses. Once the framework had been developed sufficiently other analysts became involved in its application and further development. The analysis team held regular meetings to discuss new issues emerging and clarify questions of consistency in how codes were applied.

The application of a code to part of a response was done by highlighting the relevant text and recording the selection. A single submission could receive multiple codes and codes were applied to all text within responses.

The quality of the coding was internally assured by the lead analyst, through reviewing a percentage of other analysts' work. Anomalies in the approach to coding that were picked up through the quality assurance process were addressed in feedback to the whole team, in order to encourage consistency and accuracy and the application of codes.

1.4.4. Reporting

This report aims to provide an overview of the responses to the A12 Chelmsford to A120 widening public consultation, based on the analysis carried out by DbyD. The report summarises issues raised and suggestions made in responses to each of the consultation questions. The summary is accompanied by charts providing an overview of responses to closed questions.

The report summarises all responses to the consultation, including both members of the public and statutory and non-statutory consultees. Where relevant the report specifically draws attention to the responses of statutory consultees.

Quotes from both organisations and individuals are used to illustrate particular arguments throughout the report. These quotes are taken directly from consultation responses, and any spelling or grammatical errors are those of the respondent and not DbyD.

Structure of the report

The structure of the report largely follows that of the consultation questionnaire (aided by the structure of themes in the coding framework as described above). However, while sections of the report may correspond with an open question, the analysis in each section is not limited to comments to a particular question. For example, Section 5.1 summarises comments on proposed improvements to junction 19, corresponding with Question 2 which asks for respondents' views on this junction. However, where respondents have commented on junction 19 in responses to other questions or in responses which do not fit the question structure, these comments were coded with codes under the 'junction 19' theme and reviewed together in writing this section of the report.

Use of numbers and quantifiers

This report mostly summarises responses to open text questions. In order to give the reader a sense of the number of respondents who raise a particular issue and understand the balance of opinions among respondents, quantifiers are sometimes used in the text. Where these quantifiers are relative, for example "a small number of respondents", "many" or "most", it should be considered that these values are relative only to the number of comments on a given issue (usually corresponding to an individual code). To aid clarity, each section opens with a summary of the number of respondents who responded to a question and the group of comments within this which is being summarised is made clear whenever quantifiers are used.

Where an overview of responses to a closed question- i.e. one in which respondents could select from a limited list of options- is given in the report, the balance of opinion shown in

graphs drawn from this data can only be taken to represent the views of those respondents who responded to a given question (which will be stated in each case), as opposed to all those who took part in the consultation or the wider public.

In reading the summary of responses to both open and closed responses, it should be considered that the consultation was an open and self-selecting process, meaning that anyone who wished to could participate and respond in the way they chose to. Therefore the information and analysis of views presented in this report reflects only the views of those who chose to respond and should not be taken to be representative for a wider population.

Chapter 2: Overall views on A12 Widening

There are some comments within responses that relate to the proposed widening of the A12 but do not make specific reference to any of the four options presented in the consultation document. These comments cover a number of areas which are summarised in this chapter:

- The case for widening and improvements on this section of the A12;
- Concerns about the potential impacts of the proposals;
- The need for certain impacts to be mitigated or compensated; and
- Suggestions relating to the implementation of the proposals, additional measures and alternatives to widening

The majority of these comments on widening overall come from responses to question 1b and non-fitting responses (i.e. those that do not follow the question structure). Although in some cases these more general issues relating to widening appear in responses to other questions too and these comments are also included in the analysis that follows.

2.1. Views on the case for widening

Support for widening

Many respondents are supportive of the proposed widening of the A12 between Chelmsford and Marks Tey, without making reference to the widening options. Many describe widening- or improvements to this section of the A12 more generally- as ‘necessary’, ‘essential’ or ‘needed.’ Some state the opinion that these are long overdue.

Many stakeholders, including local authorities and business associations are strongly supportive of the need for improvements to the A12 generally. Babergh and Mid Suffolk District Councils, Essex County Council and Chelmsford Business Board, are supportive of the case for widening in terms of the need to provide additional capacity. Some comment in greater detail on the strategic importance of the A12, the economic case and potential benefits of widening- or improvements more generally.

Some also comment further in terms of the reasons why they believe widening is needed, referring to several related aims:

- The need to increase capacity on the A12 and the economic benefits of doing so;
- The need to increase traffic flow and reduce congestion;
- Environmental benefits associated with a better functioning road system; and
- Driver/user satisfaction and improved journey times

“Braintree District Council (BDC) is strongly supportive of the proposals to widen the A12 between Chelmsford and the A120. Improvements to the route will deliver significant benefits to our communities and businesses by reducing congestion and improving journey

times. Critically, the A12 corridor represents a key growth area in the Braintree District.”
(Braintree District Council)

Similarly, some respondents refer to current issues on this stretch of the A12 in their discussion of why widening is needed. Many of these relate to the volume of traffic and problems with congestion and traffic flow- the volume of HGV traffic being a specific concern.

Safety is another major issue, particularly the volume and rate of accidents and safety issues at junctions. Finally, the condition and surface of the road is another aspect of the current A12 about which concern is expressed.

Many stakeholders, while supportive of the principle of widening the A12, go on to note more specific concerns or suggestions in relation to the potential impacts of widening in specific areas or suggestions for amendments to the proposals.

Opposition to widening

A smaller number of respondents express opposition to the proposed widening of this section of the A12 at this same broad level of principle. These are mostly residents who feel their property or village will be negatively affected by widening. Organisations such as CPRE Essex are also more critical of the case for widening, acknowledging the case for increasing capacity and other issues on this stretch of the A12 currently, but suggesting that this be pursued through more sustainable alternatives (see 2.4 below). Similarly, while not expressly opposed to widening, Historic England also argue that greater consideration should have been given to alternatives that do not involve building additional roads.

“However CPRE at a national level, does not believe that widening roads or building new roads is the correct solution. We oppose plans to cover the countryside in more tarmac.”
(CPRE Essex)

While not specifically expressing an opinion on the case for widening, many respondents raise concerns about the potential impacts of the proposals. These are summarised in the following section (2.2).

2.2. Concerns about widening

Many of the concerns about widening relate to impacts on local communities, particularly in terms of the increased noise and air pollution. These concerns relate both to sections where the road would be widened and those where bypasses are proposed. A few respondents also express concern about the impact on quality of life of communities near the route, as well as the character of towns and villages or specific areas such as the Blackwater Valley. A few local residents and businesses express concern about potential loss of property through compulsory purchase, while others mention the potential impact on property values. The bypass proposed near Rivenhall is mentioned in a number of these responses.

There are also a number of comments relating to the potential environmental impacts of the scheme. Respondents express concern about the loss of countryside and farmland as well as impacts on ecology and wildlife, including woodland and trees. As mentioned below, stakeholders such as the Environment Agency are concerned that environmental impacts be properly considered and mitigated.

Another key concern is the potential impact on heritage and the historic environment, raised by Historic England among others. In particular, they note the large number of historic buildings close to the A12 between junctions 19 and 22, including listed buildings and conservation areas. They also express specific concern about the potential impact of a new road as envisioned under Options 2 or 3 (see 3.3). A few respondents express concern about the potential impact on the setting and gardens of grade II listed Braxted Park as a result of these options.

“I would point out that as the present position of the A12 lies just 1 km to the north of Braxted Park, which is registered as a Grade II landscape in the Historic England register of Parks and Gardens of Special Historic interest in England, any move to bring the road so much closer to the park would constitute a serious risk to the integrity of this national asset.”
(Braxted Park)*

A few respondents also raise concerns about the effectiveness of the improvements proposed. Some feel they will not solve current issues with this stretch of the A12, arguing that they will only serve to move the problems elsewhere- for example from one junction to another or further along the A12- or that increasing development in the area will make long-term improvements impossible. Some feel improvements will have a negative impact in terms of encouraging a greater volume of traffic, with some expressing particular concern about HGV traffic. A small number of respondents argue that the improvements themselves will serve to encourage further development, thereby worsening the problems on the A12.

Finally, there are a few comments relating to the potential for isolated land between the existing A12 and the new road developed under Options 2- 4. The National Farmers Union highlights the potential for fields being left agriculturally unviable, while a few residents are concerned that properties will be enclosed by the existing and new sections of the A12.

2.3. Comments on Mitigation

At a broad level, a few respondents comment on the need for consideration to minimising certain impacts- both as the proposals are developed and when works come to be carried out. For some stakeholders this relates particularly to the assessment of environmental impacts. The Environment Agency notes that Flood Risk Assessments (FRA) and Water Framework Directive (WFD) assessments, as well as ecological surveys, need to be undertaken and that assessment of impacts should cover both construction and operation. They state that these areas- surface/ground water and ecology (including the protected species and priority habitats and species) need to be considered as route and design options are progressed.

Babergh & Mid Suffolk District Councils underline the potential impact in terms of air quality. They argue that further development of the route and design should be informed by considerations of impacts on air quality. CPRE Essex support measures for upgrading the A12 which cause the least damage to the countryside and to the environment.

Other organisations underline the need for impacts on local residents and communities to be minimised. Essex County Council ask that efforts be made to minimise any impact on residents and businesses from land take. With specific reference to Hatfield Peverel, Braintree District Council urge Highways England to minimise loss of property.

Respondents highlight several other potential impacts of the scheme for which they feel mitigation will need to be provided. As well as environmental impacts more generally, respondents comment on the need to mitigate visual impact for example by planting to provide screening. A few respondents also underline the need for assessment and mitigation of ecological impacts, particularly on habitats and wildlife. Natural England highlight the potential for the scheme to deliver enhancement in this area:

“As part of the scheme we would welcome the enhancement of existing habitat where possible and creation of new habitat where current areas are lost through the scheme, we would wish to see plans which seek to achieve a net increase in biodiversity. Linear routes help to provide habitat connectivity throughout the landscape which is beneficial to both people for visual screening/noise reduction and wildlife.” (Natural England)

In terms of the historic environment, Chelmsford City Council highlight the need for any impacts on New Hall and Boreham House- both Grade 1 listed buildings- to be appropriately mitigated. Historic England request that Heritage Impact Assessments are carried out as part of the development of widening proposals in order to ensure that impacts on heritage assets are identified and mitigated.

Others are concerned that the potential impact on residents and communities should be mitigated effectively. One resident of Hatfield Peverel believes the noise mitigation currently proposed is inadequate and suggests a shallow tunnelling approach (‘cut and cover’) would be more effective in this regard.

A few respondents also comment on compensation for affected residents, some of these noting the importance of compensation to cover the impacts of construction. One respondent comments that no amount of compensation would make up for the long-term impact on their quality of life. Others question what compensation arrangements will be put in place and suggest that greater detail and reassurance is needed for homeowner in this regard.

“why can't you issue some sort of compensation while this work is ongoing as we will have to suffer that inconvenience at that time? It seems unfair to only offer the possible option of compensation after the work is completed - and only then nothing is guaranteed. Would we have the option of being compulsory purchased?” (Member of the public)

Finally, respondents comment on the need to mitigate the impact of construction works. Essex County Council note that spoil from construction work should be managed, suggesting that earth removed be balanced with the creation of embankments. Members of the public ask what is proposed to minimise the impact of construction works on particular communities, mentioning Hatfield Peverel in particular.

2.4. Other comments and suggestions in relation to widening

Respondents highlight a range of issues that they feel need to be taken account of during the further development and implementation of the proposals.

The most common issue raised is the need to coordinate the development of the proposals with those for the A120 (which are subject to a separate consultation running concurrently to this one). Many respondents question how the two projects affect each other or note that the proposals interrelate and suggest a coordinated approach. Some make specific suggestions for how the A120 and A12 should connect and the need for relief roads to avoid traffic through towns and villages. These are covered under the sections on junctions 24 and 25 (5.6 and 5.7). A number of other considerations are highlighted in responses:

- Respondents emphasise the need both for widening and improvements to junctions proposed. Some suggest these improvements should be coordinated in terms of ensuring new housing developments are provided with access to the A12.
- Future-proofing the proposal to allow for increasing traffic in the future. Respondents highlight increasing population in the area and note that this is likely to continue as a result of new development, especially the Garden Communities planned and other housing development proposals under local plans. Some respondents refer more generally to increased population in the area.
- The need to maintain, or avoid impact on access as works are carried out- especially with regards to emergency services.
- The need for a more integrated approach to transport and connectivity taking account of public and non-motorised transport, particularly cycle paths. Braintree District Council, for example, advocate improvements for pedestrians and cyclists alongside the widening proposed:

“We would strongly encourage Highways England to install new cycleway, bridleway and walking facilities alongside any new or widened route that provide strategic links between the villages in the vicinity, which can help ease traffic congestion in other areas.” (Braintree District Council)

Suggestions

The largest number of suggestions relate to junction improvements. Those who comment on the need to coordinate the widening options in particular put forward a range of suggestions around access to specific junctions. These are covered under the chapters of this report

relating to the relevant junction- or the nearest junction in the case of new junctions proposed.

Respondents also suggest amendments to the proposals, including alternative locations for the bypasses proposed under some options. In particular, many feel that the village of Hatfield Peverel should be bypassed given how badly it is believed to be affected by the existing A12.

A small number of respondents suggest alternative alignments in specific sections, particularly in order to avoid the impact on communities. One respondent for example suggests that part of the Witham bypass closest to housing be routed slightly further away so as to avoid worsening noise pollution, which they note is already a significant issue for these residents. Another suggests an alternative alignment near Marks Tey.

*“Also if the road was continued behind Marks Tey Hall, taken across the Old London Road to Join the A12 where it is already three lanes would not involve destroying peoples homes.”
(Member of the public)*

Some respondents, including a few stakeholders, suggest that to effectively address current issues, widening will need to be extended to other sections of the A12. They identify various areas where they feel widening to three lanes should be prioritised, either alongside the current proposals or in terms of future investment.

- Between Brentwood and Chelmsford;
- The section around Chelmsford (Great Baddow Parish Council);
- Further to the north between junctions 25 – 29 (Essex County Council);
- Past Colchester (junction 29), to Ipswich and beyond (Babergh and Mid Suffolk District Councils);
- South to junction 17, with improvements to junction 18 (Haven Gateway Partnership);
- Between junctions 15 and 19 (Chelmsford City Council); and
- Further south to the M25 at junction 11 (Essex County Council)

Alternatives

Many of those respondents who do not agree with any of the proposed widening options suggest alternatives to road improvements.

A key theme within these comments is the need for greater consideration of other forms of transport, particularly cycling and public transport. While some respondents advocate measures such as investment in public transport and cycle infrastructure in place of the improvements proposed, others advocate these be pursued in combination as part of a more comprehensive approach.

A number of respondents, including CPRE Essex, suggest that road improvements will encourage a greater volume of traffic and that a more sustainable approach should focus on

demand reduction. Some suggest that while improvements are necessary a more comprehensive approach should be taken involving investment in public transport.

“I would also encourage to look at more integration of transport. Just building roads is unlikely to be the answer. There needs to be more thinking around getting people into public transport and out of their cars.” (Member of the Public)

Rail and other public transport

The largest number of comments on investing in public transport relate to rail transport. While investment in rail is often suggested alongside other forms of transport, some respondents note that the lack of rail infrastructure in the region and suggest that investment in this area would be an effective alternative to widening.

A few respondents note that rail transport has the potential to provide additional freight capacity. One of these suggests a dedicated railway line from Colchester to Stansted as a means of relieving pressure on the A12.

Cycle paths

Many respondents comment on the need for investment in cycle infrastructure- particularly cycle paths. Some respondents suggest this as an alternative to road improvements, arguing that this is a greater priority for investment given the lack of infrastructure in Essex currently.

Again, as with rail and other public transport, some respondents advocate improvements to cycle infrastructure as part of a more integrated and comprehensive approach to transport. Some specify that such improvements should be integrated into the improvements proposed, including using the bypassed sections of the existing A12 as cycle routes, parallel cycle routes and crossing points for cyclists and pedestrians at junctions.

“If these improvements are carried out the opportunity should be taken to improve conditions for cyclists and pedestrians by providing parallel footpath/cycleways and ensuring that there are safe and segregated routes at junctions.” (Member of the public)

A new road or motorway

A small number of respondents suggest that none of the options offer a long-term solution to capacity issues on the A12 and argue that a new road is required. While their suggestions vary slightly they all involve a new road following the route of the existing A12. Some suggest this should be a motorway.

“You really need to think about creating a motorway on a similar line to the A12 as the current proposals are not proposals for the long term they are short term solutions and the volume of traffic will very shortly outstrip any short term benefit from expansion.” (Member of the public)

Chapter 3: Views on the options for A12 widening

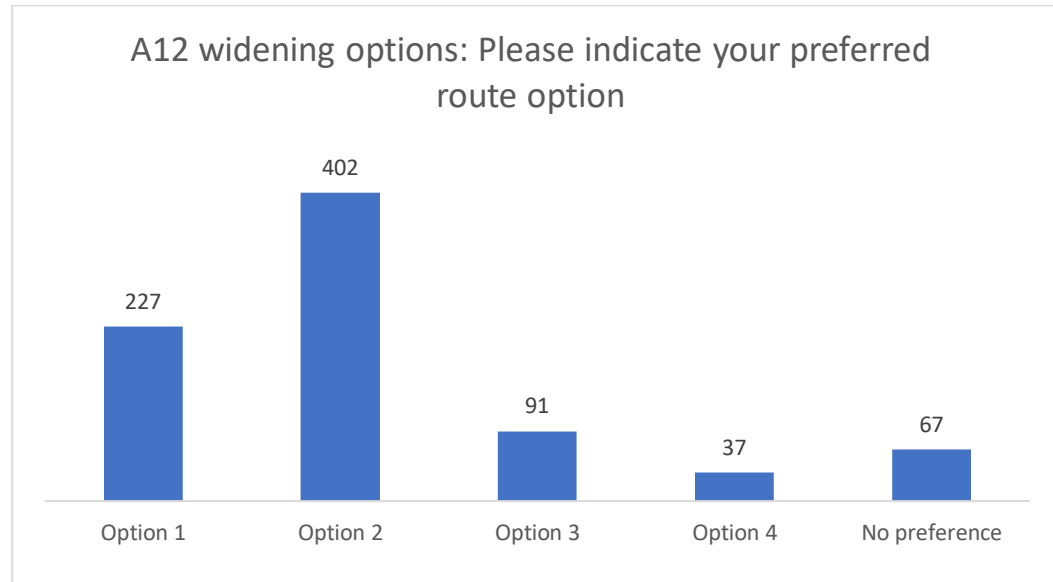
3.1. Overview of responses to Question 1

Under Section 1 of the consultation questionnaire, question 1a asks for respondents' preferences on the four proposed options for widening the A12. Of the 827 respondents who submitted a response using the online or paper questionnaire, 824 of these answered Question 1. Their responses are shown in Chart 5 below. (Respondents who did not respond using the questionnaire were not able to complete this question. The same applies to other closed questions on the questionnaire- those questions for which respondents were able to select one of several options in response).

Question 1b, which asks respondents to explain the reasons for their preference, was answered by 773 respondents. Responses to these questions, as well as any other comments on the A12 widening options are summarised in this chapter.

As Chart 5 below shows, almost half of all respondents who answered this question expressed a preference for Option 2. Over a quarter instead opted for Option 1. A smaller number of respondents chose Option 3 or Option 4, or indicated that they did not support any of the options.

Chart 5: support for widening options



3.2. Option 1: Widening the existing A12

Option 1 was supported by 227 respondents, of the 824 who responded to Question 1. Those who supported this option put forward a number of reasons for their support.

3.2.1. Comments in support of Option 1

Least impact

Reduced impact is by far the most prominent reason respondents give for supporting Option 1. Some respondents, including Feering Bury Farm and HM Courts & Tribunals Service, simply state that this option would cause the least amount of disruption or have lower impacts without further qualification. Other respondents go into further detail.

Many respondents comment positively on the limited land take involved for Option 1 when compared to the other three options. These respondents include Braxted Preservation Group and West Tey Garden Community. Respondents highlight the need to use only as much land as necessary, to avoid enclosing properties between the current A12 and the proposed bypasses.

“In this highly populated part of the UK the more we can keep major road development within the confines of the existing the better. Options 2, 3 and 4 result in more land wastage and with the problem of undesirable or poor land development of the areas locked in by the widely separated carriageways.” (Member of the public)

Many respondents, including CPRE Essex, are particularly supportive of a smaller land take (and therefore Option 1) because of the perceived natural beauty or environmental importance of the local countryside. Respondents often explain their preference for extending the footprint in existing corridors or developed areas, as opposed to a new road across undeveloped land. While most respondents refer to the environment in general, the River Blackwater valley is often specifically mentioned.

Some respondents describe more specific ways in which Option 1 could minimise the proposal’s environmental impact. This includes reduced impact on ecology or wildlife corridors on undeveloped land (including Essex Wildlife Trust), less impact on existing flood plains, potential undiscovered archaeological sites as well as reduced noise and air pollution.

Several respondents, including Braxted Park, highlight the potential for Option 1 to have the least impact on the settlements (and residents) along this section of the A12. These respondents argue that Option 1 avoids a situation where some residents have the existing A12 to one side of their homes and a new bypass on the other. Others believe that widening the existing road would be preferable as those residents living beside it are already impacted by air and noise pollution.

“It seems more logical to widen the existing route of the A12. People/properties bordering the current road are already blighted by the general noise and disturbance and would probably be only too glad to receive compensation for any increase in what they are already accustomed to or, in the event of compulsory purchase, would welcome the chance to relocate.” (Member of the public)

Some respondents, including West Tey Garden Community, highlight the potential cost-effectiveness of Option 1 when compared to the other options. A small number explain further

that this would be due to the reduced need for property compensation and legal fees. Others believe that Option 1 would be cheaper as it would be the quickest design to complete.

A few respondents stress the need for forward planning or future-proofing and believe that Option 1 would best facilitate future increases in road capacity and traffic flow.

A small number of respondents believe that Option 1 would improve connectivity for local settlements, citing examples such as improved bus lanes and potential integration with the A120 project. On a related note, a small number of respondents believe that widening the existing A12 would improve the road's safety for motorists as well as pedestrians and cyclists.

General support

Some respondents, including Braxted Preservation Group, make more general statements of support for Option 1. They either simply describe it as the best option, or provide reluctant support, with concerns as detailed below.

3.2.2. Caveats and concerns in relation to Option 1

Several respondents either express concerns, highlight impacts or provide caveats to their support regarding Option 1.

Impact

Some respondents, including some local businesses, comment on the perceived impacts of Option 1 on local residents and their properties. A few of these concerns focus on the potential demolition of homes or businesses. Others focus on the increased construction traffic that may arise during the construction of the widened road.

“Options 1 and 2 will destroy the Coggeshall hamlet and create even higher traffic numbers which the village cannot sustain.” (Member of the public)

A small number of respondents who support Option 1 provide the caveat that air and noise pollution are effectively mitigated. One concern is that the mitigation screening may have a visual impact on nearby communities.

Another caveat to support for Option 1 is that the environment and ecology are appropriately protected. Essex Wildlife Trust provide a detailed list of potentially impacted areas (predominantly wetlands) along with a request for increased biodiversity mitigation. They specifically comment that Highways England are expected to support the objectives of the government's Biodiversity 2020 strategy.

Design and access

A few respondents support Option 1 with the caveat that construction is quick and causing as little disruption as possible.

“I think I speak for the majority of A12 users by saying as long as it's an improvement on what we already have and it doesn't take 20 years to do.” (Member of the public)

A small number of respondents believe that only widening the A12 will not provide enough capacity in the long term to be futureproof. Other concerns include whether Option 1 is feasible, and whether it will reduce the frequency of accidents.

Respondents also express concerns about access regarding Option 1. This includes disruption during the construction process, access for emergency vehicles and the potential removal of access for the Rivenhall/Silver End junction. Some suggestions regarding access include slip roads with enough run off to be safe and space reserved for pedestrians and cyclists.

3.2.3. Other comments and suggestions in relation to Option 1

A few respondents, including West Tey Garden Community, request that another project, the proposed A120 link, is considered alongside Option 1. Respondents comment that running the projects in parallel could result in cost savings and reduced disruption.

“Consideration is needed to build in arrangements for a junction with the new A120 route as part of this, so money is not spent again and disruption caused when it is done.” (Member of the public)

Another suggestion is for a dedicated truck stop on the A12.

3.3. Option 2: widening the A12 and bypasses at Rivenhall and Marks Tey

Option 2 was supported by 402 of the 824 respondents who responded to Question 1.

3.3.1. Comments in support of Option 2

Many of the respondents that choose Option 2 do so as they believe that it would be the most efficient and feasible option. Some respondents specify that other widening options will not fully address the areas of worst congestion (especially Rivenhall) and that both bypasses are required. Some respondents, including Maldon District Council, Colchester Borough Council and Tendring District Council comment that this option would be the most ‘future-proof’, as it would create the largest capacity for the projected economic growth, housing developments and subsequent traffic increase along this route. Some respondents state that Option 2 represents the most cost-efficient option.

“Given the relentless increase in traffic volumes which is likely to get worse if anything over the next couple of decades, if the A12 is finally to be widened then it is best to try and provide sufficient capacity to at least help cope with this anticipated demand with fewest bottle necks developing - Option 2 seems the most likely to do so.” (Colchester Hospital University NHS Trust)

Least disruption to traffic flow

Many respondents assert that Option 2 would cause the least disruption to traffic flow on the A12 during the construction period. Some respondents specify that the bypasses for Option 2 could be built away from the main road, and joined when completed. A few respondents comment specifically that this would therefore be the quickest option to construct, as work could be completed faster than for an on-line construction (e.g. Option 1).

“I believe that building two sections of bypass will give the least amount of traffic disruption during construction as the new sections can be built without road works on the existing carriageway until it is time to join the two bits. The A12 is already congested enough, so any minimising of traffic jams during the construction period would be really welcome.”
(Member of the public)

Many respondents, including two local district councillors, comment that Option 2 would improve traffic flow on the A12 and that creating bypasses will be more efficient at tackling traffic issues than widening. Many also comment that the junctions currently create the most significant bottlenecks in traffic flow and that these will be removed if Option 2 is selected. Some respondents suggest that the bypasses will also make the route of the A12 more direct which will deliver shorter, more efficient journeys overall.

Some respondents comment on the perceived benefits of the bypasses in separating local traffic from through traffic by providing alternate routes. A few respondents suggest that the new route options will be beneficial for the flow of local traffic between villages (e.g. between Witham and Kelvedon, and Hatfield Peverel and Witham). Some specifically mention movement of emergency vehicles, or the number of HGVs on local roads. Some respondents feel that Option 2 offers more resilience, as the old road could be utilised as an alternative route in the event of a blockage on the new A12 route. A few respondents feel that this could be a welcome relief to towns such as Witham which are currently used as alternative routes, and experience congestion when there are issues on the A12.

“By adding the 2 extra sections, you add overdue resiliency, e.g. If the new Road becomes blocked the traffic can use. (assuming the old road is retained, and the junctions support it).”
(Member of the public)

There are some respondents who comment that the old road could be downgraded to a minor road for local traffic if Option 2 is chosen. They suggest that this could provide improved access for non-motorised vehicles. A few respondents specify that for those properties with entrances and exits onto the A12, Option 2 will mean that these will be undisrupted, or could be made safer.

Several respondents comment that Option 2 will improve the quality of public transport service either by reducing congestion that affects timekeeping, or by enabling local services to resume on the existing A12 (noting that some services do not stop on the A12 for safety reasons).

Will improve safety

Many respondents including Maldon District Council, Colchester Borough Council and Tendring District Council comment that Option 2 will improve safety. Many refer to accidents at the local junctions and feel that these could be avoided with the new bypasses. Many refer specifically to the Rivenhall End junction as being particularly dangerous. Others suggest that Option 2 will allow for an opportunity to improve junctions.

When commenting on safety, some respondents suggest that the new bypasses would straighten the road, removing sharp dangerous turns (such as at Witham North and Kelvedon North), and allowing drivers to maintain their speed safely. Other respondents focus on the removal of dangerous slip roads and safer access from minor roads if Option 2 is chosen.

“This smooths out the bends in the Road layout over an area where there have been numerous accidents to date and therefore should mean that this option will provide a safer and less congested stretch of the route.” (Member of the public)

Least impact on local residents

Many respondents, including Rivenhall Parish Council and Braintree District Council, believe that Option 2 will have the least impact on properties, noting that the land affected is relatively sparsely populated. They argue that this will mean that less compulsory purchases are required and fewer homes and businesses would need to be demolished compared with other options. Some remark that this would mean the least displacement of residents, particularly in Rivenhall End compared to Option 1. A couple of respondents also suggest that this option would cause the least disruption to valuable farmland, or to wildlife (including ‘rare species’) and their habitats.

“There are parts of the existing A12 where widening will be difficult or require knocking down houses etc. The Bypasses will help alleviate this. It will also allow existing properties that have entries and exits on the existing A12 to remain unaffected.” (Member of the public)

Many respondents comment that Option 2 would be less disruptive to residents than the other options which widen the existing route. In particular respondents mention Witham, Rivenhall, Kelvedon, Feering and Marks Tey, all of which they fear will experience increased traffic, pollution, noise and visual impacts should widening go ahead. Some comment that this negative impact would further be exacerbated with the new link with the A120 and the subsequent increase in traffic. Many respondents believe that Option 2 will mitigate these impacts, moving the increased traffic, noise and pollution away from the residents of these nearby towns and villages. One respondent comments that this option would protect the charm of the village communities.

“With the widening option there will be a significant increase in volume of traffic being carried along this route with the proposal of the new A120 joining within this section, this then creates a significant increase in traffic pollution, noise pollution and visual impact for residents within the immediate vicinity of the A12.” (Member of the public)

Some respondents express the view that the positive impacts of Option 2 go beyond mitigating future issues, and could reduce the *current* impacts of living near a main road (e.g. noise, pollution) by moving heavy traffic away from the towns and villages, and leaving a road for local traffic.

“Improves the quality of life for the Rivenhall End community by moving the noise, pollution and disruption of a major motorway further away and prevents demolition of many local properties.” (Member of the public)

3.3.2. Caveats and concerns in relation to Option 2

See also Options 3 and 4, where respondents also comment on the potential negative impacts of the bypasses.

Negative impacts

Although most respondents who discuss the impact of Option 2 on local properties suggest that it will mitigate the loss of homes relative to other options, a few respondents express concern that Option 2 will result in their homes being destroyed. Some respondents also feel that this option would be more environmentally damaging, as too much green-belt land will be required for the new roads.

Respondents also express concern about the potential ecological impacts of this option.

“Option 2 and 3 include the new bypass between Kelvedon and Witham which passes through a highly sensitive landscape character area around the River Blackwater corridor of small scale fields, copses as well as the habitat corridor for protected species such as otters. The river also generates early morning mists that can hang around in the valley which the new road would pass through for much of its length.” (Member of the public)

Historic England express concerns about the potential impact of this option on the Scheduled Monument of Rivenhall Long Mortuary Enclosure. They also highlight various heritage assets potentially impacted by both Options 2 and 3, including the Grade II listed Registered Park and Garden of Braxted Park and a number of listed buildings at Braxted Mill.

A few respondents express other caveats and concerns. A few respondents feel that a bypass is unnecessary and that widening would be sufficient, while others are concerned that removing the Rivenhall junction will see more traffic on local roads through Tiptree and Kelvedon.

3.3.3. Other comments and suggestions in relation to Option 2

As in other options, a few respondents suggest the creation of a new junction for Tiptree to relieve traffic, as there is currently no direct access and traffic is required to pass through Kelvedon and Feering.

“In my opinion, the introduction of a new junction to the north of Tiptree would mean less traffic coming through Kelvedon and Feering. A better junction could replace J23 and J24, and accommodate Tiptree traffic better.” (Member of the public)

Other suggestions relating to Option 2 are:

- Some respondents specify that Option 2 could provide the best alignment with the new A120 link from Braintree to the A12. Some suggest that plans be coordinated;
- Some respondents make suggestions surrounding the planned roadworks, and ask for the use of noise limitation devices such as quiet asphalt, screening etc;
- Tendring District Council propose that the A12 could re-join the carriageway further north than junction 25 to improve options for garden communities;
- A few respondents comment on the need for a link road to the B1019. Maldon District Council note that a link to the A12 via the B1019 is key to the district’s economic prosperity and requests this be retained in any new junction configuration; and
- Some respondents comment that the new roads should be built to motorway standards, for example in terms of lighting and signage.

3.4. Option 3: widening the A12 and a Rivenhall bypass

91 respondents express a preference for Option 3, of the 824 who responded to Question 1.

3.4.1. Comments in support of Option 3

Respondents who indicate support for Option 3 do so primarily because the proposal allows for the village of Rivenhall End to be bypassed. Many of these highlight the current issues at the Rivenhall End junction, which they note is not addressed in the consultation. H Siggers & Son for example notes that the Rivenhall End junction is both dangerous and unsuitable, owing to the short slip roads. Many others identify Rivenhall End as a junction at which congestion occurs.

Some respondents state their support for Rivenhall End being bypassed in preference to widening in the area, which they believe would cause greater disruption and demolition of homes. Kelvedon and Feering Heritage Society suggests that on-line widening would result in the demolition and loss of frontage access of some properties within the local community.

A few respondents suggest that it is important to maintain the junction, as it facilitates local access. The A12 Villages Traffic Action Group is among a number of respondents who are concerned that the loss of the Rivenhall End junction would result in more local traffic travelling via Kelvedon and Feering on its way to and from Tiptree. A Braintree District Council ward member argues that Option 3 is preferable because Rivenhall End justifies a bypass more strongly than Marks Tey, which is covered by Options 2 and 4.

Improved traffic flow

Many of those who support Option 3 believe that it would be effective in improving local traffic flow. Some claim that the creation of a bypass would alleviate congestion through nearby local communities such as Kelvedon and Feering and enable the existing A12 to connect local traffic. Other respondents make non-specific comments about Option 3 removing existing bottlenecks.

Improved safety

Some respondents suggest that Option 3 would improve safety, particularly at junctions 22 and 23 and at the Rivenhall End junction. Essex County Fire & Rescue Service is among the respondents who state that this option would ensure road safety within the area. One respondent draws attention to the safety statistics outlined in the consultation document, noting a high rate of collisions at these junctions. Another suggests that the bypass would also improve safety for residents of Rivenhall End, which, the respondent claims, suffers from high numbers of HGVs travelling through the village at present.

Improved junctions

Some respondents prefer Option 3 because they believe it will result in improved junctions, typically referring to current issues such as safety concerns around slip roads, which they feel would be addressed.

Least impact – property/towns, villages/ residents, communities

Many respondents explain that they favour Option 3 as they believe it would have the least impact on nearby properties; in particular reducing the number of compulsory purchases. Several respondents express concern about the loss of homes and businesses that would result from any on-line widening along the stretch of the A12 between junctions 22 and 23.

“Any on-line widening through Rivenhall End would require demolition of many homes and businesses, destroying the active local community.” (Member of the public)

Other respondents suggest that Option 3 would have a lesser impact on their quality of life relative to other options, or that it would be less disruptive. A few respondents mention the health effects they believe to be associated with living alongside a major road.

A small number of respondents suggest that Option 3 would avoid the noise pollution associated with on-line widening close to Rivenhall End. One respondent states that a bypass would help to address the current noise issues connected to the A12.

Most feasible/practical

Several respondents claim that Option 3 represents the most feasible or practical option. Some of those who state this point demonstrate concern or doubt that the A12 in the area of the proposed bypass, between Witham and Kelvedon, could be easily widened.

“This is a key section of the A12 which really couldn't be widened along the existing route.” (Member of the public)

Other respondents are concerned that widening the existing route would cause further congestion during the improvements, while one respondent suggests that the topography of the affected stretch would make on-line widening difficult in comparison to other options.

Access

A few respondents make positive comments in relation to improved access or connectivity which they believe Option 3 would bring, particularly for traffic accessing the A12 to/from Tiptree. As described in section 5.5 below there are many respondents who note the current issue with Tiptree traffic accessing the A12 via Kelvedon, and some (including Messing cum Inworth Parish Council) suggest that the bypass included in Option 3 would alleviate this.

Comparison with other options

Many respondents express their support for Option 3 relative to other options- either criticising other options as unsuitable or suggesting that Option 3 is best suited to resolving the current issues. Others have specific concerns about the other options, for example, Teledyne Paradise Datacom Ltd states that Options 1 and 4 would result in the demolition of their workplace. A small number of respondents view Option 3 as the best compromise, for example striking a balance between the disruption and environmental damage and the benefits to the road network and local communities. One respondent states that Option 3 is preferable because it attends to a particularly bad stretch of road.

Other respondents note that Option 3 would have a lesser impact on residents or communities. Essex Chambers of Commerce states that a bypass would minimise the impact on people residing close to the existing A12, in comparison to other widening options. Another respondent suggests that Option 3 would have a lesser impact on residents, 'whilst maintaining the overall goal' of the widening project.

3.4.2. Caveats and concerns in relation to Option 3

Respondents express concern about the additional land take required for this option and the potential impact it would have on the surrounding countryside- one respondent suggesting that 'too much green belt is being taken for little gain.' Other potential impacts respondents are concerned about in relation to this option include the loss of farmland, as well as the potential impacts on wildlife habitats and protected species.

A small number of respondents express concern that Option 3 does not represent a long-term solution, especially given planned housing development near this section of the A12. One of these suggests that it would only delay the need for an additional bypass (as proposed under Option 2) until a later date.

3.5. Option 4: widening the A12 and a Marks Tey bypass

Just 37 respondents express a preference for Option 4 (of the 824 who responded to Question 1), making it the least popular option among those expressing a view on the options.

3.5.1. Comments in support of Option 4

General support

Overall, Option 4 is the least frequently supported of the widening options among respondents. Of those who do support this option, some express general support, commenting that this would be the most effective option allowing for the biggest increase in capacity. Some respondents suggest that this option will widen the majority of the road along its current alignment and provide extra capacity from Feering to Marks Tey.

Some respondents express a preference for this option in comparison to the others. A few respondents comment that simply widening the road at Marks Tey (as with options 1 and 3) will only serve to exacerbate congestion issues. Some respondents believe that Option 4 will have less impact on the environment compared to other bypass options, for example by avoiding the river at Rivenhall. A few respondents specify that the northern bypass proposal cuts through less environmentally sensitive land and flood plains compared to the southern bypass proposals.

Least Impact on residents

Some respondents suggest that Option 4 would be the least disruptive option to residents as well as the environment. A couple of respondents comment that Option 4 would have the least impact on their properties, and avoid compulsory purchase. Some express concern about other options affecting the quality of life in their community or the character of villages.

Improve traffic flow

Some respondents select Option 4 as they believe that it will improve traffic flow. Some specify that this option would alleviate congestion at peak times for Marks Tey and the A120 intersection.

“I know that Option 4 is the most complex but as more and more people consider working in places in the countryside as opposed to the City of London, plus with people moving up to Chelmsford from London areas (since Chelmsford has improved so much over the years and houses this way are more affordable) I can see this becoming a very big issue in a few more years to come so I would say it’s the best time to make the right decision and go for Option 4, a real restructure.” (Member of the public)

As with other options, a few note that this is compatible with a new junction direct to the A12 from Tiptree.

3.5.2. Caveats and concerns in relation to Option 4

Bypass unnecessary and ineffective

Some respondents suggest that the construction of the new road as proposed in Option 4 would be disruptive. A few respondents feel that it is unnecessary given the possibility of widening along the existing road alignment. Some respondents suggest that Option 4 will do

little to address the congestion issues which are seen to be more pressing further along the A12.

“Option 4 is a new piece of road where there seems the least number of current problems and does not appear to address the accident hotspots further west.” (Member of the public)

Impact on quality of life

Some respondents comment that both Option 1 and 4 will result in their place of work being demolished due to the road widening in the Rivenhall area. One respondent comments that Option 4 would cut through agricultural land and significantly change the quality of life at their property.

3.5.3. Other comments and suggestions in relation to Option 4

Kelvedon Parish Council call for further information regarding new junction locations before they can confirm their support for Option 4.

Chapter 4: Views on junction improvements proposed

Under Section 2 of the consultation questionnaire, questions 2 to 8 ask for views on the improvements proposed at each of the junctions along this stretch of the A12. Responses to these questions, as well as any other any other comments on specific junctions in responses are summarised in this chapter.

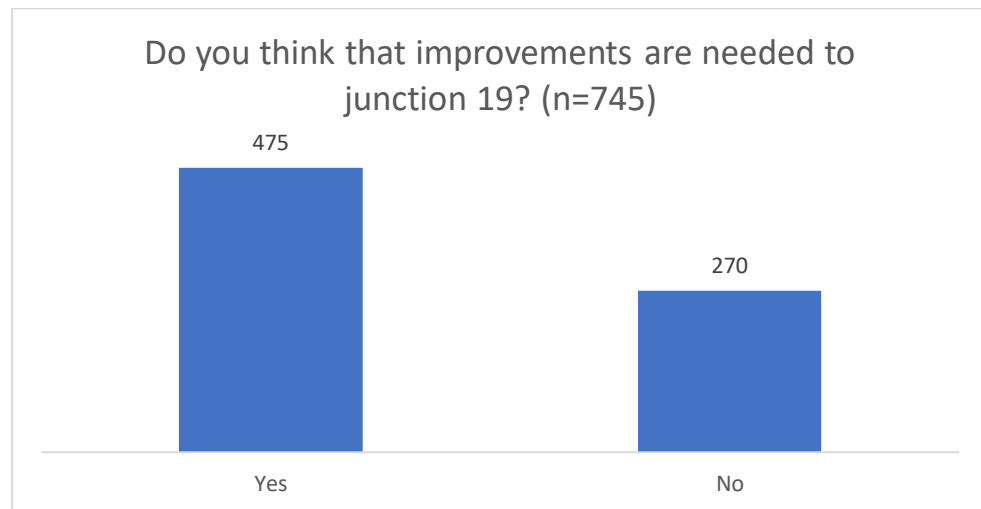
4.1. Junction 19

4.1.1. Views on whether improvements are needed at this junction

Question 2 asks ‘Do you think that improvements are needed to junction 19’? Respondents could select either ‘Yes’ or ‘No’ in response to this question, while the second part of the question provided the option to add comments explaining the reasons for their selection.

Of a total of 745 respondents who answered this question, 475 agree that improvements are needed, while 270 respondents disagree. A further 94 respondents do not indicate an opinion.

Chart 6: Responses to Question 2



Reasons cited by those who feel improvements are unnecessary

619 respondents comment further to explain their opinion. Of those who do not believe improvements are necessary, the largest number of these state simply that they do not currently experience any issues at this junction or that it currently functions well. A small number of respondents comment further to note certain aspects of the junction that they believe work well in comparison to other junctions. In particular, some believe that the slip roads at this junction are comparatively functional.

“The junction seems to work quite well with a long exit slip southbound and the work that has been done on the exit slip northbound. Joining isn't usually a problem at this junction.”
(Member of the public)

As in the comment above, some respondents note that improvements have been made recently to this junction and suggest that because of these it currently functions adequately.

Others note problems at junction 19 - particularly in terms of safety and congestion - but feel that these could be attributed to other factors. For example, some highlight driver behaviour in terms of speeding and not sticking to lanes as the principal cause of these problems. Others feel that the overall traffic volume on this section of the A12 is the key issue. A small number of respondents identify the principal issue at this junction to be the narrowing of the A12 to two lanes. For this reason, they argue that widening the A12 at this point as proposed would be sufficient to address problems at this junction without the need for further improvements.

“Although the A12 is often slow here, it is because it funnels into two lanes London-bound. However, if the road is due to be widened at a later point anyway there is no need for additional work.” (Member of the public)

Often those respondents who discuss current issues with the junction put forward alternative measures which they believe would better address these issues (see section 4.1.3 below).

Reasons cited by those who feel junction improvement are necessary

Many respondents simply comment that junction improvements are needed at this junction and others without elaborating further or simply providing general comments on the need to improve this area of the A12.

Others comment in more detail on the current issues they identify with the operation of this junction and which they expect improvements to address. These are summarised in the following section (4.1.2).

4.1.2. Comments on current issues with junction 19

As with other junctions, by far the biggest issue reported in relation to junction 19 is the volume of traffic and congestion experienced here. Many respondents describe the junction as busy or congested and refer to regular queues, tailbacks and bottlenecks here, especially at peak times.

Many respondents also express concern about safety at this junction, in some cases arguing that the number (or rate) of accidents is particularly high. Respondents also highlight specific factors that they feel make this junction dangerous; in particular that the road narrows at this point on a blind bend and that queues to exit at this junction lead to tailbacks which in turn become a safety hazard.

“Existing peak traffic flows cause major back-up which regularly creates stationary or very slow moving traffic on the nearside A12 northbound and southbound carriageways - this limits the A12 capacity both ways and creates dangerous traffic hazards.” (Member of the public)

Another safety concern at junction 19 is slip roads, which are described as dangerous, mainly because they are seen to be too short. Many identify this as the principal cause of congestion and related safety issues at this junction.

A smaller number of respondents also feel that poor visibility on the slip roads is an issue, noting that visibility is reduced by them being on a bend. Some respondents highlight the northbound slip road particularly as being unsafe in this sense, although the southbound slip road is also mentioned specifically in a small number of responses.

Clarity is another key issue highlighted in relation to junction 19 currently. Many respondents describe this junction as “complicated” or “confusing.” Some feel that access to local roads from here is poor or unclear, and some specify that the large roundabout system on exiting the junction is particularly confusing, with many exits and an unclear lane system. The roundabout at the southbound (Boreham) end is another key concern at this junction. A few respondents express concern about safety issues at this roundabout, in some cases highlighting the specific risk to non-motorised road users.

“The roundabout on the southbound junction (Boreham side) has poor visibility. As a cyclist I've had two near misses from cars exiting onto roundabout.” (Member of the public)

4.1.3. Other comments and suggestions relating to junction 19 improvements

Those respondents who identify specific issues with the functioning of junction 19 often put forward suggestions as to aspects which need to be improved. As per the concerns reported above, the most commonly suggested is that provision be made for longer slip roads. As above, many identify this as the principal cause of traffic and congestion issues at this junction and so underline this as a priority for improving the junction.

Respondents also highlight the need to improve the layout and clarity of the junction. Suggestions include simplifying the junction or introducing a more logical layout, converting it to a free-flowing junction or completely redesigning to improve traffic flow to local roads. A small number of respondents suggest that the roundabouts should be removed to allow direct access from the A12 to Chelmsford. A small number of respondents make more specific suggestions in terms of the connections to the junction from the exit roundabout: one suggests that there should be a flyover from the services roundabout to the A12 southbound, while another suggests disconnecting the B1137 from this junction, allowing it to bypass the junction across the A12 just to the south.

Respondents also put forward a number of suggestions for changes to lanes which could improve the flow of traffic at the junction. These include improved lane markings at the roundabouts (one respondent suggesting grade separation should be introduced here), as well as on the approach to the junction and the slip roads. A small number of respondents believe that better signage could also help.

“Reduce lanes joining A12 to avoid the fight for space. Move lanes merging further from A12 itself.” (Member of the public)

A few respondents suggest that speed restrictions may help improve safety at the junction, one specifying that mandatory speed reduction before the roundabout should be enforced. A similar number suggest traffic lights for the same reason, as well as better regulating the flow of traffic.

Some of those respondents who express concern about the safety of pedestrians and cyclists at this junction suggest safety improvements such as crossing points, or providing better dedicated access to the slip roads.

“The opportunity should also be taken to look at new multi-user road crossings over the widened A12 and the railway line, especially in view of the Network Rail proposals to close the at-grade crossings in this area.” (Member of the public)

Several respondents mention housing developments in the area, including Beaulieu Park, and a proposed station, which they feel will increase traffic volumes. Similarly, respondents also comment on the need for provision to be made for other road improvement developments taking place in the area- the proposed Chelmsford Bypass (as well as the potential future widening of this bypass) and improvements to the A130.

“The junction also needs to ensure that the Chelmsford North East bypass can be accommodated at this junction as its access point to the A12. This is an important link road both for Chelmsford and for wider traffic movements in the area.” (Braintree District Council)

4.2. Junctions 20a and 20b

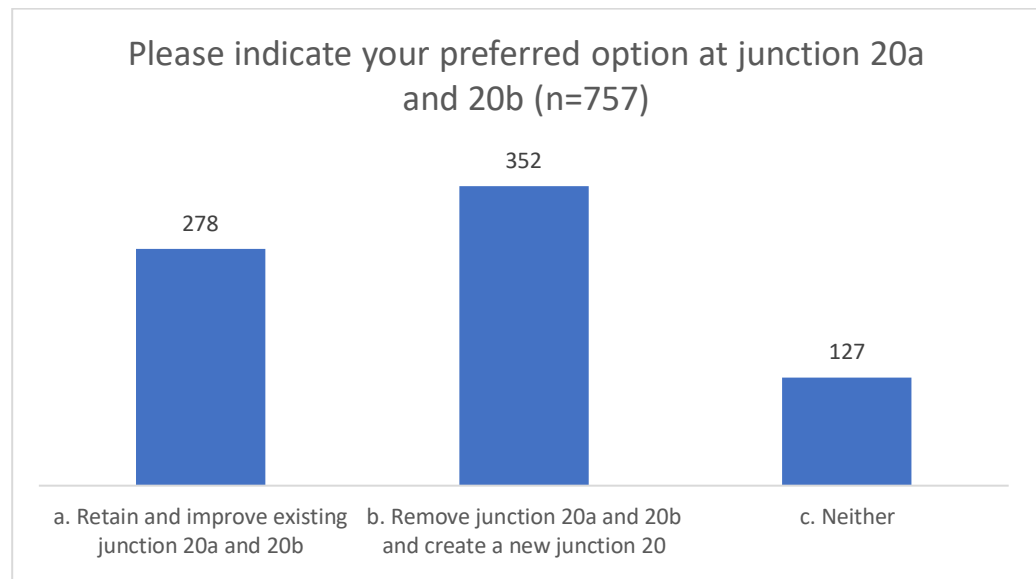
4.2.1. Views on the options proposed

Question 3 asked respondents to select one of three options related to improving junctions 20a and 20b. The options were:

- a. Retain and improve existing junction 20a and 20b
- b. Remove junction 20a and 20b and create a new junction 20
- c. Neither

There were 757 responses to this question. Of these, 278 felt that junctions 20a and 20b should be retained and improved, 352 felt that both junctions should be removed and replaced with a new junction 20 and 127 respondents did not agree with either of these options. 82 respondents did not answer this question. Responses to this question are shown in Chart 7 below.

Chart 7: Responses to Question 3



4.2.2. Current issues with junctions 20a and 20b

604 respondents commented further in response to this question. The most common issues raised by respondents commenting on junctions 20a and 20b are congestion and safety. While many respondents mention the same problems with the existing junctions, there are mixed views about which of the options would best address them (i.e. to retain and improve the junctions or to replace them). Some respondents suggest alternative solutions to address these issues.

Safety

Many respondents comment on the safety of these junctions. Some raise this as a chief concern as they comment that there are many accidents at these junctions.

“There are safety issues with the existing junctions. Junctions 20a and 20b, combined, have a similar volume of traffic as that at Junction 22, yet there have been twice as many collisions at the Hatfield Peverel junctions.” (Maldon District Council)

Whilst many respondents specify that junction 20a is currently satisfactory and that safety issues lie at junction 20b, there are some respondents who comment specifically on the safety issues at **junction 20a**. A few respondents feel that accidents at J20a are caused where the road merges from 3 lanes to 2. They suggest retaining the junction, but widening it to improve safety.

“The existing layout is fine (I use 20a daily). If it can be retained but also have 3 travel lanes continuously then this would work well - in my experience the points where 3 lanes become two are the most dangerous on the road.” (Member of the public)

A few respondents comment that the need to cross this junction to access the A12 southbound is particularly dangerous. Others suggest that the crossing of the B1137 is particularly confusing and hazardous.

“I own flats adjacent to junction 20a where it meets the street and the junction is not sufficient for the traffic using it. It is dangerous with poor view at the junction and is used by additional traffic when there is traffic congestion on the A12. It simply is not currently up to the job and is not fit for purpose.” (Member of the public)

Many respondents express the view that **junction 20b** is particularly dangerous (compared with junction 20a). Many comment specifically on the slip roads, which are viewed as dangerously short. Some respondents describe how this causes a build-up and slowing down of traffic which they feel makes it dangerous to merge with fast, oncoming traffic. Many respondents comment specifically on the northbound slip road, stating that it is too short. Some comment that it is on a tight bend on a hill making for limited visibility.

“20b is far too short a slip road forcing traffic very quickly onto the main carriageway most of which is hidden by a bend in the road layout.” (Member of the public)

Some express concern that the northbound slip road for junction 20b is too close to junction 21. Some suggest that this makes moving into the appropriate lane to leave on junction 21 dangerous, as many are still entering the road from junction 20b. Some respondents comment that many drivers join at junction 20b only to leave again at junction 21 and that safety issues stem from unsafe lane changing over this short distance. Some suggest that one solution would be to build a separate road or dedicated lane between Hatfield Peverel and Witham – improving both safety and traffic flow.

“The main problem in this area is the lack of a local link from Hatfield Peverel to Witham. This has created the close proximity of Junction 20B and Junction 21 with dangerous weaving and capacity restraints. (Member of the public)”

Finally, two other safety issues in relation to junction 20b are mentioned in responses. One respondent comments that junction 20b has a dangerous, narrow footpath without a barrier. Another suggests that there is a danger of driving the wrong way at this junction due to unclear road signage.

Traffic Flow

Many respondents comment that there is severe congestion at both junctions. Respondents give a range of explanations for the congestion, for example that it is caused by the merging of 3 lanes to 2. Many suggest that the traffic issues derive from people joining the A12 at J20b only to come off at junction 21. Other respondents think that the junctions are simply not designed for the level of traffic that passes through, describing them as ‘not fit for purpose’.

“Junction 20a and 20b are particularly severe points of congestion every single night, the squeezing of the A12 from three to two exacerbates the problem, (it would make far more sense to maintain the 3 lane provision throughout this stretch), but the junctions themselves are hopelessly inadequate and contribute to frequent near misses.” (Member of the public)

Aside from congestion there are concerns about the amount of traffic passing through nearby towns and villages such as Hatfield Peverel to get to and from the junctions, particularly between junction 20a and Maldon Road (B1019). Some respondents argue that this will get worse as the population of Maldon is growing.

4.2.3. Comments on the need to retain and improve junctions 20a and 20b

As per the chart above, there are mixed views on retaining the junctions, with 277 respondents suggesting they should remain while 352 wish to see them replaced. Many of those respondents who wish to see the junction retained and improved either make no further comment, or simply state that improving would be the best option. Respondents supporting this option include the A12 Villages Traffic Action Group and Rivenhall Parish Council.

Other respondents argue that a new junction is not necessary, noting that improvements have been recently made to junction 20b. Some of these suggest that works have not been completed on the northbound slip road despite properties being demolished to make space. Other reasons for retaining the two junctions include maintaining familiarity for road users and concern that one larger junction is not feasible. A few suggest that the two junctions provide more route options in the event of disruption or an accident and that keeping them will allow for better traffic flow in general.

The most common concern about the proposal to remove and replace the junctions is that it would result in greater congestion and longer journey times in local areas like Hatfield Peverel and Witham. Others feel that improvement works will be less disruptive and more cost effective than a new junction. Some respondents specify that this option would require the least land take and therefore would be less destructive for local people, countryside and wildlife.

“Removal of one of these junctions would lead to horrible pollution and congestion in Hatfield Peverel village as it would be used as a conduit to the only entrance/exit for the A12. Having just one junction is just not workable.” (Member of the public)

Suggestions

The most common improvement suggested for the two junctions is to improve the slip roads, particularly the northbound slip road at junction 20b. Respondents feel this would make the junctions safer and less congested. The other main suggestion made is for a dedicated route connecting Hatfield Peverel and Witham, which respondents believe would prevent traffic joining the A12 at junction 20b and then leaving at junction 21. Some believe that a dedicated road be built, others suggest combining the slip roads for these two junctions would be a

sufficient improvement. They argue that this, along with improvements to the individual junctions, would have the most impact on congestion.

4.2.4. Comments on replacing junctions 20a and 20b with a single new junction

A greater number of respondents express support for the proposal to replace junctions 20a and 20b with a single new junction (352, compared to 277 who feel both junctions should be retained and improved). Some respondents feel that the building of a new junction is the only solution to address the issues outlined above. They comment that building a multi-directional junction that is fit for purpose will overcome the existing constraints. Some respondents comment that building a new junction will cause less disruption as drivers could continue using the current junctions until construction is complete.

Improving safety

Most of those who support the replacement of the junctions suggest that replacing them is required to improve safety. Aside from safety issues stemming from the design of the junctions themselves (such as slip roads, lack of capacity), many respondents express safety concerns that arise as a result of larger layout issues, such as the junctions being too close to junction 21, which could not be fixed with improvements.

Improving traffic flow

Other respondents feel that replacing the two junctions is a practical solution, as the existing junctions are too close together (and close to junction 21). Some specify that there are too many junctions along this stretch of the A12 (junction 20a, junction 20b and junction 21) and that fewer junctions will improve traffic flow. Some respondents comment that individually these junctions lack the capacity for the level of traffic they serve, causing bottlenecks. They believe that replacing these with one large junction will improve traffic flow. Some comment that Hatfield Peverel is too small to warrant its own junction.

Many respondents believe that a new junction 20 would reduce traffic through Hatfield Peverel to Maldon. They suggest that current congestion is due to the poor layout which causes a build-up of traffic in Hatfield Peverel. Some specifically suggest a bypass from Maldon to the A12 to account for the population growth and subsequent traffic increase.

“Removal of junctions 20a and 20b and creation of a new junction 20 could provide a more efficient and higher capacity junction to serve Witham South, Hatfield Peverel and a new and improved link to Maldon, resulting in environmental and amenity benefits plus additional highway safety.” (Member of the public)

Alternative Suggestions

Respondents offer a range of suggestions for reconfiguring the junctions. Suggestions include:

Merging 20b and 21

Many respondents argue that as there are no large issues at J20a it should remain as is, with minor improvements. Many who suggest that J20b needs to be replaced and that it is too close to J21 suggest that these two junctions should be merged into one.

“Taking the function of 20a as a London facing access for Hatfield Peverel this works ok as it is. Junction 20b and 21 need to be viewed a one design due to proximity.” (Member of the public)

A few of those respondents who suggest that junction 20b and junction 21 should be merged suggest that there no longer be a need for junction 20a and that it should be removed.

“With the development of this junction 20b-21 it might be possible to delete junction 20a as there is a good local road down to an improved Junction 19.” (Member of the public)

Closing Junction 20b

A few respondents suggest that junction 20b should be closed as it is where the majority of the issues lie and that junction 20a should be retained and improved.

“Local opinion is that there is no need for removal of junction 20a, as problems associated with it could be addressed by removal of just junction 20b.” (Member of the public)

Merging junctions 20a, 20b and 21

Some respondents, including Suffolk County and Maldon District Councils suggest that all 3 junctions should be combined into one (junctions 20a, 20b and 21), providing a single larger capacity junction.

“We believe that the possibility of combining Jcts 20a, 20b and 21 should be given consideration. The benefit of this would be to improve traffic flow and safety and remove heavy goods vehicles from Hatfield Peverel The Street.” (Essex Chambers of Commerce)

4.2.5. Other comments and suggestions on the options for improving junction 20a and 20b

One respondent argues that junctions 20a and 20b should be removed entirely and not replaced. They suggest instead a graded interchange at J21 should be introduced (they report that this was proposed in 2007).

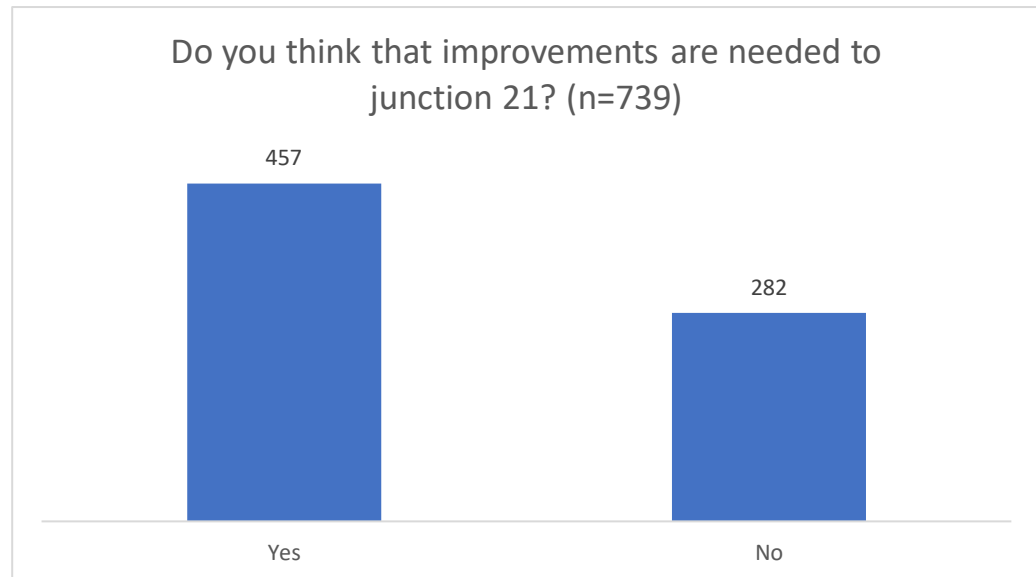
Some respondents suggest that they need more information about the layout and design of a new junction and the potential impacts this could have on local properties and residents before they can form a preference. Some also suggest that further traffic modelling is required before a decision can be made. A few respondents comment that the report fails to mention the junction for Springfield/Boreham and question whether this has been taken into account.

4.3. Junction 21

4.3.1. Views on whether improvements are needed at this junction

Question 4 asked ‘Do you think that improvements are needed to junction 21?’ There were 739 responses to this question. Of these 457 felt that improvements were necessary at this junction, while 282 felt they were not. 100 respondents did not answer this question.

Chart 8: Responses to Question 4



Reasons cited by those who feel improvements are unnecessary

571 respondents commented further in response to this question. Of those respondents who suggest that no improvements are needed for junction 21 the majority comment that this junction generally works well and that they experience no issues using it. Several respondents feel this junction is not currently too busy.

Some respondents comment that as this junction was recently updated for southbound traffic (which has made significant improvements) no additional improvements are necessary.

“The changes that were done have much improved this junction so spend the money on those that are real issues.” (Member of the public)

Some respondents mention that any existing traffic-flow issues at this junction will be addressed as a result of the widening of the A12. A few respondents mention the dedicated slip lane for Hatfield Peverel traffic which they feel works well.

“The improvements to the Hatfield bound carriageway has made a huge difference though. I used to avoid this junction because of limited visibility and short run in. Now it's almost a pleasure.” (Member of the public)

Reasons cited by those who feel improvements are necessary

Many respondents comment that the junction does require improvements. A few respondents suggest generally that all junctions along the A12 need improving, but others comment specifically on the issues unique to junction 21, as summarised below.

4.3.2. Comments on current issues with junction 21

Safety of slip roads

Many respondents comment on the safety of J21, expressing the view that it is currently dangerous. Some remark on the high accident rate at this junction. A few respondents comment that the southbound entrance is particularly dangerous. The majority of the respondents who express concern about the safety of this junction specify the slip road as the main issue. Many respondents comment that the slip roads at this junction are poorly designed, too short, narrow and on a tight bend (which effects visibility) making merging with traffic dangerous as cars do not have much time to accelerate and move out.

“Junction dangerous as slip road too short and you cannot see joining traffic until the last minute.” (Member of the public)

Some respondents comment that the slip roads are particularly unsuitable for large industrial vehicles. Some other respondents comment that the slip roads are confusing and not straightforward to use. A few respondents comment on the danger of allowing cars and trucks to park on the slip roads, commenting that this is dangerous. Some suggest that better parking facilities are required for large vehicles.

“It is very irresponsible and dangerous to allow trucks to park on the slip road blocking the carriageway making traffic drive on the wrong side of the road facing vehicles leaving the A12 when trying to access their properties.” (Member of the public)

Some respondents comment on the fact that there is currently no southbound exit slip road. Some other respondents express the view that the eastbound slip road is particularly hazardous and has poor sight lines. Most respondents who comment on the slip roads being inadequate focus specifically on the northbound slip road, which they suggest is too short, narrow and has poor road markings.

“The Witham-bound slip off the A12 is virtually all too narrow; vehicles leaving have to slow down in the nearside A12 carriageway (dangerous).” (Member of the public)

Some respondents suggest that slip roads at this junction should be lengthened, straightened and widened to increase safety and improve traffic flow. Several emphasise that the northbound slip road needs to be improved.

Traffic flow/volume

Many respondents express the view that there is currently too much traffic at junction 21, causing tailbacks. Some respondents state that this is especially bad during peak periods. A few respondents specify that this is caused by a narrowing of the road at the junction.

Some respondents comment specifically on the flow of traffic through towns and villages which they state is exacerbated by the lack of a southern exit to Witham, meaning traffic passes through Witham town centre or Hatfield Peverel. Respondents argue for an upgraded multi-way junction to alleviate this, especially to allow for a southbound exit. Some respondents suggest that an extended local access road be built to improve access for local traffic between Hatfield Peverel and Witham. Some comment that this is needed to separate local and through traffic in order to keep the main traffic on the A12 flowing freely.

“It would be useful to have access to the south of Witham from the A12, rather than going through the town centre or going to Hatfield Peverel and coming back.” (Member of the public)

4.3.3. Other comments and suggestions relating to junction 21 improvements

Layout and design

Some respondents comment that traffic is exacerbated by vehicles joining the A12 from junction 20b only to come off again at J21. Some suggest that this could be improved with a dedicated lane connecting J20b and J21. Other respondents suggest that junction 20b and 21 should be merged to make a new junction, better serving both Witham and Hatfield Peverel. Some respondents comment that if junction 20 is updated, and J20a and J20b combined, then the issues at J21 will be resolved.

Many respondents comment that the current layout of this junction is poor and requires improvement. Some respondents express the view that this junction is currently too close to Junction 20, in some cases specifying that the exit to Witham is too close to junction 20b.

“An improved Junction 21 could incorporate a new Junction 20, providing bi-directional access to and from both Hatfield Peverel and Witham south, thereby reducing the total number of junctions between Chelmsford and Marks Tey.” (Member of the public)

Some respondents comment that this junction requires remodelling to improve the traffic flow. In particular, several respondents believe that updates are necessary in order to accommodate the future expansion of Witham in terms of housing developments and industrial growth, which will increase the junction’s capacity needs. Others comment that junction updates are needed to accommodate the increase in traffic volume as a result of the A12 lane expansion from 2 to 3.

Other suggestions

There are several other specific suggestions for improvements to junction 21:

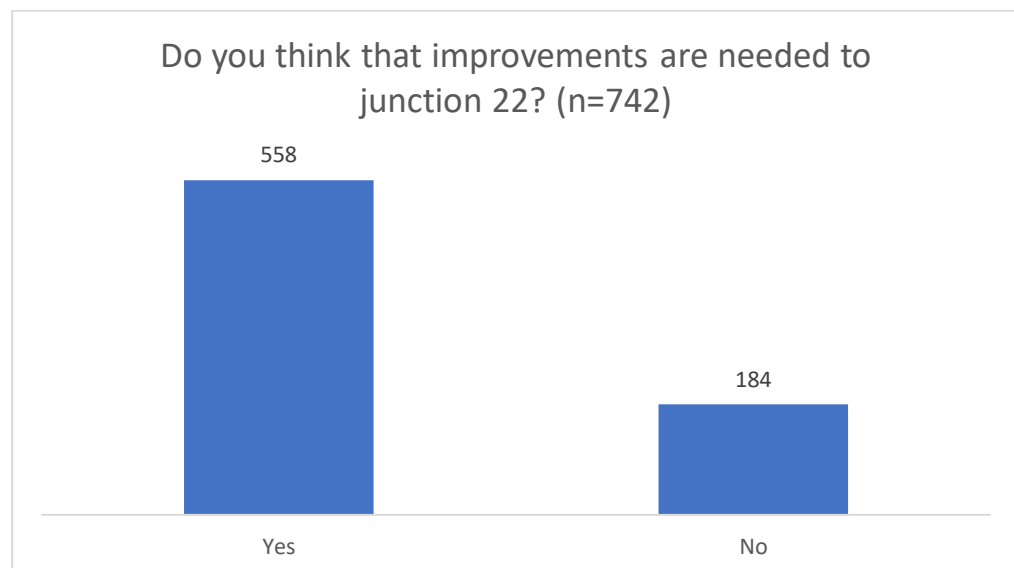
- Some respondents suggest that a direct link or bypass be created between J21 and Maldon Road B1019;
- A few respondents comment that better signage is needed with clearer road markings at this junction;
- Some respondents suggest that the crossing points at this junction need to be improved for pedestrians and cyclists;
- One respondent expresses the need to remove private access roads;
- A few respondents comment that entering the garage was dangerous due to poor lighting; and
- One respondent requests further details about how nearby properties would be effected by junction improvements.

4.4. Junction 22

4.4.1. Views on whether improvements are needed at this junction

Question 5 asked ‘Do you think that improvements are needed to junction 22?’ There were 742 responses to this question. Of these 558 felt that improvements were necessary at this junction, while 184 felt they were not. 97 respondents did not answer this question.

Chart 9: Responses to Question 5



Reasons cited by those who feel improvements are unnecessary

619 respondents comment further in response to this question. As with other junctions, some simply state they have not experienced any issues with the junction, or that it works well. There are a few comments that it is not that busy and recent improvements have been made. A few respondents make more positive comments on the junction; that the northbound slip road works well and is wide enough. Some who feel improvements are unnecessary do

acknowledge issues with the junction- particularly that it is confusing, with short slip roads, on a bend and with congestion at the Rivenhall junction.

Widening proposals make junction improvements unnecessary

Many feel improvements to this junction will not be necessary if Options 2 or 3 for the A12 - which would see it bypassed - are taken forward. A smaller number believe widening the A12 here would be sufficient to address issues at this junction, with one respondent suggesting that improving junction 21 would have the same effect

Reasons cited by those who feel junction improvement are necessary

Those who are in favour of improvements to this junction tend to make general comments on the junction being substandard and agreeing with the need for it to be improved/upgraded. Respondents comment on the volume of traffic and level of congestion. Some refer to their response to another question - either their reasons for supporting one of the bypass options under question 1 or similar issues outlined at other junctions. These concerns are summarised below.

4.4.2. Comments on current issues with junction 22

Slip roads and safety

As with other junctions, issues cited with the slip roads tend to be that they are too short and contribute to making the junction unsafe, that they are congested and cause problems accessing the highway. Issues more specific to this junction- the slip roads in particular- include that they are on a tight bend with poor visibility (many calling this a blind corner). Another safety issue specific to this junction is the width of the access and exits- which are seen as adding to both congestion and safety issues, especially for HGVs and fast moving traffic

Traffic and congestion

As with other junctions, the volume of traffic and congestion problems are discussed by many respondents in relation to junction 22. More specific to this junction is the volume of HGV traffic as a result of it being the turn off for nearby industrial park and sites, which compounds traffic issues and lack of space at the junction.

Confusing/poor layout

Some respondents comment on the poor layout of the junction, or suggest that it is confusing to use. Specific comments mention a lack of signage, the slip roads coming up too abruptly and not being clearly marked, a number of intersecting roads and again the tight bend. Some respondents also feel that traffic lights at this junction add to the complexity and delay traffic.

Other issues specific to this junction

Some respondents argue that this junction is too close to the Rivenhall turn-off slowing down traffic, and increasing congestion as well as causing safety issues.

4.4.3. Other comments and suggestions relating to junction 22 improvements

Considerations

A few respondents each raise specific considerations relating to this junction:

- Several respondents mention likely increased traffic from housing developments planned in this area as well as HGV traffic from a quarry and an incinerator proposed in the area;
- A few respondents mention Rivenhall junction, asking what is proposed here and how junction improvements and/or widening will affect the junction and town (see also junction 23);
- There are similar questions from a few respondents about how junction 23 proposals might affect this junction; and
- A few question how lengthening the slip roads might affect Whelmead local wild life site.

Suggestions

Slip roads

As with other junctions, the largest number of suggestions relate to slip roads- namely that these should be longer, as well as a smaller number stating they should be improved or made safer more generally. As per current issues (above), several respondents suggest improving visibility on slip roads and straightening them. This is a particularly common theme for junction 22 relative to the other junctions.

Bypass/Option 2

Many of those commenting on junction 22 suggest that Option 2 (or one of the bypass options more generally) should be taken forward to address issues at this junction, with some suggesting that this could be combined with improvements. A similar number suggest that widening the A12 here should be the priority. There are a few specific suggestions about how the 'new' A12 (as under Options 2 or 3) could interact with the existing road in order to free up capacity on local roads, separating through and local traffic.

Layout

Respondents here tend to suggest the layout should address the issues above. A few suggest that junction 22 should be upgraded to have full multi-directional access for safety reasons, with a few respondents referring to the accident on Coleman's Bridge.

Other suggestions

As alternatives to improving this junction, a number of respondents suggest it be replaced in some way, suggesting that:

- Junction 22 be combined with the Rivenhall junction, or the Rivenhall junction being closed;
- A new junction created between 22 and 23 to connect with option D or E of the A120 proposals; and

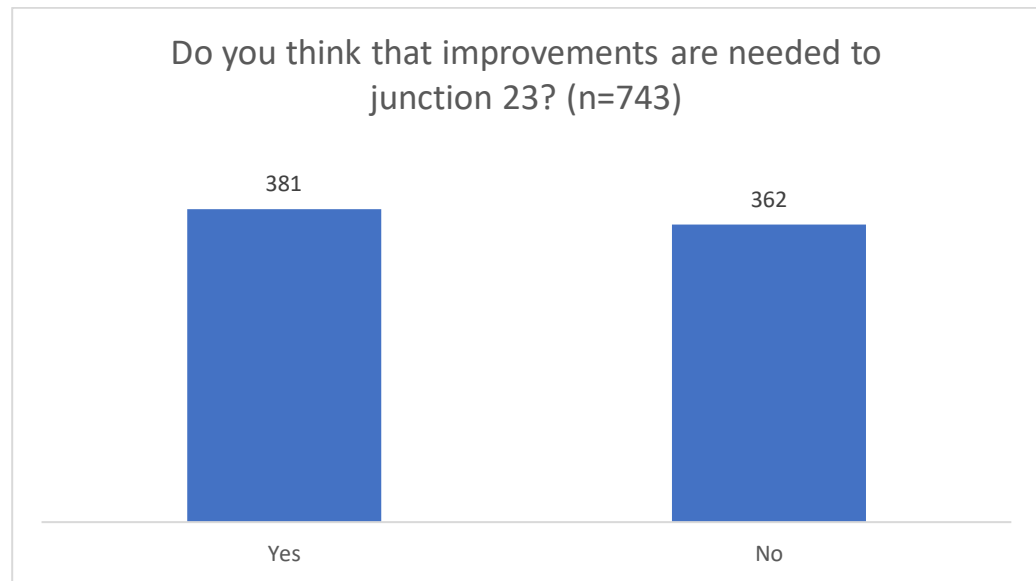
- A replacement junction at J23, and then removal of J22.

4.5. Junction 23

4.5.1. Views on whether improvements are needed at this junction

Question 6 asked ‘Do you think that improvements are needed to junction 23?’ There were 743 responses to this question. Of these 381 felt that improvements were necessary at this junction, while 362 felt they were not. 96 respondents did not answer this question.

Chart 10: Responses to Question 6



Reasons cited by those who feel improvements are unnecessary

558 respondents comment further in response to this question. Most respondents who stated that improvements at junction 23 are not necessary do not comment further, or simply note that they do not experience problems there. A few provide further detail, commenting that the slip roads are long enough, that visibility and lighting are adequate, or comparing the junction favourably to others nearby. A few respondents suggest that the junction was improved within the last few years.

“Probably the least offending and best designed of the junctions under scrutiny. Good sight lines, well lit, and well sized, in both directions.” (Member of the public)

A few respondents suggest that junction 23 is not heavily used, and has few accidents. However, others suggest that there have been accidents at this junction. Considering the widening of the A12 generally there are mixed views on whether this will improve the functioning of junction 23 or cause problems as traffic flows increase. Some respondents note that Option 2 would bypass junction 23, and suggest that in this case no improvements would be necessary.

*“This would be sufficient IF a new bypass were to be built as it serves mainly local traffic.”
(Member of the public)*

One respondent is opposed to improvements at junction 23, suggesting that this could jeopardise the safety and successful functioning of the junction.

Reasons cited by those who feel improvements are necessary

Many of those who express a preference for improvements at junction 23 do not comment further. Those who do, typically comment on the perceived inadequacy of the current arrangements. The majority of comments focus on the arrangement of one-way access at J23 and J24 which necessitates traffic passing through Kelvedon. As noted above a few respondents suggest that improvements are only necessary if the bypass (Option 2 or 3) is not taken forward for the A12 widening.

4.5.2. Comments on current issues with junction 23

Traffic in neighbouring villages

The primary concern of respondents who support improvements at junction 23 is the amount of traffic passing through Kelvedon and Feering because of the single-direction access at either end of the village. Respondents suggest that this leads to congestion in the village as traffic from neighbouring villages (such as Tiptree) accesses the A12 via Kelvedon High Street. A few specifically mention HGV traffic passing through the village because of the junction arrangements.

“At present all northbound traffic to Tiptree and other villages to the east of Kelvedon has to transit Kelvedon High Street, which is already congested. Likewise traffic from Tiptree and those villages has to access the A12 south bound via Kelvedon.” (Member of the public)

Some respondents argue that this issue will be exacerbated by future housing developments in Tiptree and other areas nearby, all of which they believe will access the A12 via Kelvedon. Several of these respondents suggest either making both junctions 22 and 23 multidirectional, or building a new junction giving direct access to the A12 for Tiptree traffic.

Safety of slip roads

In common with other junctions there are some respondents who feel that the slip roads at junction 23 are too short for traffic to safely join and exit the A12, and/or that there is poor visibility for drivers. There are more references to the southern slip road, with a few respondents noting that this road travels uphill and around a bend, adding to the risk for drivers accessing the A12 southbound. Several respondents simply describe the junction as ‘dangerous’ or suggest that there have been accidents in the area. Others are particularly concerned by the level of HGV traffic using the junction, and a few mention the speed of traffic approaching the junction on the A12. Regarding northbound access off the A12 a few respondents note the short distance between the slip road and a 30mph zone in Kelvedon.

Traffic flow/volume

The volume of traffic using junction 23 is a concern for some respondents, who suggest that congestion is an issue. Views range from those who describe it as a ‘major bottleneck’ to respondents who note that traffic can build up at peak times only.

A few respondents mention specific sources of additional traffic such as commuter traffic from Tiptree, quarry traffic accessing the junction from Little Braxted Lane, or visitors to the Essex County Fire and Rescue building. A few others mention the potential for traffic to increase with local developments, including one reference to new housing at Tiptree and Feering.

4.5.3. Other comments and suggestions relating to junction 23 improvements

Access roads between J23 and J22 (including Rivenhall)

A number of respondents comment that addressing congestion and safety issues in this area also requires improvements to the smaller accesses to the A12 between junctions 23 and 22: Rivenhall, a petrol station, and the Essex County Fire and Rescue site. In particular the access to and from Rivenhall is described as inadequate, and seen by some respondents as more of a priority than improvements to J23. Respondents, including Feering Parish Council, question why this junction has not been included in the proposals, arguing that currently it is dangerous and causes congestion.

A few respondents suggest that access could be provided direct to the Fire and Rescue building so traffic does not have to go onto and off the A12 in short succession.

“The Southbound entrance onto A12 is more adversely affected by the petrol station and the exit and entrance slips into and from Rivenhall End just past the Hotel and the Essex Fire HQ. This stretch from J23 to J22 is problematic at all periods and is often very dangerous.”
(Member of the public)

Another suggestion made by a few respondents is to introduce a new junction which could provide direct access to the A12 from Tiptree. Some respondents specify a location for this new junction, for example at Rivenhall, others simply argue that it is needed.

“Ideally we need a junction where Inworth Road passes under the A12 Kelvedon by-pass as this would be used by Tiptree residents heading north or south (and also improvements to Inworth Road - both this road and the Braxted road (to Rivenhall End) have narrow bridges).” *(Member of the public)*

They feel this would help to reduce traffic and congestion in Kelvedon, and improve travel times for residents of local villages.

A few respondents suggest a ‘bypass of Rivenhall End’, which would also involve removing J23 and realigning J22, they argue that this approach would have the most significant benefit for traffic flows in the area.

“Bypass Rivenhall End and remove J23 and replace it with a re-aligned J22. A Rivenhall End by-pass combined with the removal J23 and a new Junction 22 (particularly needed for Witham's industrial estate traffic) would be the optimum solution to maximise the capacity available both on the new A12 and local commercial and private traffic.” (Member of the public)

Multi-directional access

By far the most common suggestion for improving junction 23 is to introduce access to the A12 in both directions, both at J23 and J22. As described above, respondents feel this is essential to reduce the traffic passing (and queueing) through Kelvedon.

Layout and design

Many respondents suggest lengthening the slip roads, and particularly the southbound slip road, at junction 23 to improve safety. A few respondents make general requests for the junction to be made safer, more modern, or improved, without specifying their preferred design. Others suggest that the junction should be improved in order to accommodate the proposed widening.

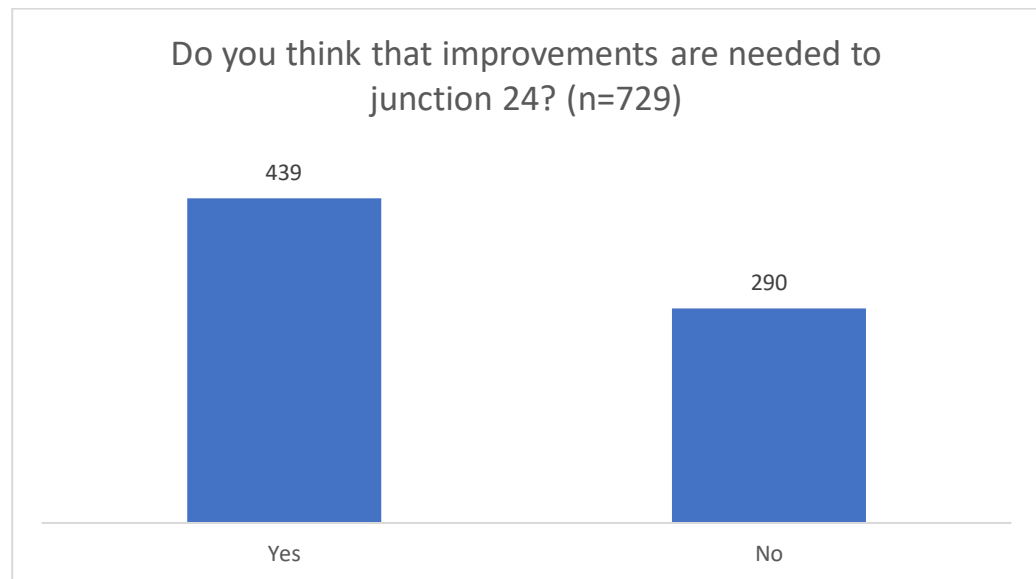
A few respondents put forward alternative suggestions:

- Some suggest that signage at this junction should be improved, for example reminding drivers to give way;
- Some call for improved lighting for safety; and
- Some respondents call for improved access for non-motorised traffic in the area, for example by connecting the B1389 through Witham & B1024 through Kelvedon directly.

4.6. Junction 24

4.6.1. Views on whether improvements are needed at this junction

There were 729 responses to question 7, which asked whether improvements were necessary at junction 24. Of these 439 felt that improvements were necessary at this junction, while 290 felt they were not. 110 respondents did not answer this question. Responses to this question are shown in Chart 11 below.

Chart 11: Responses to Question 7

Improvements are not necessary

574 respondents comment further on junction 24 in response to Question 7. Of those who feel improvements are unnecessary, the majority state that they do not currently experience any issues with the junction, describing it as 'adequate', 'satisfactory', or 'acceptable', while sometimes noting that they are not that familiar with it or do not use the junction during peak times. Some go further to describe the junction as 'good' or suggest that the junction works well in terms of traffic flow.

As with junctions 22 and 23, many respondents express the opinion that while junction 24 currently does not function well, improvements would not be necessary if Option 2 or 3 were taken forward. Again, this is because the junction would be bypassed by a new stretch of the A12 under these options. Many of these more explicitly advocate Option 2 be taken forward for this reason, while some others call for the junction to be bypassed without referring to a particular option.

A smaller number of respondents feel that the problems experienced at this junction would be addressed by widening of the A12.

4.6.2. Comments on current issues with junction 24

As with other junctions, the largest group of issues reported for junction 24 relate to the slip roads. Again, respondents' greatest concern with the slip roads currently is that these are unsafe, mainly because they are too short. Some respondents simply describe the slip roads as 'poor', 'inadequate' or in need of updating. A small number of respondents also note that the junction is not bi-directional. A key safety concern raised by many respondents in relation to this junction is poor visibility. For many this concern is related to the northbound slip road being on a bend.

Aside from the slip roads, respondents are concerned about the volume of traffic on local roads. As with junction 23, Kelvedon and Feering are a concern because of the traffic accessing the A12 from Tiptree, especially HGVs.

Traffic and congestion at the junction itself is mentioned less frequently than for other junctions. The specific issue of the number of HGVs trying to access the A12 here is highlighted, while a few respondents note the difficulty of joining the A12 at this junction because of the speed of traffic on the A12.

4.6.3. Other comments and suggestions relating to junction 24 improvements

Considerations

There are three main issues raised as considerations for proposals at junction 24:

- Several respondents, including Maldon District Council mention a planned housing development at Feering. The Crown Estate (owners of the site) comment on the need to need to maximise the benefits of the Feering Strategic Growth area through A12 improvements;
- Respondents have mixed views on how the different options for A120 improvements under consultation would affect this junction. Some note that Options A, B and C of these proposals would connect with the A12 at junctions 23 or 24. A smaller number simply suggest a connection with the A120 here without reference to the options; and
- Some respondents comment that the need for improvements at this junction depends on which widening option is chosen. One notes that under Option 1 improvements would be necessary and another feels that widening the A12 here will cause exit and entry speeds to increase.

Suggestions

The principal suggestion made for junction 24 is to introduce bi-directional access. Respondents state this in several different ways. The Essex Chambers of Commerce suggests that a 'full bi-directional interchange' is needed at junction 24, Feering Parish Council advocates a '4-way junction', and Essex County Council suggests that junction 24 should become an 'all movements junction'.

Many respondents suggest an additional slip road or link road should be built at this junction to reduce traffic through nearby towns. Some suggest that it should provide direct access to Tiptree in order to discourage through traffic in Kelvedon and Feering. Some specify that the B1024 should connect to the junction and a small number suggest a connection with Kelvedon. Southbound access to the A12 is also suggested along with some more specific suggestions about where access road should be located. Similarly, many respondents suggest that this junction be replaced (or moved) to provide direct access to Tiptree via the B1024.

As for other junctions, many respondents suggest that the slip roads here should be longer or improved more generally. Other suggestions for this junction (put forward by a few

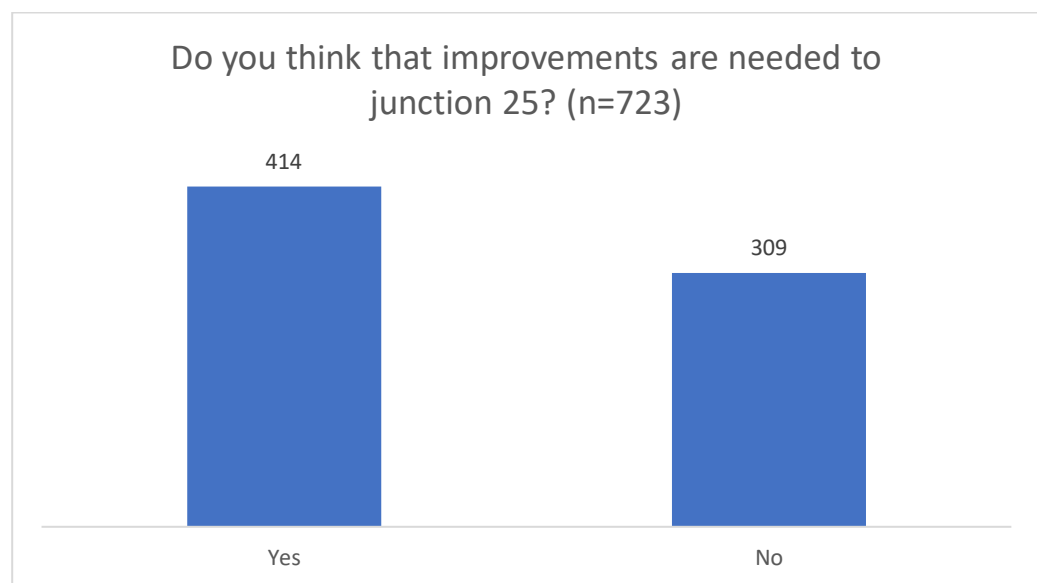
respondents each) include clearer signage and improving access for non-motorised traffic and pedestrians.

4.7. Junction 25

4.7.1. Views on whether improvements are needed at this junction

Question 8 asked ‘Do you think that improvements are needed to junction 25?’ There were 723 responses to this question. Of these 414 felt that improvements were necessary at this junction, while 309 felt they were not. 115 respondents did not answer this question. Responses to this question are shown in Chart 12 below.

Chart 12: Responses to Question 8



Improvements not needed

546 respondents comment further in response to this question. Those respondents who argue against improvements at junction 25 suggest that it currently works well or is adequate, mentioning the fact that it provides for four-way access and that the slip roads are adequate in terms of length.

Many note that depending on the outcome of the A120 consultation and which options are chosen, the connection with the A120 at this junction of the A12 may be removed, which respondents believe would solve many of the current problems at this junction

A few respondents who feel improvements are not necessary still acknowledge issues, for example commenting on the design of the slip roads.

Improvements needed

One of the major reasons respondents feel improvements to the junction are necessary is to cope with future increases in traffic because of housing development in the area. More generally, improvements to this junction are supported to improve traffic flow. Respondents

describe junction 25 as a major junction which is already under some strain. Colchester Borough Council believe improvements are needed to remove through traffic on Stane Street.

4.7.2. Comments on current issues with junction 25

Traffic and congestion at the junction itself are the most common issues identified at junction 25. A number of specific issues are raised:

- The intersection with the A120 at junction 25 and the volume of traffic this creates;
- The effect of the roundabouts at the junction which are seen as restricting traffic flow; and
- A few respondents mention HGV traffic at this junction and traffic accessing the nearby railway station.

Problems with the slip roads and layout and general safety of this junction are also mentioned, although slightly less in comparison to other junctions. Where respondents do comment on the layout they tend to make general comments, that it is confusing or generally poor and adds to congestion and safety issues. Some respondents feel the roundabouts in particular are poorly laid out.

4.7.3. Other comments and suggestions relating to junction 25 improvements

Considerations

The major consideration raised by respondents in relation to junction 25 is how improvements here would interact with the A120 following changes there. In particular, many note that these could result in the A120 joining the A12 further south, which would reduce the need for more extensive improvements to this junction. Conversely, others- including Essex County Council- note the need to improve the connection.

*“...under A120 scenario A, B and C this would need to be designed to accommodate dual 4 lanes from the new junction with the A120 to J25 and 3 lanes under the existing flyover.”
(Essex County Council)*

There are a small number of comments that the improvements needed will depend on the A12 widening option taken forward- one of these suggesting that if the A12 is widened the junction will need improvement.

A small number of respondents, including Marks Tey Parish Council note the number of houses close to this A12 near this junction (between the A12 and the railway), expressing concern about the potential impact of widening the A12 here on these properties

Suggestions

As with other junctions respondents suggest the slip roads at this junction should be improved, particularly lengthened. Others also suggest that widening the A12 here would improve the junction. There are a number of suggestions around improving the layout and clarity of the

junction, through signage, changes to lanes, widening the junction or removing or bypassing the roundabouts.

Some respondents suggest junction 25 should be moved, replaced or ‘completely remodelled’ to better accommodate a connection with the new junction with the A120 should this remain at the junction. Other suggestions include making the junction multi-directional, improving the road surface and providing crossings for cyclists and pedestrians.

4.8. Other comments on junction improvements

Question 9 asks: ‘Please provide any further comments regarding existing and/or new junctions along the route.’ In response to this question and in responses which do not follow the question structure, some respondents comment collectively on all junctions, or do not refer to a specific junction.

Issues tend to be similar to those raised at particular junctions and reported above, particularly that safety should be improved and that slip roads and signage need to be updated at all junctions. Many also suggest that more needs to be done to relieve traffic flowing through nearby towns and villages.

Some respondents comment on junctions not covered by one of the questions or suggest a new junction. Again, more detailed suggestions are covered under the section relating to the nearest junction, but two clear issues can be identified within these comments.

Rivenhall End/Easthorpe junctions

Many respondents comment that the Rivenhall End and Easthorpe junctions have not been mentioned in this consultation and have no question dedicated to them. Some respondents express concerns about this, as they believe these junctions also require improvements. Many respondents comment on the safety issues at this Rivenhall End junction.

“No mention is made of the existing Rivenhall End junction. This has totally substandard ramps which create a dangerous and traffic restricting situation.” (Member of the public)

Tiptree Access

As mentioned above, many respondents believe there is a need for a junction to be created for direct access to Tiptree to alleviate traffic through Kelvedon and Feering. Some suggest that this should be placed between junctions 23 and 24.

Chapter 5: Comments on consultation and engagement

This chapter covers comments on the consultation and engagement process. It covers both responses to questions 10 and 11 of the questionnaire, which asked for feedback on Highways England’s approach to communication, as well as comments made in response to other questions which are relevant to the consultation process.

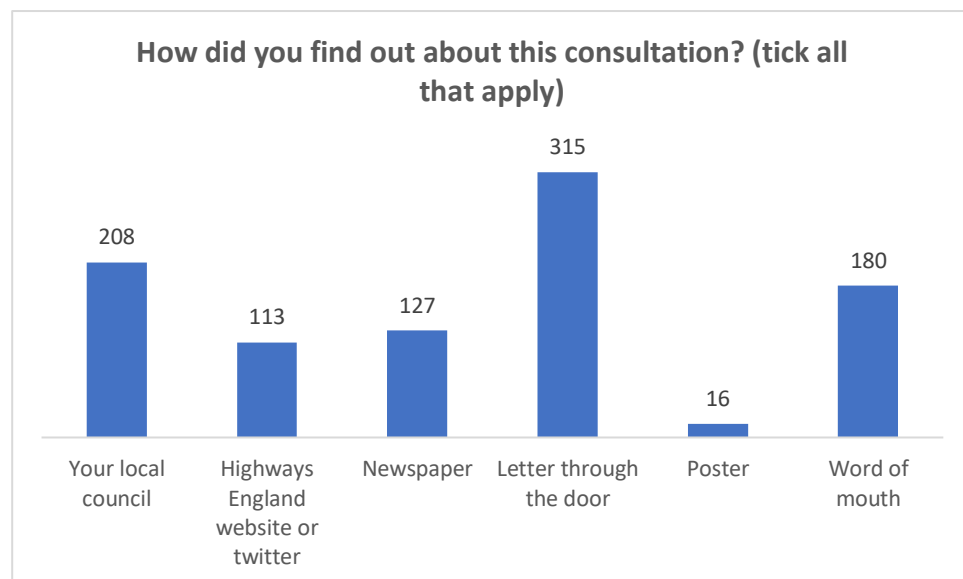
5.1. Communication

Section 3 of the response form concerned the consultation process itself and consisted of two questions. Question 10 asked ‘How did you find out about this consultation?’ Respondents could select from a number of options:

- Your local council
- Highways England website or twitter
- Newspaper
- Poster
- Letter through the door
- Word of mouth

Responses to this question are shown in the chart which follows, note that respondents could select more than one option.

Chart 13: Responses to Question 10



180 respondents provided details of other ways in which they found out about the consultation.

Facebook and other social media

The largest group of comments here related to Facebook, with respondents noting that they had become aware through various posts or pages on Facebook. These included posts by a friend as well as posts by other residents on a community or village Facebook page (Kelvedon village page was mentioned in particular), as well as the pages of a Parish Council, Essex County Council and a local newspaper.

A few respondents stated that they had become aware of the consultation through social media more generally, with one identifying that they had seen it on a LinkedIn post.

Local councils

Many respondents who indicated that they had been informed of the consultation by their local council, used the 'Other' field to specify a council, including parish councils. These included Chelmsford Council, Essex County Council and Kelvedon Parish Council. A few respondents note that they became aware of the consultation through the Essex Chamber of Commerce.

Local press

Many respondents state that they were informed by the local press. These answers include BBC Look East, BBC Essex, local newspapers *The Essex Chronicle* and *The Mersea Island Courier*, as well as non-specific responses like radio and local newspapers. Other general responses include references to internet browsing.

Local community groups and societies

Another common source was local meetings or groups such as 'stakeholder meetings', 'community and NMU forums', or more specific answers like 'Kelvedon Neighbourhood Plan'. Some respondents give answers relating to a range of general local community sources. These vary from local websites, newsletters, flyers and noticeboards. Two respondents state that they were made aware by hearsay or a 'local society'.

Some respondents note that they were informed of the consultation by other local organisations. Answers in this category range from 'Colchester Cycling Campaign' to 'Local Heritage Society' and 'Essex Bridleways Association', as well as several respondents who state the local library as their source of information.

Other sources

A number of respondents state that they were informed by email from other sources not already mentioned, such as the respondents' workplace, direct from Highways England, or correspondence (either email or letter) from a local MP. Several respondents state that they were made aware of the A12 consultation having attended local events, including various A120 consultations. Of those who specify, respondents name the A120 Coggeshall and A12/A 120 Feering consultation events.

Suggestions for improvement

Question 11 of the questionnaire asks 'Have you any suggestions about how we can communicate better with you?' 360 respondents submitted comments in response to this

question. The largest group of comments indicate support for the approach already adopted in the consultation, with a similar number stating that the respondent does not have any further suggestions for improvement.

Methods of communication

Those respondents who do provide suggestions in response to this question usually identify a particular channel or method of communication that they feel would be most appropriate for communicating information about the project. The largest number of these identify email as a preferred method of communication. Some of these indicate that this is how they had been made aware before and that they are content with this form of communication. Other methods of communication suggested include:

- letters (or information through the post)
- social media (some specifying Facebook or Twitter)
- local press
- public events
- Local council
- Telephone
- A website

Other methods suggested by respondents include door-to-door engagement, liaison groups, texts, and a video presentation.

Those respondents who believe a website would be the best way of communicating information about the project put forward a number of different suggestions. These include local council websites and online news sites as well as a dedicated website with information about the project and consultation. One respondent (as quoted below) gives a more detailed suggestion of the design and content of a dedicated website. Others comment on the existing consultation website, either making criticisms or stating potential improvements. Criticisms include difficulty using it with tablets and difficulty in finding the online form on the website. Suggested improvements include email alerts to new and updated information on the website and a 'more intuitive' website.

"I suggest that a website showing an overview of the region, with colour-coded highlighting of planned and current work, on which you can click through to display significant data related to plans, progress and completion targets, and on which you can zoom in to see the detail, would be useful. Where major changes are planned or under way, there should be a facility to open a new page showing the relevant plans and timetable." (Member of the public)

Several respondents suggest posters around local villages, at shops and schools, or billboards along the affected section of the A12. One respondent notes that in addition to a web

presence such methods of communication will help to engage a larger section of the community.

“We do not all use social media or have computers. I suggest using social media, a web page, but also e-mail updates and physical notices in ALL surrounding villages. Not all local councils are effective and therefore cannot be relied on. Newspapers will generate discussions and can help to spread the word.” (Member of the public)

5.2. The consultation process

Comments on the consultation process

Outside of responses to questions 10 and 11- especially in non-fitting responses- there are a small number of other comments on consultation and engagement in relation to the project. various other aspects.

A few stakeholders are supportive of the opportunity to provide feedback on the proposals. Colchester Borough Council, for example, praises a number of aspects of engagement on the proposals:

“The Borough Council welcomes the opportunity to comment on the proposals and commends Highways England for the quality of the consultation material, the public events and the fora that have been set up to help take the proposal through these early design stages. These should be continued.” (Colchester Borough Council)

Consultation materials and information

The most common concern about the consultation process is dissatisfaction with the amount of information available on the proposals. Others are primarily critical of the distribution of information relating to the consultation.

A few respondents comment critically on the consultation document. Some of these criticise the wording of the document as unclear, one claiming that the information provided is misleading. In relation to Option 2, one respondent notes that the document refers to the development of a 3-lane bypass. They comment that if these lanes will go in both direction this would in fact be 6 lanes and request that this be clarified.

Other respondents suggest that the documentation lacks detailed information or explanation of the proposals, while one argues that the document is too long. A small number of respondents criticise the quality of the maps featured in the document.

Feedback questionnaire

There are a number of comments on the feedback questionnaire. In terms of the online document, a small number of respondents state that either there was insufficient space on the form to express concerns fully, or that the options provided did not adequately cover their concerns. A small number of respondents complain that the online response form did not

function adequately. One respondent suggests that the questions on the response form pre-suppose acceptance of one of the proposed widening options.

There are also a number of comments relating to the timescale of the consultation. Often these suggest that the consultation period is extended. Some respondents also comment that this consultation should have engaged earlier with stakeholders.

Events

Some respondents comment positively on the consultation events, describing them as well thought-out and constructive. Braintree District Council note that they value the “constructive exchange of information” at these events.

Others are more critical of the events, expressing the view that event staff lacked local knowledge and were not able to provide detailed enough information. Another respondent feels that a lack of information on proposed junction improvements specifically limited the helpfulness of public meetings.

In terms of the location of events, a few respondents criticise the lack of an event in Hatfield Peverel, a community that they feel would be among those potentially most affected by the proposals.

Suggestions for improvement

Among suggestions as to how consultation and engagement could be improved, several respondents suggest that this should be extended to a wider area to address communities not currently included in the existing consultation. Two of these respondents suggest that letters should have been dispersed to every household in Essex.

Many respondents also suggest that there is a need for greater engagement with affected landowners or residents. More specifically, affected respondents request a greater degree of individual contact, ranging from individual face-to-face meetings, telephone calls or letters.

A small number of other respondents request regular feedback in terms of updates on the consultation process and how the proposals are developing. Several respondents note other relevant local projects that are ongoing- including the A120 consultation- which will potentially impact the proposals under consultation. They suggest that the consultation process better take these schemes into account in terms of providing information to the public.

“The local exhibitions are very important. They should also aim to incorporate other relevant programmes eg A120 and A12 projects seen in context along with other future infrastructure eg new A130 ; Bealieu Park station and other relevant housing developments.” (Member of the public)

Appendix A: Coding Framework

This appendix shows the full list of codes developed to categorise the issues raised in consultation responses, and the number of times each code was applied.

Theme	Code	Count
(A12 widening) Option 1	O1 - (no comment)	28
(A12 widening) Option 1	O1 - (Oppose/inadequate)	3
(A12 widening) Option 1	O1 - Best option in comparison	15
(A12 widening) Option 1	O1 - Caveat - bypass needed	1
(A12 widening) Option 1	O1 - Caveat - countryside	1
(A12 widening) Option 1	O1 - Caveat - ecology	2
(A12 widening) Option 1	O1 - Caveat - environment	1
(A12 widening) Option 1	O1 - Caveat - management of road works	1
(A12 widening) Option 1	O1 - Caveat - noise pollution/air pollution	4
(A12 widening) Option 1	O1 - Caveat - other	9
(A12 widening) Option 1	O1 - Caveat - other congestion	4

(A12 widening) Option 1	O1 - Caveat - residents	1
(A12 widening) Option 1	O1 - Caveat - slip road design	2
(A12 widening) Option 1	O1 - Caveat - suggested junctions	1
(A12 widening) Option 1	O1 - Caveat - timescale	2
(A12 widening) Option 1	O1 - Consideration - A120 link	9
(A12 widening) Option 1	O1 - Consideration - housing developments	2
(A12 widening) Option 1	O1 - Considerations - pedestrian/cyclist access	1
(A12 widening) Option 1	O1 - Cost - cost-effective/cheapest	20
(A12 widening) Option 1	O1 - Cost-effective (long term)	2
(A12 widening) Option 1	O1 - Declaration of interest	1
(A12 widening) Option 1	O1 - Doubt feasibility	1
(A12 widening) Option 1	O1 - Impact - access	1
(A12 widening) Option 1	O1 - Impact - businesses	8
(A12 widening) Option 1	O1 - Impact - commute	1
(A12 widening) Option 1	O1 - Impact - disruption	2
(A12 widening) Option 1	O1 - Impact - ecology	1

Option 1		
(A12 widening) Option 1	O1 - Impact - local business	2
(A12 widening) Option 1	O1 - Impact - loss of access	1
(A12 widening) Option 1	O1 - Impact - loss of property/compulsory purchase	2
(A12 widening) Option 1	O1 - Impact - noise	2
(A12 widening) Option 1	O1 - Impact - people/villages	9
(A12 widening) Option 1	O1 - Impact - pollution	2
(A12 widening) Option 1	O1 - Impact - properties	11
(A12 widening) Option 1	O1 - Impact - removal of junction	1
(A12 widening) Option 1	O1 - Impact - residents/communities	1
(A12 widening) Option 1	O1 - Improvement of existing	4
(A12 widening) Option 1	O1 - Increased connectivity/access	3
(A12 widening) Option 1	O1 - Least impact	19
(A12 widening) Option 1	O1 - Least impact - businesses	5
(A12 widening) Option 1	O1 - Least impact - compulsory purchase	2
(A12 widening) Option 1	O1 - Least impact -	42

Option 1	countryside	
(A12 widening) Option 1	O1 - Least impact - cyclists/pedestrians	1
(A12 widening) Option 1	O1 - Least impact - disruption	8
(A12 widening) Option 1	O1 - Least impact - ecology	14
(A12 widening) Option 1	O1 - Least impact - environment	44
(A12 widening) Option 1	O1 - Least impact - farmland	6
(A12 widening) Option 1	O1 - Least impact - flooding	5
(A12 widening) Option 1	O1 - Least impact - heritage/character	12
(A12 widening) Option 1	O1 - Least impact - mineral reserve	1
(A12 widening) Option 1	O1 - Least impact - noise	5
(A12 widening) Option 1	O1 - Least impact - pollution	5
(A12 widening) Option 1	O1 - Least impact - properties	10
(A12 widening) Option 1	O1 - Least impact - residents/communities	14
(A12 widening) Option 1	O1 - Least impact - soil	1
(A12 widening) Option 1	O1 - Least impact - towns/villages	4
(A12 widening) Option 1	O1 - Least impact - wildlife	1

(A12 widening) Option 1	O1 - Least land take	41
(A12 widening) Option 1	O1 - Long-term/future proof	7
(A12 widening) Option 1	O1 - More information/detail needed	1
(A12 widening) Option 1	O1 - Most direct	1
(A12 widening) Option 1	O1 - Most efficient/effective	15
(A12 widening) Option 1	O1 - Most efficient/effective - bypass creates further issues	1
(A12 widening) Option 1	O1 - Most efficient/effective - bypasses will lead to more congestion	2
(A12 widening) Option 1	O1 - Most feasible/practical	24
(A12 widening) Option 1	O1 - Not long-term/future proof	5
(A12 widening) Option 1	O1 - Not sufficient capacity	1
(A12 widening) Option 1	O1 - Qualified/reluctant support	2
(A12 widening) Option 1	O1 - Quickest completion	5
(A12 widening) Option 1	O1 - Sufficient/others excessive	16
(A12 widening) Option 1	O1 - Suggestion	6
(A12 widening)	O1 - Support (general)	5

Option 1		
(A12 widening) Option 1	O1 - will aid development of area	1
(A12 widening) Option 1	O1 - Will improve economic growth	3
(A12 widening) Option 1	O1 - Will improve junctions/slip roads	1
(A12 widening) Option 1	O1 - Will improve safety	4
(A12 widening) Option 1	O1 - Will improve traffic flow	6
(A12 widening) Option 1	O1 - Will increase capacity	6
(A12 widening) Option 1	O1 - Will limit further development	1
(A12 widening) Option 2	O2 - (no comment)	29
(A12 widening) Option 2	O2 - Most effective - increased capacity	40
(A12 widening) Option 2	O2 - Best option in comparison	4
(A12 widening) Option 2	O2 - Best option in comparison	1
(A12 widening) Option 2	O2 - Bypass best addresses Marks Tey issues	1
(A12 widening) Option 2	O2 - Bypass best addresses Rivenhall End issues	10
(A12 widening) Option 2	O2 - Bypass unnecessary	2

(A12 widening) Option 2	O2 - Caveat - extra roads/links needed	3
(A12 widening) Option 2	O2 - Caveat - management of road works	2
(A12 widening) Option 2	O2 - Caveat - other	4
(A12 widening) Option 2	O2 - Caveat - pollution	1
(A12 widening) Option 2	O2 - Caveat - suggested junctions	5
(A12 widening) Option 2	O2 - Consideration - housing development/population growth	1
(A12 widening) Option 2	O2 - Considerations - A12/bypass connections	4
(A12 widening) Option 2	O2 - Considerations - A120 link	12
(A12 widening) Option 2	O2 - Considerations - flooding	3
(A12 widening) Option 2	O2 - Cost - cost-effective/cheapest	8
(A12 widening) Option 2	O2 - Cost - cost-effective/value for money	3
(A12 widening) Option 2	O2 - General support	14
(A12 widening) Option 2	O2 - HGV issues	5
(A12 widening) Option 2	O2 - Impact - access	1
(A12 widening) Option 2	O2 - Impact - businesses	2

Option 2		
(A12 widening) Option 2	O2 - Impact - countryside	3
(A12 widening) Option 2	O2 - Impact - ecology	2
(A12 widening) Option 2	O2 - Impact - environment	6
(A12 widening) Option 2	O2 - Impact - heritage/character	3
(A12 widening) Option 2	O2 - Impact - loss of property/compulsory purchase	1
(A12 widening) Option 2	O2 - Impact - noise	3
(A12 widening) Option 2	O2 - Impact - pollution	2
(A12 widening) Option 2	O2 - Impact - properties	10
(A12 widening) Option 2	O2 - Impact - public transport/pedestrians	1
(A12 widening) Option 2	O2 - Impact - removal of junction	1
(A12 widening) Option 2	O2 - Impact - towns/villages	1
(A12 widening) Option 2	O2 - Impact - traffic through towns	2
(A12 widening) Option 2	O2 - Impacts - agricultural land	1
(A12 widening) Option 2	O2 - Increased connectivity/access	19
(A12 widening) Option 2	O2 - Least impact	4

Option 2		
(A12 widening) Option 2	O2 - Least impact - businesses	11
(A12 widening) Option 2	O2 - Least impact - countryside	3
(A12 widening) Option 2	O2 - Least impact - ecology	3
(A12 widening) Option 2	O2 - Least impact - environment	10
(A12 widening) Option 2	O2 - Least impact - farmland	2
(A12 widening) Option 2	O2 - Least impact - heritage/character	3
(A12 widening) Option 2	O2 - Least impact - local businesses	1
(A12 widening) Option 2	O2 - Least impact - loss of property/compulsory purchase	19
(A12 widening) Option 2	O2 - Least impact - noise	13
(A12 widening) Option 2	O2 - Least impact - pollution	9
(A12 widening) Option 2	O2 - Least impact - properties	52
(A12 widening) Option 2	O2 - Least impact - quality of life	4
(A12 widening) Option 2	O2 - Least impact - residents/communities	34
(A12 widening) Option 2	O2 - Least impact - towns/villages	19
(A12 widening) Option 2	O2 - Least impact -	1

Option 2	vibrations	
(A12 widening) Option 2	O2 - Least impact - wildlife	1
(A12 widening) Option 2	O2 - Least impact/disruption (to existing road/traffic) REVIEW	10 3
(A12 widening) Option 2	O2 - Long-term/future proof	42
(A12 widening) Option 2	O2 - More direct	13
(A12 widening) Option 2	O2 - more information/detail needed	6
(A12 widening) Option 2	O2 - Most effective - bypasses needed	32
(A12 widening) Option 2	O2 - Most efficient/effective	29
(A12 widening) Option 2	O2 - Most feasible/practical	14
(A12 widening) Option 2	O2 - Qualified/reluctant support	10
(A12 widening) Option 2	O2 - Secondary support	8
(A12 widening) Option 2	O2 - Straighter	23
(A12 widening) Option 2	O2 - Suggestion	25
(A12 widening) Option 2	O2 - Will allow better road use for non-motorists	4
(A12 widening) Option 2	O2 - Will allow for alternative routes	21

(A12 widening) Option 2	O2 - Will allow for better junctions	48
(A12 widening) Option 2	O2 - Will allow for local traffic	23
(A12 widening) Option 2	O2 - Will improve - air quality	8
(A12 widening) Option 2	O2 - Will improve - bus services	5
(A12 widening) Option 2	O2 - Will improve - environment	3
(A12 widening) Option 2	O2 - Will improve - noise	9
(A12 widening) Option 2	O2 - Will improve - traffic flow through towns/villages	8
(A12 widening) Option 2	O2 - Will improve private access	1
(A12 widening) Option 2	O2 - Will improve quality of life	3
(A12 widening) Option 2	O2 - Will improve road (general)	8
(A12 widening) Option 2	O2 - Will improve safety	74
(A12 widening) Option 2	O2 - Will improve traffic flow	69
(A12 widening) Option 2	O2 - Will re-direct buses	1
(A12 widening) Option 2	O2 - Will reduce no. of junctions	1
(A12 widening) Option 2	O2 - Will remove private access	1

(A12 widening) Option 2	O2 - Will support growth/development	13
(A12 widening) Option 3	O3 - (no comment)	3
(A12 widening) Option 3	O3 - Best option in comparison	9
(A12 widening) Option 3	O3 - Bypass best addresses Rivenhall End issues	27
(A12 widening) Option 3	O3 - Caveat - improve junction	1
(A12 widening) Option 3	O3 - Caveat - other	2
(A12 widening) Option 3	O3 - Commute	2
(A12 widening) Option 3	O3 - Concern - will not address issue	2
(A12 widening) Option 3	O3 - Consideration - A130	1
(A12 widening) Option 3	O3 - Consideration - countryside	1
(A12 widening) Option 3	O3 - Consideration - flooding	2
(A12 widening) Option 3	O3 - Consideration - housing developments/population growth	4
(A12 widening) Option 3	O3 - Consideration - other	3
(A12 widening) Option 3	O3 - Consideration - recent improvements	1
(A12 widening)	O3 - Considerations -	12

Option 3	A120 link	
(A12 widening) Option 3	O3 - Cost - cost-effective/cheapest	6
(A12 widening) Option 3	O3 - Current issues - access to A12	1
(A12 widening) Option 3	O3 - Current issues - safety	4
(A12 widening) Option 3	O3 - Current issues - slip roads too short	1
(A12 widening) Option 3	O3 - Current issues - slip roads unsafe	4
(A12 widening) Option 3	O3 - Impact - access	1
(A12 widening) Option 3	O3 - Impact - business	1
(A12 widening) Option 3	O3 - Impact - countryside	3
(A12 widening) Option 3	O3 - Impact - environment	3
(A12 widening) Option 3	O3 - Impact - flooding	1
(A12 widening) Option 3	O3 - Impact - heritage/character	3
(A12 widening) Option 3	O3 - Impact - properties	1
(A12 widening) Option 3	O3 - Increased connectivity/access	8
(A12 widening) Option 3	O3 - Least impact	4
(A12 widening) Option 3	O3 - Least impact - businesses	3

(A12 widening) Option 3	O3 - Least impact - loss of property/compulsory purchase	5
(A12 widening) Option 3	O3 - Least impact - noise	3
(A12 widening) Option 3	O3 - Least impact - pollution	2
(A12 widening) Option 3	O3 - Least impact - residents/communities	5
(A12 widening) Option 3	O3 - Least impact - towns/villages	5
(A12 widening) Option 3	O3 - Least impact on countryside	1
(A12 widening) Option 3	O3 - Least impact on environment	1
(A12 widening) Option 3	O3 - Least impact on farmland	2
(A12 widening) Option 3	O3 - Least impact on properties	9
(A12 widening) Option 3	O3 - Least impact on quality of life	4
(A12 widening) Option 3	O3 - Least impact/disruption (to existing road/traffic) REVIEW	4
(A12 widening) Option 3	O3 - Least land take	2
(A12 widening) Option 3	O3 - Long-term/future proof	4
(A12 widening) Option 3	O3 - More information/detail needed	2
(A12 widening)	O3 - Most direct	2

Option 3			Option 3	quality	
(A12 widening) Option 3	O3 - Most effective - bypasses needed	3	(A12 widening) Option 3	O3 - Will improve noise	2
(A12 widening) Option 3	O3 - Most efficient/effective	4	(A12 widening) Option 3	O3 - Will improve quality of life	1
(A12 widening) Option 3	O3 - Most feasible/practical	9	(A12 widening) Option 3	O3 - Will improve safety	12
(A12 widening) Option 3	O3 - Personal travel pattern/commute	2	(A12 widening) Option 3	O3 - Will improve traffic flow	9
(A12 widening) Option 3	O3 - Retains Tiptree junction	5	(A12 widening) Option 3	O3 - Will increase capacity	2
(A12 widening) Option 3	O3 - Secondary support	4	(A12 widening) Option 4	O4 - (no comment)	6
(A12 widening) Option 3	O3 - Straighter	4	(A12 widening) Option 4	O4 - Most effective - increased capacity	2
(A12 widening) Option 3	O3 - Suggestion	3	(A12 widening) Option 4	O4 - Best option in comparison	3
(A12 widening) Option 3	O3 - Support (general)	5	(A12 widening) Option 4	O4 - Bypass unnecessary	1
(A12 widening) Option 3	O3 - Widening best addresses Marks Tey issues	2	(A12 widening) Option 4	O4 - Caveat - countryside	1
(A12 widening) Option 3	O3 - Will allow for better junctions	6	(A12 widening) Option 4	O4 - Caveat - management of road works	1
(A12 widening) Option 3	O3 - Will allow for bi- directional access to A12	6	(A12 widening) Option 4	O4 - Caveat - other	2
(A12 widening) Option 3	O3 - Will allow for local traffic flow	14	(A12 widening) Option 4	O4 - Concern - will not address issue	5
(A12 widening) Option 3	O3 - Will allow for safer cycling route	1	(A12 widening) Option 4	O4 - Consideration - housing developments	4
(A12 widening)	O3 - Will improve air	3	(A12 widening)	O4 - Cost - cost-	2

Option 4	effective/cheapest		Option 4	pollution	
(A12 widening) Option 4	O4 - General support	2	(A12 widening) Option 4	O4 - Least impact - property	1
(A12 widening) Option 4	O4 - Impact - access	1	(A12 widening) Option 4	O4 - Least impact - quality of life	1
(A12 widening) Option 4	O4 - Impact - businesses	8	(A12 widening) Option 4	O4 - Least impact - residents/communities	2
(A12 widening) Option 4	O4 - Impact - countryside	1	(A12 widening) Option 4	O4 - Least impact - towns/villages	2
(A12 widening) Option 4	O4 - Impact - property	3	(A12 widening) Option 4	O4 - Long-term/future proof	1
(A12 widening) Option 4	O4 - Impact - residents/communities	1	(A12 widening) Option 4	O4 - More information needed	1
(A12 widening) Option 4	O4 - Impact - Rivenhall End	1	(A12 widening) Option 4	O4 - Most disruptive	1
(A12 widening) Option 4	O4 - Increased connectivity/access	1	(A12 widening) Option 4	O4 - Most effective - bypasses needed	2
(A12 widening) Option 4	O4 - Least impact	1	(A12 widening) Option 4	O4 - Most efficient/effective	1
(A12 widening) Option 4	O4 - Least impact - countryside	1	(A12 widening) Option 4	O4 - Secondary support	3
(A12 widening) Option 4	O4 - Least impact - disruption	3	(A12 widening) Option 4	O4 - Suggestions - new junction	1
(A12 widening) Option 4	O4 - Least impact - ecology	1	(A12 widening) Option 4	O4 - Will allow for local traffic	2
(A12 widening) Option 4	O4 - Least impact - environment	3	(A12 widening) Option 4	O4 - Will improve - noise	1
(A12 widening) Option 4	O4 - Least impact - loss of property/compulsory purchase	2	(A12 widening) Option 4	O4 - Will improve - pollution	1
(A12 widening) Option 4	O4 - Least impact -	1	(A12 widening) Option 4	O4 - Will improve - traffic flow through	2

	towns/villages	
(A12 widening) Option 4	O4 - Will improve safety	3
(A12 widening) Option 4	O4 - Will improve traffic flow	5
A12 Widening Options	WO - none - route adjustment	1
A12 Widening Options	WO - (no comment)	15
A12 Widening Options	WO - Oppose (case for widening)	11
A12 Widening Options	WO - Questions benefit of widening	1
A12 Widening Options	WO - Support (additional capacity needed)	6
A12 Widening Options	WO - Support (bypass(es))	2
A12 Widening Options	WO - Support (cost benefit analysis)	1
A12 Widening Options	WO - Support (general)	14
A12 Widening Options	WO - Support (improvements needed)	36
A12 Widening Options	WO - (Needed) - benefits to communities	1
A12 Widening Options	WO - (Needed) - busy connecting route	1
A12 Widening Options	WO - (Needed) - economic benefits	7
A12 Widening Options	WO - (Needed) - environmental benefits	2

A12 Widening Options	WO - (Needed) - resilience	2
A12 Widening Options	WO - (Needed) - to improve road user satisfaction	1
A12 Widening Options	WO - (Needed) - to improve safety	4
A12 Widening Options	WO - (Needed) - to increase capacity	3
A12 Widening Options	WO - (Needed) - to reduce congestion	2
A12 Widening Options	WO - Additional	1
A12 Widening Options	WO - alternative - cycle infrastructure	4
A12 Widening Options	WO - alternative - new M12 motorway	2
A12 Widening Options	WO - Alternatives - cycle routes	6
A12 Widening Options	WO - Bypass best addresses Rivenhall End issue	19
A12 Widening Options	WO - Bypass options - oppose	1
A12 Widening Options	WO - Caveat - engineering challenges	3
A12 Widening Options	WO - Concern - bridges	4
A12 Widening Options	WO - Concern - bus stop closure	1
A12 Widening Options	WO - Concern - congestion moved	19

	elsewhere	
A12 Widening Options	WO - Concern - ecology	5
A12 Widening Options	WO - Concern - further development	4
A12 Widening Options	WO - Concern - heritage/character	14
A12 Widening Options	WO - Concern - HGV issues	18
A12 Widening Options	WO - Concern - impact on businesses	1
A12 Widening Options	WO - Concern - isolated land between A12 & bypass	6
A12 Widening Options	WO - Concern - land take	3
A12 Widening Options	WO - Concern - littering	1
A12 Widening Options	WO - Concern - loss of access	1
A12 Widening Options	WO - Concern - loss of property/compulsory purchase	7
A12 Widening Options	WO - Concern - noise	12
A12 Widening Options	WO - Concern - non-motorists	1
A12 Widening Options	WO - Concern - not long-term/future-proof	1
A12 Widening Options	WO - Concern - pollution	10

A12 Widening Options	WO - Concern - rights of way	2
A12 Widening Options	WO - Concern - safety	8
A12 Widening Options	WO - Concern - slip roads too short	5
A12 Widening Options	WO - Concern - Smart Roads	1
A12 Widening Options	WO - Concern - vibrations	2
A12 Widening Options	WO - Concern - will increase overall volume of traffic	3
A12 Widening Options	WO - Concern - will not address issue	13
A12 Widening Options	WO - Concern - woodland/trees	1
A12 Widening Options	WO - Consideration - A120 link	55
A12 Widening Options	WO - Consideration - A120 link/synergy	9
A12 Widening Options	WO - Consideration - access for non-motorised traffic and pedestrians	1
A12 Widening Options	WO - Consideration - access to/from wider area	2
A12 Widening Options	WO - Consideration - alternative transport methods	3
A12 Widening Options	WO - Consideration - commercial developments	3
A12 Widening Options	WO - Consideration -	1

Options	connectivity	
A12 Widening Options	WO - Consideration - construction process	2
A12 Widening Options	WO - Consideration - cycle paths	5
A12 Widening Options	WO - Consideration - emergency services	1
A12 Widening Options	WO - Consideration - garden towns/communities developments	3
A12 Widening Options	WO - Consideration - housing developments	5
A12 Widening Options	WO - Consideration - local plans	6
A12 Widening Options	WO - Consideration - long-term/future proofing	3
A12 Widening Options	WO - Consideration - maintenance	1
A12 Widening Options	WO - Consideration - management of road works	5
A12 Widening Options	WO - Consideration - placement of new junctions	1
A12 Widening Options	WO - Consideration - population increase/development	9
A12 Widening Options	WO - Consideration - rail	1
A12 Widening Options	WO - Consideration - traffic projections	4

A12 Widening Options	WO - Consideration - traffic through towns/villages	4
A12 Widening Options	WO - Considerations - A127	1
A12 Widening Options	WO - Considerations - alternative transport methods	4
A12 Widening Options	WO - Considerations - coordinating widening and junction improvements	11
A12 Widening Options	WO - Considerations - junction improvements and widening together	18
A12 Widening Options	WO - Considerations - local councils	1
A12 Widening Options	WO - Cost - effective/value for money	2
A12 Widening Options	WO - Cost - other/general	5
A12 Widening Options	WO - Current issues - congestion	13
A12 Widening Options	WO - Current issues - congestion problems	12
A12 Widening Options	WO - Current issues - delays/journey times	1
A12 Widening Options	WO - Current issues - driver behaviour	5
A12 Widening Options	WO - Current issues - flow of traffic through towns and villages	5
A12 Widening Options	WO - Current issues - HGVs	4

A12 Widening Options	WO - Current issues - noise	3	A12 Widening Options	WO - Doubt feasibility	4
A12 Widening Options	WO - Current issues - pollution	3	A12 Widening Options	WO - Extend widening (other sections of A12)	21
A12 Widening Options	WO - Current issues - poor visibility at junctions (general)	1	A12 Widening Options	WO - Impacts - access	3
A12 Widening Options	WO - Current issues - population increase/development	2	A12 Widening Options	WO - Impacts - businesses	9
A12 Widening Options	WO - Current issues - property (structural issues)	1	A12 Widening Options	WO - Impacts - construction	3
A12 Widening Options	WO - Current issues - recent traffic increase	2	A12 Widening Options	WO - Impacts - countryside	8
A12 Widening Options	WO - Current issues - road surface	2	A12 Widening Options	WO - Impacts - disruption	2
A12 Widening Options	WO - Current issues - safety	8	A12 Widening Options	WO - Impacts - drainage	4
A12 Widening Options	WO - Current issues - safety at junctions	7	A12 Widening Options	WO - Impacts - environment	8
A12 Widening Options	WO - Current issues - safety/accidents	7	A12 Widening Options	WO - Impacts - farm land	3
A12 Widening Options	WO - Current issues - slip roads too short (all junctions)	1	A12 Widening Options	WO - Impacts - farmland	1
A12 Widening Options	WO - current issues - too narrow	1	A12 Widening Options	WO - Impacts - flooding	1
A12 Widening Options	WO - Current issues - traffic/congestion	8	A12 Widening Options	WO - Impacts - flow of traffic through towns and villages	2
A12 Widening Options	WO - Current issues - vibration	1	A12 Widening Options	WO - Impacts - habitats	7
			A12 Widening Options	WO - Impacts - health	4

A12 Widening Options	WO - Impacts - heritage/character	2
A12 Widening Options	WO - Impacts - land contamination	1
A12 Widening Options	WO - Impacts - light pollution	1
A12 Widening Options	WO - Impacts - mineral reserves	2
A12 Widening Options	WO - Impacts - noise	30
A12 Widening Options	WO - Impacts - people/communities	6
A12 Widening Options	WO - Impacts - personally affected (general)	6
A12 Widening Options	WO - Impacts - pollution	17
A12 Widening Options	WO - Impacts - Properties	5
A12 Widening Options	WO - Impacts - property	26
A12 Widening Options	WO - Impacts - property (value)	4
A12 Widening Options	WO - Impacts - quality of life	7
A12 Widening Options	WO - Impacts - recreation	1
A12 Widening Options	WO - Impacts - roads	1
A12 Widening Options	WO - Impacts - soil	3
A12 Widening Options	WO - Impacts -	11

Options	towns/villages	
A12 Widening Options	WO - Impacts - trees	2
A12 Widening Options	WO - Impacts - visual	1
A12 Widening Options	WO - Impacts - water environment	4
A12 Widening Options	WO - Impacts - water supply	2
A12 Widening Options	WO - Impacts - wildlife	6
A12 Widening Options	WO - Impacts - wood pasture	1
A12 Widening Options	WO - Impacts - people/communities	7
A12 Widening Options	WO - Improvements - needed at all junctions	16
A12 Widening Options	WO - Improvements - prioritise A12 over A120	1
A12 Widening Options	WO - Least impact - environment	1
A12 Widening Options	WO - Long term/future proof	11
A12 Widening Options	WO - more information/detail needed	32
A12 Widening Options	WO - No formal preference	1
A12 Widening Options	WO - No improvements needed	1
A12 Widening Options	WO - None - alternative - cycle infrastructure	3

A12 Widening Options	WO - None - alternative - new M12	5
A12 Widening Options	WO - None - alternative bypass suggestions	6
A12 Widening Options	WO - None - alternative junction suggested	2
A12 Widening Options	WO - None - alternative suggestions	17
A12 Widening Options	WO - None - alternative widening suggestion	3
A12 Widening Options	WO - None - other concerns	8
A12 Widening Options	WO - Not necessary - Remote working	1
A12 Widening Options	WO - Oppose bypass	3
A12 Widening Options	WO - Oppose bypass - options 2 & 3	5
A12 Widening Options	WO - Other considerations	4
A12 Widening Options	WO - Prioritisation of options	1
A12 Widening Options	WO - Refer to other question response	1
A12 Widening Options	WO - Refer to previous improvements	1
A12 Widening Options	WO - Suggestion - (additional) future improvements/investment	3
A12 Widening Options	WO - Suggestion - (alternative) reduce	2

	demand	
A12 Widening Options	WO - Suggestion - alternative approach to road improvements	3
A12 Widening Options	WO - Suggestion - improve junction	1
A12 Widening Options	WO - Suggestion - management of road works	2
A12 Widening Options	WO - Suggestion - new junctions	11
A12 Widening Options	WO - Suggestion - widening in specific area	2
A12 Widening Options	WO - Suggestions - (alternative) bypass	2
A12 Widening Options	WO - Suggestions - (alternative) general/more consideration needed	1
A12 Widening Options	WO - Suggestions - (alternative) improvements for all car users	2
A12 Widening Options	WO - Suggestions - A12 toll	1
A12 Widening Options	WO - Suggestions - alignment in specific area	1
A12 Widening Options	WO - Suggestions - alternative routes	3
A12 Widening Options	WO - Suggestions - bypass needed	7
A12 Widening Options	WO - Suggestions - clearer signage at all junctions	3

A12 Widening Options	WO - Suggestions - coordinate with A120 improvements	6	A12 Widening Options	WO - Suggestions - Option 4	1
A12 Widening Options	WO - Suggestions - driver education	2	A12 Widening Options	WO - Suggestions - other	4
A12 Widening Options	WO - Suggestions - ecological concerns	3	A12 Widening Options	WO - Suggestions - remove/bypass roundabouts	1
A12 Widening Options	WO - Suggestions - environmental provisions	1	A12 Widening Options	WO - Suggestions - road lighting	2
A12 Widening Options	WO - Suggestions - flood provisions	1	A12 Widening Options	WO - Suggestions - road surface	1
A12 Widening Options	WO - Suggestions - future planning	3	A12 Widening Options	WO - Suggestions - Smart Roads	5
A12 Widening Options	WO - Suggestions - longer slip roads	8	A12 Widening Options	WO - Suggestions - speed restrictions	2
A12 Widening Options	WO - Suggestions - more sustainable option	2	A12 Widening Options	WO - Suggestions - straighten	1
A12 Widening Options	WO - Suggestions - Multi-directional access	20	A12 Widening Options	WO - Support (other)	1
A12 Widening Options	WO - Suggestions - new bridge	1	A12 Widening Options	WO - Support bypass/new road (options 2 or 3)	3
A12 Widening Options	WO - Suggestions - new junction	12	A12 Widening Options	WO - Timescale - other comments	3
A12 Widening Options	WO - Suggestions - new link road/access to A12	22	A12 Widening Options	WO - Timescale - quickly/asap	11
A12 Widening Options	WO - Suggestions - new slip road	5	A12 Widening Options	WO - Wider importance of A12	9
A12 Widening Options	WO - Suggestions - noise provisions	9	A12 Widening Options	WO - Will allow for local traffic	2
A12 Widening Options	WO - Suggestions - Option 2	1	A12 Widening Options	WO - Will improve journey times	1

A12 Widening Options	WO - Will improve traffic flow	5
Compensation and mitigation	CM - Assessment - historic environment	1
Compensation and mitigation	CM - Assessment - water environment	1
Compensation and mitigation	CM - Compensation - ineffective	1
Compensation and mitigation	CM - Compensation - needed (general)	8
Compensation and mitigation	CM - Current mitigation inadequate	3
Compensation and mitigation	CM - Enhancement - water environment	1
Compensation and mitigation	CM - Minimise impact on A12 traffic during construction	2
Compensation and mitigation	CM - Minimise impact on air quality	1
Compensation and mitigation	CM - Minimise impact on environment/countryside	1
Compensation and mitigation	CM - Minimise impact on historic environment	1
Compensation and mitigation	CM - Minimise impact on local residents/businesses	2
Compensation and mitigation	CM - Minimise impact on property	2
Compensation and mitigation	CM - Minimise impact on water environment	1
Compensation and mitigation	CM - Mitigation - businesses	1

Compensation and mitigation	CM - Mitigation - construction	5
Compensation and mitigation	CM - Mitigation - countryside	1
Compensation and mitigation	CM - Mitigation - environment	8
Compensation and mitigation	CM - Mitigation - habitats	1
Compensation and mitigation	CM - Mitigation - health	1
Compensation and mitigation	CM - Mitigation - heritage	2
Compensation and mitigation	CM - Mitigation - historic environment	1
Compensation and mitigation	CM - Mitigation - land of archaeological interest	1
Compensation and mitigation	CM - Mitigation - lights	1
Compensation and mitigation	CM - Mitigation - noise	14
Compensation and mitigation	CM - Mitigation - noise - ineffective	1
Compensation and mitigation	CM - Mitigation - pollution	4
Compensation and mitigation	CM - Mitigation - properties	1
Compensation and mitigation	CM - Mitigation - quality of life	1
Compensation and mitigation	CM - Mitigation - social	1
Compensation and mitigation	CM - Mitigation -	1

mitigation	Suggestions - tunnel		engagement	chamber of commerce	
Compensation and mitigation	CM - Mitigation - temporary and permanent	1	Consultation and engagement	CE - (Q10) - Essex county council	2
Compensation and mitigation	CM - Mitigation - traffic (existing A12)	1	Consultation and engagement	CE - (Q10) - Facebook	25
Compensation and mitigation	CM - Mitigation - vibrations	2	Consultation and engagement	CE - (Q10) - flyer	1
Compensation and mitigation	CM - Mitigation - visual impact	1	Consultation and engagement	CE - (Q10) - Highways England	4
Compensation and mitigation	CM - Mitigation - water environment	1	Consultation and engagement	CE - (Q10) - Kelvedon development plan	2
Consultation and engagement	CE - (Q11) - no suggestions	50	Consultation and engagement	CE - (Q10) - letter	2
Consultation and engagement	CE - (Q11) - support approach	58	Consultation and engagement	CE - (Q10) - library	8
Consultation and engagement	CE - (Q10) - A120 consultation	13	Consultation and engagement	CE - (Q10) - LinkedIn	1
Consultation and engagement	CE - (Q10) - BBC	6	Consultation and engagement	CE - (Q10) - local community website	3
Consultation and engagement	CE - (Q10) - BBC Look East	10	Consultation and engagement	CE - (Q10) - local exhibition	1
Consultation and engagement	CE - (Q10) - campaigners	1	Consultation and engagement	CE - (Q10) - local meeting/hearsay	5
Consultation and engagement	CE - (Q10) - email/letter from MP	7	Consultation and engagement	CE - (Q10) - local newsletter	3
Consultation and engagement	CE - (Q10) - email (general/other)	17	Consultation and engagement	CE - (Q10) - local newspaper	4
Consultation and engagement	CE - (Q10) - email/newsletter from work	4	Consultation and engagement	CE - (Q10) - local notice board	1
Consultation and engagement	CE - (Q10) - Essex	3	Consultation and engagement	CE - (Q10) - news website	1

Consultation and engagement	CE - (Q10) - other local organisation	14
Consultation and engagement	CE - (Q10) - other/none	11
Consultation and engagement	CE - (Q10) - Parish Council	13
Consultation and engagement	CE - (Q10) - radio/local radio	7
Consultation and engagement	CE - (Q10) - social media	5
Consultation and engagement	CE - (Q10) - web search/browsing	11
Consultation and engagement	CE - (Q11) - negative - information distribution	14
Consultation and engagement	CE - (Q11) - positive - mail shot/lettering	2
Consultation and engagement	CE - Communication (general) - feedback	5
Consultation and engagement	CE - Consultation - challenge	5
Consultation and engagement	CE - Consultation - challenge influence	2
Consultation and engagement	CE - Consultation - coordinate with A120/other proposals	6
Consultation and engagement	CE - Consultation - document criticism	22
Consultation and engagement	CE - Current issues - public awareness	1
Consultation and engagement	CE - Events - criticism	10

Consultation and engagement	CE - Events - feedback	3
Consultation and engagement	CE - More correspondence requested	1
Consultation and engagement	CE - More info/detail needed	4
Consultation and engagement	CE - More research needed	10
Consultation and engagement	CE - Other - correspondence with respondent	1
Consultation and engagement	CE - Positive feedback	2
Consultation and engagement	CE - Positive feedback - dialogue by design	1
Consultation and engagement	CE - Post - criticism	1
Consultation and engagement	CE - Process - additional time	1
Consultation and engagement	CE - Process - comments on public event	14
Consultation and engagement	CE - Process - comments on web/response form	11
Consultation and engagement	CE - Process - request	23
Consultation and engagement	CE - Questionnaire - criticism	3
Consultation and engagement	CE - Questionnaire - feedback	1
Consultation and engagement	CE - Refer to document	3

Consultation and engagement	CE - Telephone - criticism	1	Consultation and engagement	CE (Suggestions) - events	20
Consultation and engagement	CE - Timescale - criticism	1	Consultation and engagement	CE (Suggestions) - face to face	1
Consultation and engagement	CE (Suggestions) - all	1	Consultation and engagement	CE (Suggestions) - feedback	3
Consultation and engagement	CE (Suggestions) - brochure design	1	Consultation and engagement	CE (Suggestions) - further engagement with stakeholders	13
Consultation and engagement	CE (Suggestions) - consistent contact	1	Consultation and engagement	CE (Suggestions) - future engagement request/suggestion (other)	2
Consultation and engagement	CE (Suggestions) - council	14	Consultation and engagement	CE (Suggestions) - liaison group	1
Consultation and engagement	CE (Suggestions) - door to door	2	Consultation and engagement	CE (Suggestions) - materials (documents/maps)	8
Consultation and engagement	CE (Suggestions) - email	76	Consultation and engagement	CE (Suggestions) - materials (questionnaire)	4
Consultation and engagement	CE (Suggestions) - engagement with affected landowners/residents	37	Consultation and engagement	CE (Suggestions) - more/other information/detail needed	15
Consultation and engagement	CE (Suggestions) - engagement with consultees	1	Consultation and engagement	CE (Suggestions) - online	4
Consultation and engagement	CE (Suggestions) - engagement with developers	2	Consultation and engagement	CE (Suggestions) - online - social media	14
Consultation and engagement	CE (Suggestions) - engagement with farmers	1	Consultation and engagement	CE (Suggestions) - online - social media - Facebook	11
Consultation and engagement	CE (Suggestions) - engagement with wider area	4	Consultation and engagement	CE (Suggestions) - online - social media - Twitter	2
Consultation and engagement	CE (Suggestions) - ensure consensus	1	Consultation and engagement	CE (Suggestions) - online - website	6

Consultation and engagement	CE (Suggestions) - online - website - improvements to current website	6
Consultation and engagement	CE (Suggestions) - post	2
Consultation and engagement	CE (Suggestions) - post - leaflet	3
Consultation and engagement	CE (Suggestions) - post - letter	33
Consultation and engagement	CE (Suggestions) - post - letter - to wider area	3
Consultation and engagement	CE (Suggestions) - posters/billboards	6
Consultation and engagement	CE (Suggestions) - publicity - local press	28
Consultation and engagement	CE (Suggestions) - publicity - more/better	11
Consultation and engagement	CE (Suggestions) - telephone	7
Consultation and engagement	CE (Suggestions) - texts	1
Consultation and engagement	CE (Suggestions) - Timescale - engage earlier	9
Consultation and engagement	CE (Suggestions) - Timescale - extend	10
Consultation and engagement	CE (Suggestions) - video presentation	1
J19 Improvements	J19 - Suggestions - Increased access	1
J19 Improvements	J19 - (Needed) - long term/future proof	3

J19 Improvements	J19 - (Needed) capacity	3
J19 Improvements	J19 - (Needed) due to bypass	2
J19 Improvements	J19 - (Needed) due to widening	5
J19 Improvements	J19 - (Needed) for non-motorised traffic only	1
J19 Improvements	J19 - (Needed) general/no comment	83
J19 Improvements	J19 - (Needed) major junction	2
J19 Improvements	J19 - (Needed) safety	6
J19 Improvements	J19 - (Needed) to improve traffic flow	18
J19 Improvements	J19 - (Not answered) not familiar with junction	7
J19 Improvements	J19 - (Not answered/No comment)	17 7
J19 Improvements	J19 - Considerations - A130/A131	20
J19 Improvements	J19 - Considerations - Beaulieu Park	7
J19 Improvements	J19 - Considerations - Boreham industrial park	1
J19 Improvements	J19 - Considerations - bypass	3
J19 Improvements	J19 - Considerations - Chelmsford Bypass	8
J19 Improvements	J19 - Considerations - cyclists/cycling provision	7

J19 Improvements	J19 - Considerations - heritage/landscape	1
J19 Improvements	J19 - Considerations - housing development	26
J19 Improvements	J19 - Considerations - Lower Thames crossing	1
J19 Improvements	J19 - Considerations - pedestrians	4
J19 Improvements	J19 - Considerations - railway station	23
J19 Improvements	J19 - Current issues - A12 too narrow here	8
J19 Improvements	J19 - Current issues - capacity	12
J19 Improvements	J19 - Current issues - clearer signage	1
J19 Improvements	J19 - Current issues - confusing	19
J19 Improvements	J19 - Current issues - driver behaviour	6
J19 Improvements	J19 - Current issues - HGVs	1
J19 Improvements	J19 - Current issues - merging of lanes	13
J19 Improvements	J19 - Current issues - non vehicle road users	2
J19 Improvements	J19 - Current issues - other	4
J19 Improvements	J19 - Current issues - poor design/layout	5
J19 Improvements	J19 - Current issues - poor quality road surface	3

J19 Improvements	J19 - Current issues - poor visibility	3
J19 Improvements	J19 - Current issues - roundabouts	30
J19 Improvements	J19 - Current issues - safety general	52
J19 Improvements	J19 - Current issues - service station	1
J19 Improvements	J19 - Current issues - slip road(s) inadequate (general)	4
J19 Improvements	J19 - Current issues - slip roads too short	28
J19 Improvements	J19 - Current issues - slip roads unsafe	12
J19 Improvements	J19 - Current issues - traffic lights	8
J19 Improvements	J19 - Current issues - traffic/congestion	21
J19 Improvements	J19 - No improvements needed - acknowledge issues	1
J19 Improvements	J19 - No improvements needed - driver issues	20
J19 Improvements	J19 - No improvements needed - general/no issues	5
J19 Improvements	J19 - No improvements needed - if bypass installed	99
J19 Improvements	J19 - No improvements needed - NA/no experience	1
J19 Improvements	J19 - No improvements needed - NA/no experience	25

J19 Improvements	J19 - No improvements needed - not that busy	4
J19 Improvements	J19 - No improvements needed - recent improvements	9
J19 Improvements	J19 - No improvements needed - unless bypass installed	2
J19 Improvements	J19 - Positive comments on junction	3
J19 Improvements	J19 - Refer to local roads	1
J19 Improvements	J19 - Refer to other junctions	5
J19 Improvements	J19 - Suggestions - access for non-motorised traffic and pedestrians	1
J19 Improvements	J19 - Suggestions - better/more roundabouts/bypass	6
J19 Improvements	J19 - Suggestions - clearer signage	4
J19 Improvements	J19 - Suggestions - flyover	3
J19 Improvements	J19 - Suggestions - improve layout/clarity	22
J19 Improvements	J19 - Suggestions - improve road markings	2
J19 Improvements	J19 - Suggestions - improve slip roads (other)	21
J19 Improvements	J19 - Suggestions - improved visibility on slip roads	4
J19 Improvements	J19 - Suggestions - lanes	10

J19 Improvements	J19 - Suggestions - less roundabouts	4
J19 Improvements	J19 - Suggestions - link to A130	3
J19 Improvements	J19 - Suggestions - longer slip roads	18
J19 Improvements	J19 - Suggestions - move service area	1
J19 Improvements	J19 - Suggestions - move slip roads	1
J19 Improvements	J19 - Suggestions - new road	2
J19 Improvements	J19 - Suggestions - new slip road/exit	6
J19 Improvements	J19 - Suggestions - other	5
J19 Improvements	J19 - Suggestions - public transport	1
J19 Improvements	J19 - Suggestions - remove/bypass roundabouts	5
J19 Improvements	J19 - Suggestions - speed limits/restrictions	2
J19 Improvements	J19 - Suggestions - traffic lights	7
J19 Improvements	J19 - Suggestions - underpass	1
J19 Improvements	J19 - Suggestions - widen	25
J20a and 20b	J20 - (Needed) general/no comment	3
J20a and 20b	J20 - (Not answered/no opinion)	80

J20a and 20b	J20 - Concern - traffic through towns and villages	1
J20a and 20b	J20 - Considerations - A12 widening	1
J20a and 20b	J20 - Considerations - Hatfield Peverel	7
J20a and 20b	J20 - Considerations - housing developments/population growth	17
J20a and 20b	J20 - Considerations - impact on countryside	1
J20a and 20b	J20 - Considerations - impact on heritage	1
J20a and 20b	J20 - Considerations - J21	1
J20a and 20b	J20 - Considerations - local access	6
J20a and 20b	J20 - Considerations - location of new junction	1
J20a and 20b	J20 - Considerations - property	4
J20a and 20b	J20 - Considerations - road closures	1
J20a and 20b	J20 - Considerations - safety	5
J20a and 20b	J20 - Current issues - 20b other	9
J20a and 20b	J20 - Current issues - driver behaviour	23
J20a and 20b	J20 - Current issues - HGVs	9

J20a and 20b	J20 - Current issues - J20a	1
J20a and 20b	J20 - Current issues - merging of lanes	12
J20a and 20b	J20 - Current issues - no local road Hatfield Peverel to Witham	2
J20a and 20b	J20 - Current issues - non-motorised transport provision	1
J20a and 20b	J20 - Current issues - poor design/layout	11
J20a and 20b	J20 - Current issues - private access	1
J20a and 20b	J20 - Current issues - proximity to 30mph speed zone	4
J20a and 20b	J20 - Current issues - safety (20b)	33
J20a and 20b	J20 - Current issues - safety/accidents at junctions	44
J20a and 20b	J20 - Current issues - signage inadequate	1
J20a and 20b	J20 - Current issues - slip road (20b)	43
J20a and 20b	J20 - Current issues - slip roads at junctions	58
J20a and 20b	J20 - Current issues - too close to J21	5
J20a and 20b	J20 - Current issues - traffic through towns/villages	36

J20a and 20b	J20 - Current issues - traffic/congestion	26
J20a and 20b	J20 - Current issues - traffic/congestion at junction	1
J20a and 20b	J20 - Current issues - visibility (J20b)	21
J20a and 20b	J20 - Current issues - visibility (other)	8
J20a and 20b	J20 - Current issues - visibility (unspecified)	2
J20a and 20b	J20 - neither - (no comment)	36
J20a and 20b	J20 - neither - improvements needed	1
J20a and 20b	J20 - neither - more info/detail needed	10
J20a and 20b	J20 - neither - no issues currently	16
J20a and 20b	J20 - neither - recent improvements	3
J20a and 20b	J20 - Positive comments on junction	13
J20a and 20b	J20 - Refer to other junctions	10
J20a and 20b	J20 - Refer to other question response	8
J20a and 20b	J20 - Refer to previous improvements	10
J20a and 20b	J20 - replace - 2 junctions unnecessary	9

J20a and 20b	J20 - replace - better slip roads necessary	20
J20a and 20b	J20 - replace - both junctions inadequate	24
J20a and 20b	J20 - replace - close 20b	2
J20a and 20b	J20 - replace - cost-effective	1
J20a and 20b	J20 - replace - environmental benefits	1
J20a and 20b	J20 - replace - future proof	1
J20a and 20b	J20 - replace - improve (general)	16
J20a and 20b	J20 - replace - improve clarity/layout	16
J20a and 20b	J20 - replace - junctions too close	23
J20a and 20b	J20 - replace - less disruption (to existing road/traffic)	6
J20a and 20b	J20 - replace - less disruption (to nearby properties)	4
J20a and 20b	J20 - replace - less traffic through towns/villages	38
J20a and 20b	J20 - replace - local access	12
J20a and 20b	J20 - replace - more space	4
J20a and 20b	J20 - replace - new junction (general)	3
J20a and 20b	J20 - replace - other reasons	1

J20a and 20b	J20 - replace - prefer single junction	21
J20a and 20b	J20 - replace - remove private access to A12	2
J20a and 20b	J20 - replace - support (general)	1
J20a and 20b	J20 - replace - will improve noise pollution	1
J20a and 20b	J20 - replace - will improve numbering	2
J20a and 20b	J20 - replace - will improve safety	95
J20a and 20b	J20 - replace - will improve traffic flow/address congestion	43
J20a and 20b	J20 - replace - will reduce traffic through village	1
J20a and 20b	J20 - Replace option increases traffic through towns and villages	6
J20a and 20b	J20 - retain and improve - (no comment)	15 8
J20a and 20b	J20 - retain and improve - allows resilience	2
J20a and 20b	J20 - retain and improve - easiest/least work	3
J20a and 20b	J20 - retain and improve - focus on J20b	38
J20a and 20b	J20 - retain and improve - future proof	2
J20a and 20b	J20 - retain and improve - improve clarity	2

J20a and 20b	J20 - retain and improve - least disruptive	6
J20a and 20b	J20 - retain and improve - least impact on towns/villages	10
J20a and 20b	J20 - retain and improve - least land take	3
J20a and 20b	J20 - retain and improve - less traffic through towns/villages	3
J20a and 20b	J20 - retain and improve - local access	12
J20a and 20b	J20 - retain and improve - merging junctions unnecessary/ineffective	20
J20a and 20b	J20 - retain and improve - more cost effective	7
J20a and 20b	J20 - retain and improve - new junction unfeasible	1
J20a and 20b	J20 - retain and improve - prefer 2 junctions	5
J20a and 20b	J20 - retain and improve - recently upgraded	2
J20a and 20b	J20 - retain and improve - suggestion - widen	4
J20a and 20b	J20 - retain and improve - suggestions - improve slip roads	11
J20a and 20b	J20 - retain and improve - suggestions - longer slip roads	16
J20a and 20b	J20 - retain and improve - suggestions - other	1

J20a and 20b	J20 - retain and improve - will improve safety	16
J20a and 20b	J20 - retain and improve - will improve traffic flow	18
J20a and 20b	J20 - Suggestions - additional lane	12
J20a and 20b	J20 - Suggestions - bypass	15
J20a and 20b	J20 - Suggestions - bypass Hatfield Peverel	5
J20a and 20b	J20 - Suggestions - combine 20a, 20b and 21	3
J20a and 20b	J20 - Suggestions - combine J20a, J20b & J21	4
J20a and 20b	J20 - Suggestions - improve J21	1
J20a and 20b	J20 - Suggestions - improve layout	3
J20a and 20b	J20 - Suggestions - improve road condition	1
J20a and 20b	J20 - Suggestions - improve safety (general)	1
J20a and 20b	J20 - Suggestions - improve signage	1
J20a and 20b	J20 - Suggestions - improve slip roads	5
J20a and 20b	J20 - Suggestions - J20a improvements	8
J20a and 20b	J20 - Suggestions - join J20b and J21 slip roads	8
J20a and 20b	J20 - Suggestions - less traffic through	4

	towns/villages	
J20a and 20b	J20 - Suggestions - local access	17
J20a and 20b	J20 - Suggestions - local road	2
J20a and 20b	J20 - Suggestions - local road to J21	8
J20a and 20b	J20 - Suggestions - location of new junction	10
J20a and 20b	J20 - Suggestions - longer slip roads	9
J20a and 20b	J20 - Suggestions - merge 20b and 21	21
J20a and 20b	J20 - Suggestions - more info/detail needed	1
J20a and 20b	J20 - Suggestions - move slip roads	1
J20a and 20b	J20 - Suggestions - multi-directional access	18
J20a and 20b	J20 - Suggestions - new junction	10
J20a and 20b	J20 - Suggestions - new local road Hatfield Peverel to Witham	8
J20a and 20b	J20 - Suggestions - other	9
J20a and 20b	J20 - Suggestions - remove both junctions	10
J20a and 20b	J20 - Suggestions - remove J20a	2
J20a and 20b	J20 - Suggestions - remove J20b	6

J20a and 20b	J20 - Suggestions - widen	10
J20a and 20b	J20 - Unsure - no experience	27
J21 Improvements	J21 - (Needed) due to widening	10
J21 Improvements	J21 - (Needed) general/no comment	29 7
J21 Improvements	J21 - (Needed) major junction	2
J21 Improvements	J21 - (Needed) refer to other question response	2
J21 Improvements	J21 - (Needed) safety	3
J21 Improvements	J21 - (Needed) to improve traffic flow	13
J21 Improvements	J21 - (Not answered/No comment)	17
J21 Improvements	J21 - Considerations - commercial development	1
J21 Improvements	J21 - Considerations - housing development	7
J21 Improvements	J21 - Considerations - J20a and 20b options	9
J21 Improvements	J21 - Considerations (other)	1
J21 Improvements	J21 - Current issues - access roads	5
J21 Improvements	J21 - Current issues - capacity	2
J21 Improvements	J21 - Current issues - confusing	6

J21 Improvements	J21 - Current issues - development/increasing population in area	11
J21 Improvements	J21 - Current issues - driver behaviour	7
J21 Improvements	J21 - Current issues - HGVs	12
J21 Improvements	J21 - Current issues - lack of multi-directional access	13
J21 Improvements	J21 - Current issues - lanes	1
J21 Improvements	J21 - Current issues - lighting	2
J21 Improvements	J21 - Current issues - no local road Hatfield Peverel to Witham	1
J21 Improvements	J21 - Current issues - pedestrians/cyclists	1
J21 Improvements	J21 - Current issues - poor design/layout	7
J21 Improvements	J21 - Current issues - poor quality road surface	1
J21 Improvements	J21 - Current issues - poor visibility	6
J21 Improvements	J21 - Current issues - safety/accidents at junction	37
J21 Improvements	J21 - Current issues - slip road(s) inadequate (general)	27
J21 Improvements	J21 - Current issues - slip road(s) too short	59
J21 Improvements	J21 - Current issues - slip road(s) unsafe	20

J21 Improvements	J21 - Current issues - tight turn	11
J21 Improvements	J21 - Current issues - too close to J20b	22
J21 Improvements	J21 - Current issues - too narrow	17
J21 Improvements	J21 - Current issues - traffic through towns/villages	24
J21 Improvements	J21 - Current issues - traffic/congestion at junction	33
J21 Improvements	J21 - No improvements needed - acknowledge issues	7
J21 Improvements	J21 - No improvements needed - general/no issues	76
J21 Improvements	J21 - No improvements needed - junction currently works well	10
J21 Improvements	J21 - No improvements needed - more information needed	1
J21 Improvements	J21 - No improvements needed - NA/no experience	2
J21 Improvements	J21 - No improvements needed - not that busy	5
J21 Improvements	J21 - No improvements needed - recent improvements	14
J21 Improvements	J21 - No improvements needed - widening will	5

	address	
J21 Improvements	J21 - Positive comments on junction	22
J21 Improvements	J21 - Refer to other junctions	3
J21 Improvements	J21 - Refer to other question response	43
J21 Improvements	J21 - Refer to previous improvements	3
J21 Improvements	J21 - Suggestions - add roundabout	1
J21 Improvements	J21 - Suggestions - add slip road	17
J21 Improvements	J21 - Suggestions - bypass	4
J21 Improvements	J21 - Suggestions - clearer signage	5
J21 Improvements	J21 - Suggestions - combine 20a, 20b and 21	7
J21 Improvements	J21 - Suggestions - crossing for pedestrians/cyclists	2
J21 Improvements	J21 - Suggestions - HGV parking	1
J21 Improvements	J21 - Suggestions - improve layout/clarity	2
J21 Improvements	J21 - Suggestions - improve lighting	1
J21 Improvements	J21 - Suggestions - improve safety (general)	4
J21 Improvements	J21 - Suggestions - improve slip roads (other)	12

J21 Improvements	J21 - Suggestions - improved visibility on slip roads	2
J21 Improvements	J21 - Suggestions - J20b/J21 connecting lane	12
J21 Improvements	J21 - Suggestions - lanes	6
J21 Improvements	J21 - Suggestions - link to the B1019	9
J21 Improvements	J21 - Suggestions - local road(s)	18
J21 Improvements	J21 - Suggestions - longer slip roads	48
J21 Improvements	J21 - Suggestions - long-term/future proof	2
J21 Improvements	J21 - Suggestions - merge with 20b	24
J21 Improvements	J21 - Suggestions - multi-directional access	30
J21 Improvements	J21 - Suggestions - new junction	9
J21 Improvements	J21 - Suggestions - remove access road(s)	2
J21 Improvements	J21 - Suggestions - remove slip road	2
J21 Improvements	J21 - Suggestions - roundabout	2
J21 Improvements	J21 - Suggestions - separate local and through traffic	3
J21 Improvements	J21 - Suggestions - service area	1

J21 Improvements	J21 - Suggestions - widen	11
J21 Improvements	J21 - Suggestions (other)	11
J21 Improvements	J21 - Unsure - not familiar with junction	20
J22 Improvements	J22 - (Needed) due to widening	4
J22 Improvements	J22 - (Needed) general/no comment	27
J22 Improvements	J22 - (Needed) if Option 2 not chosen	4
J22 Improvements	J22 - (Needed) refer to other question response	16
J22 Improvements	J22 - (Needed) safety	1
J22 Improvements	J22 - (Needed) to improve traffic flow	7
J22 Improvements	J22 - (Not answered) not familiar with junction	5
J22 Improvements	J22 - (Not answered/No comment)	14 7
J22 Improvements	J22 - Considerations - A120 link	4
J22 Improvements	J22 - Considerations - commercial development	3
J22 Improvements	J22 - Considerations - housing development	2
J22 Improvements	J22 - Considerations - Rivenhall	4
J22 Improvements	J22 - Considerations (other)	6
J22 Improvements	J22 - Current issues -	2

	access roads	
J22 Improvements	J22 - Current issues - confusing	10
J22 Improvements	J22 - Current issues - driver behaviour	2
J22 Improvements	J22 - Current issues - HGVs	24
J22 Improvements	J22 - Current issues - industrial estate	7
J22 Improvements	J22 - Current issues - joining A12	6
J22 Improvements	J22 - Current issues - layout	11
J22 Improvements	J22 - Current issues - no slip roads	2
J22 Improvements	J22 - Current issues - poor quality road surface	3
J22 Improvements	J22 - Current issues - poor visibility	51
J22 Improvements	J22 - Current issues - safety/accidents at junction	75
J22 Improvements	J22 - Current issues - slip roads inadequate	29
J22 Improvements	J22 - Current issues - slip roads too short	15 7
J22 Improvements	J22 - Current issues - slip roads unsafe	66
J22 Improvements	J22 - Current issues - tight bend	89
J22 Improvements	J22 - Current issues - too close to J23	2

J22 Improvements	J22 - Current issues - too close to Rivenhall turn-off	4
J22 Improvements	J22 - Current issues - too narrow	13
J22 Improvements	J22 - Current issues - traffic lights	14
J22 Improvements	J22 - Current issues - traffic/congestion at junction	81
J22 Improvements	J22 - New junction needed if Option 2/3 chosen	3
J22 Improvements	J22 - No improvements needed - acknowledge issues	5
J22 Improvements	J22 - No improvements needed - driver issues	1
J22 Improvements	J22 - No improvements needed - general/no issues	12 4
J22 Improvements	J22 - No improvements needed - if bypass installed	15
J22 Improvements	J22 - No improvements needed - if J21 improved	1
J22 Improvements	J22 - No improvements needed - if Option 2/3 chosen	13
J22 Improvements	J22 - No improvements needed - if widened	3
J22 Improvements	J22 - No improvements needed - issues elsewhere	1
J22 Improvements	J22 - No improvements needed - junction	3

	currently works well	
J22 Improvements	J22 - No improvements needed - NA/no experience	1
J22 Improvements	J22 - No improvements needed - not that busy	2
J22 Improvements	J22 - No improvements needed - recent improvements	2
J22 Improvements	J22 - No improvements needed - unless bypass installed	1
J22 Improvements	J22 - No improvements needed - unless Option 2 chosen	1
J22 Improvements	J22 - No improvements needed - would encourage traffic thru towns/villages	1
J22 Improvements	J22 - Positive comments on junction	4
J22 Improvements	J22 - Refer to other junctions	5
J22 Improvements	J22 - Refer to other question response	16
J22 Improvements	J22 - Suggestions - access for non-motorised traffic and pedestrians	3
J22 Improvements	J22 - Suggestions - add junction	7
J22 Improvements	J22 - Suggestions - add road	2
J22 Improvements	J22 - Suggestions - add	3

	roundabout	
J22 Improvements	J22 - Suggestions - bypass	12
J22 Improvements	J22 - Suggestions - clearer signage	2
J22 Improvements	J22 - Suggestions - close junction	7
J22 Improvements	J22 - Suggestions - close Rivenhall junction	2
J22 Improvements	J22 - Suggestions - combine with Option 2	5
J22 Improvements	J22 - Suggestions - cycle route	1
J22 Improvements	J22 - Suggestions - improve layout/clarity	10
J22 Improvements	J22 - Suggestions - improve regulations	1
J22 Improvements	J22 - Suggestions - improve road conditions	1
J22 Improvements	J22 - Suggestions - improve safety (general)	6
J22 Improvements	J22 - Suggestions - improve slip roads (other)	18
J22 Improvements	J22 - Suggestions - improve traffic flow	2
J22 Improvements	J22 - Suggestions - improve traffic flow for local residents	3
J22 Improvements	J22 - Suggestions - improved visibility on slip roads	9
J22 Improvements	J22 - Suggestions -	2

	increase capacity	
J22 Improvements	J22 - Suggestions - keep Rivenhall turn off	1
J22 Improvements	J22 - Suggestions - lanes	1
J22 Improvements	J22 - Suggestions - link road	1
J22 Improvements	J22 - Suggestions - link to A120	2
J22 Improvements	J22 - Suggestions - longer slip roads	61
J22 Improvements	J22 - Suggestions - long-term/future proof	1
J22 Improvements	J22 - Suggestions - multi-directional access	10
J22 Improvements	J22 - Suggestions - new junction needed	14
J22 Improvements	J22 - Suggestions - Option 2	7
J22 Improvements	J22 - Suggestions - Option 2 or 3	1
J22 Improvements	J22 - Suggestions - Option 3	1
J22 Improvements	J22 - Suggestions - re-route	4
J22 Improvements	J22 - Suggestions - safer slip roads	5
J22 Improvements	J22 - Suggestions - service stations	1
J22 Improvements	J22 - Suggestions - straighten slip road	3
J22 Improvements	J22 - Suggestions – widen	16

J22 Improvements	J22 - Unsure - not familiar with junction	17
J23 Improvements	J23 - (Needed) due to widening	4
J23 Improvements	J23 - (Needed) general/no comment	67
J23 Improvements	J23 - (Needed) if Option 2 chosen	3
J23 Improvements	J23 - (Needed) to improve access	3
J23 Improvements	J23 - (Needed) to improve traffic flow	6
J23 Improvements	J23 - (Not answered/No comment)	79
J23 Improvements	J23 - Considerations - A120 improvements	43
J23 Improvements	J23 - Considerations - bypass plans	12
J23 Improvements	J23 - Considerations - congestion	1
J23 Improvements	J23 - Considerations - emergency services	5
J23 Improvements	J23 - Considerations - environment	1
J23 Improvements	J23 - Considerations - housing development	11
J23 Improvements	J23 - Considerations - Kelvedon bypass	3
J23 Improvements	J23 - Considerations - Rivenhall junction	23
J23 Improvements	J23 - Current issues -	10

	access roads	
J23 Improvements	J23 - Current issues - capacity	2
J23 Improvements	J23 - Current issues - development/increasing population in area	6
J23 Improvements	J23 - Current issues - HGVs	9
J23 Improvements	J23 - Current issues - high speed traffic	3
J23 Improvements	J23 - Current issues - lack of multi-directional access	22
J23 Improvements	J23 - Current issues - local roads	5
J23 Improvements	J23 - Current issues - non vehicle road users	1
J23 Improvements	J23 - Current issues - poor visibility	8
J23 Improvements	J23 - Current issues - proximity to 30mph speed zone	2
J23 Improvements	J23 - Current issues - safety/accidents at junction	21
J23 Improvements	J23 - Current issues - slip road(s) inadequate	7
J23 Improvements	J23 - Current issues - slip roads too short	36
J23 Improvements	J23 - Current issues - slip roads unsafe	23
J23 Improvements	J23 - Current issues - tight turn	14

J23 Improvements	J23 - Current issues - Tiptree traffic	7
J23 Improvements	J23 - Current issues - too narrow	1
J23 Improvements	J23 - Current issues - traffic through towns/villages	64
J23 Improvements	J23 - Current issues - traffic/congestion at junction	29
J23 Improvements	J23 - No improvements needed - acknowledge issues	9
J23 Improvements	J23 - No improvements needed - general/no issues	26 7
J23 Improvements	J23 - No improvements needed - if bypass installed	26
J23 Improvements	J23 - No improvements needed - junction currently works well	18
J23 Improvements	J23 - No improvements needed - not that busy	5
J23 Improvements	J23 - No improvements needed - once widened	2
J23 Improvements	J23 - No improvements needed - recent improvements	3
J23 Improvements	J23 - Positive comments on junction	16
J23 Improvements	J23 - Refer to other junctions	13

J23 Improvements	J23 - Refer to other question response	46
J23 Improvements	J23 - Suggestions - access for non-motorised traffic and pedestrians	2
J23 Improvements	J23 - Suggestions - bypass	5
J23 Improvements	J23 - Suggestions - clearer signage	4
J23 Improvements	J23 - Suggestions - close junction	3
J23 Improvements	J23 - Suggestions - connecting roads	2
J23 Improvements	J23 - Suggestions - improve (general)	1
J23 Improvements	J23 - Suggestions - improve layout/clarity	7
J23 Improvements	J23 - Suggestions - improve lighting	1
J23 Improvements	J23 - Suggestions - improve road conditions	1
J23 Improvements	J23 - Suggestions - improve safety (general)	10
J23 Improvements	J23 - Suggestions - improve slip roads (other)	2
J23 Improvements	J23 - Suggestions - improved visibility on slip roads	2
J23 Improvements	J23 - Suggestions - lanes	6
J23 Improvements	J23 - Suggestions - longer slip roads	20
J23 Improvements	J23 - Suggestions - merge	1

	with J22	
J23 Improvements	J23 - Suggestions - multi-directional access	93
J23 Improvements	J23 - Suggestions - new junction	9
J23 Improvements	J23 - Suggestions - regulations	1
J23 Improvements	J23 - Suggestions - remove junction	6
J23 Improvements	J23 - Suggestions - remove private access	1
J23 Improvements	J23 - Suggestions - slip roads (other)	4
J23 Improvements	J23 - Suggestions - Tiptree connecting road	11
J23 Improvements	J23 - Suggestions - widen	8
J23 Improvements	J23 - Unsure - not familiar with junction	39
J24 Improvements	J24 - (Needed) general/no comment	87
J24 Improvements	J24 - (Needed) to improve traffic flow	16
J24 Improvements	J24 - (Needed) to improve traffic flow - Marks Tey	1
J24 Improvements	J24 - (Needed) to separate local and through traffic	1
J24 Improvements	J24 - (Not answered/No comment)	86
J24 Improvements	J24 - Considerations - A120 improvements	16
J24 Improvements	J24 - Considerations -	22

	housing development	
J24 Improvements	J24 - Considerations - route alignment	2
J24 Improvements	J24 - Considerations - widening options	3
J24 Improvements	J24 - Current issues - development/increasing population in area	6
J24 Improvements	J24 - Current issues - environmental impact	3
J24 Improvements	J24 - Current issues - HGVs	12
J24 Improvements	J24 - Current issues - high speed traffic	2
J24 Improvements	J24 - Current issues - impact on health	1
J24 Improvements	J24 - Current issues - lack of multi-directional access	4
J24 Improvements	J24 - Current issues - merging	2
J24 Improvements	J24 - Current issues - inbound slip on a bend	18
J24 Improvements	J24 - Current issues - poor quality road surface	6
J24 Improvements	J24 - Current issues - poor visibility	33
J24 Improvements	J24 - Current issues - Prested Hall access	19
J24 Improvements	J24 - Current issues - safety/accidents at junction	16
J24 Improvements	J24 - Current issues - slip	29

	road unsafe	
J24 Improvements	J24 - Current issues - slip road(s) inadequate	26
J24 Improvements	J24 - Current issues - slip roads too short	66
J24 Improvements	J24 - Current issues - tight turn	6
J24 Improvements	J24 - Current issues - too narrow	3
J24 Improvements	J24 - Current issues - traffic through towns/villages	79
J24 Improvements	J24 - Current issues - traffic/congestion at junction	10
J24 Improvements	J24 - Feering	2
J24 Improvements	J24 - More information/detail needed	2
J24 Improvements	J24 - No improvements needed - acknowledge issues	3
J24 Improvements	J24 - No improvements needed - general/no issues	20 8
J24 Improvements	J24 - No improvements needed - if bypass installed	24
J24 Improvements	J24 - No improvements needed - NA/no experience	6
J24 Improvements	J24 - No improvements needed - not that busy	3

J24 Improvements	J24 - No improvements needed - widening sufficient	2
J24 Improvements	J24 - Positive comments on junction	4
J24 Improvements	J24 - Refer to other junctions	1
J24 Improvements	J24 - Reference to previous answer	42
J24 Improvements	J24 - retain and improve - more cost effective	1
J24 Improvements	J24 - Suggestions - access for non-motorised traffic and pedestrians	3
J24 Improvements	J24 - Suggestions - additional interchange	2
J24 Improvements	J24 - Suggestions - additional slip road/access	35
J24 Improvements	J24 - Suggestions - bypass	22
J24 Improvements	J24 - Suggestions - clearer signage	2
J24 Improvements	J24 - Suggestions - improve road conditions	1
J24 Improvements	J24 - Suggestions - improve slip roads (other)	12
J24 Improvements	J24 - Suggestions - lanes	1
J24 Improvements	J24 - Suggestions - link road	28
J24 Improvements	J24 - Suggestions - longer slip roads	26
J24 Improvements	J24 - Suggestions - move	2

	junction	
J24 Improvements	J24 - Suggestions - move sliproad	1
J24 Improvements	J24 - Suggestions - multi-directional access	11 3
J24 Improvements	J24 - Suggestions - new junction for Tiptree	29
J24 Improvements	J24 - Suggestions - new link road/access to A12	2
J24 Improvements	J24 - Suggestions - remove junction	2
J24 Improvements	J24 - Unsure - not familiar with junction	49
J25 Improvements	J25 - (Needed) development in area	9
J25 Improvements	J25 - (Needed) due to widening	8
J25 Improvements	J25 - (Needed) general/no comment	74
J25 Improvements	J25 - (Needed) if Option 2 chosen	4
J25 Improvements	J25 - (Needed) inadequate for traffic flow	6
J25 Improvements	J25 - (Needed) long term/future proof	1
J25 Improvements	J25 - (Needed) major junction	5
J25 Improvements	J25 - (Needed) slip roads too short	1
J25 Improvements	J25 - (Needed) to improve safety	2

J25 Improvements	J25 - (Needed) to improve traffic flow	14
J25 Improvements	J25 - (Not answered/No comment)	95
J25 Improvements	J25 - Concerns - SSSI	1
J25 Improvements	J25 - Considerations - A120 improvements	85
J25 Improvements	J25 - Considerations - cyclists/cycling provision	1
J25 Improvements	J25 - Considerations - existing housing/compulsory purchase	3
J25 Improvements	J25 - Considerations - housing development	16
J25 Improvements	J25 - Considerations - train station	4
J25 Improvements	J25 - Considerations - widening option chosen	3
J25 Improvements	J25 - Current issues - A120 traffic	12
J25 Improvements	J25 - Current issues - access roads	6
J25 Improvements	J25 - Current issues - capacity	1
J25 Improvements	J25 - Current issues - confusing	6
J25 Improvements	J25 - Current issues - development/increasing population in area	5
J25 Improvements	J25 - Current issues - driver behaviour	2

J25 Improvements	J25 - Current issues - HGV issues	3
J25 Improvements	J25 - Current issues - impacted residents	3
J25 Improvements	J25 - Current issues - impacts on Marks Tey	1
J25 Improvements	J25 - Current issues - intersection with A120	24
J25 Improvements	J25 - Current issues - London Road	1
J25 Improvements	J25 - Current issues - loss of third lane	3
J25 Improvements	J25 - Current issues - poor layout/design	12
J25 Improvements	J25 - Current issues - poor road condition	3
J25 Improvements	J25 - Current issues - poor visibility	8
J25 Improvements	J25 - Current issues - proximity to train station	1
J25 Improvements	J25 - Current issues - roundabouts	42
J25 Improvements	J25 - Current issues - safety	9
J25 Improvements	J25 - Current issues - safety/accidents at junction	15
J25 Improvements	J25 - Current issues - slip road(s) inadequate	24
J25 Improvements	J25 - Current issues - slip roads too short	29

J25 Improvements	J25 - Current issues - too narrow	1
J25 Improvements	J25 - Current issues - traffic through towns/villages	3
J25 Improvements	J25 - Current issues - traffic/congestion at junction	80
J25 Improvements	J25 - more information/detail needed	1
J25 Improvements	J25 - No improvements needed - acknowledge issues	11
J25 Improvements	J25 - No improvements needed - general/no issues	23 8
J25 Improvements	J25 - No improvements needed - if A120 junction moved	19
J25 Improvements	J25 - No improvements needed - if Option 2 chosen	1
J25 Improvements	J25 - No improvements needed - junction currently works well	5
J25 Improvements	J25 - No improvements needed - widening will address	3
J25 Improvements	J25 - Positive comments on junction	15
J25 Improvements	J25 - Refer to other junctions	2
J25 Improvements	J25 - Reference to	23

	previous answer	
J25 Improvements	J25 - Suggestions - bus routes	1
J25 Improvements	J25 - Suggestions - bypass	1
J25 Improvements	J25 - Suggestions - bypass Marks Tey	5
J25 Improvements	J25 - Suggestions - clearer signage	5
J25 Improvements	J25 - Suggestions - combine with J24	1
J25 Improvements	J25 - Suggestions - Crossings for pedestrians/cyclists	3
J25 Improvements	J25 - Suggestions - HGV issues	1
J25 Improvements	J25 - Suggestions - improve junction	1
J25 Improvements	J25 - Suggestions - improve layout/clarity	6
J25 Improvements	J25 - Suggestions - improve over junction	3
J25 Improvements	J25 - Suggestions - improve road condition	3
J25 Improvements	J25 - Suggestions - improve roundabout	4
J25 Improvements	J25 - Suggestions - improve safety (general)	6
J25 Improvements	J25 - Suggestions - improve slip roads (other)	26
J25 Improvements	J25 - Suggestions - improve visibility	2

J25 Improvements	J25 - Suggestions - lanes	10
J25 Improvements	J25 - Suggestions - longer slip roads	20
J25 Improvements	J25 - Suggestions - move junction	6
J25 Improvements	J25 - Suggestions - multi-directional access	5
J25 Improvements	J25 - Suggestions - new A120 junction	12
J25 Improvements	J25 - Suggestions - new junction (other)	2
J25 Improvements	J25 - Suggestions - new road	3
J25 Improvements	J25 - Suggestions - realignment of A12	1
J25 Improvements	J25 - Suggestions - remove/bypass roundabouts	5
J25 Improvements	J25 - Suggestions - widen	12
J25 Improvements	J25 - Unsure - not familiar with junction	37
Junction improvements - general	Jl - Support - improvements needed (general/all junctions)	7
Junction improvements - general	Jl - Support - safety improvements	2
Junction improvements - general	Jl - Concern - Access to A12 for town/villages	3
Junction improvements - general	Jl - Concern - bridges	2

general		
Junction improvements - general	Jl - Concern - environment	2
Junction improvements - general	Jl - Concern - HGVs	10
Junction improvements - general	Jl - Concern - if Option 2 not accepted	1
Junction improvements - general	Jl - Concern - local bus routes	4
Junction improvements - general	Jl - Concern - noise	1
Junction improvements - general	Jl - Concern - Option 1	1
Junction improvements - general	Jl - Concern - poor road quality	3
Junction improvements - general	Jl - Concern - Rivenhall End slip roads	1
Junction improvements - general	Jl - Concern - safety	14
Junction improvements - general	Jl - Concern - slip roads too short	4
Junction improvements - general	Jl - Concern - slip roads unsafe	3

Junction improvements - general	Jl - Consideration - A120 route	14	Junction improvements - general	Jl - Current issues - Rivenhall End slip roads	39
Junction improvements - general	Jl - Consideration - construction	2	Junction improvements - general	Jl - Current issues - safety	3
Junction improvements - general	Jl - Consideration - housing developments/population growth	18	Junction improvements - general	Jl - Current issues - slip roads inadequate	1
Junction improvements - general	Jl - Consideration - local traffic through towns/villages	38	Junction improvements - general	Jl - Current issues - tight turn	1
Junction improvements - general	Jl - Consideration - long-term/future proof	3	Junction improvements - general	Jl - Easthorpe	2
Junction improvements - general	Jl - Consideration - no. of junctions	11	Junction improvements - general	Jl - Feering	24
Junction improvements - general	Jl - Consideration - standard of development	1	Junction improvements - general	Jl - Hatfield Peverel	6
Junction improvements - general	Jl - Current issues - driver behaviour	2	Junction improvements - general	Jl - Improvements - M25 junction	1
Junction improvements - general	Jl - Current issues - fire HQ access	1	Junction improvements - general	Jl - Improvements - needed at all junctions	2
Junction improvements - general	Jl - Current issues - HGVs	1	Junction improvements - general	Jl - Kelvedon	32
Junction improvements - general	Jl - Current issues - local traffic through towns/villages	4	Junction improvements - general	Jl - Marks Tey	1
			Junction	Jl - Mitigation - noise	1

improvements - general		
Junction improvements - general	JI - More info/detail needed	2
Junction improvements - general	JI - No improvements needed - volume of traffic	1
Junction improvements - general	JI - Rivenhall (End)	57
Junction improvements - general	JI - Silver End	2
Junction improvements - general	JI - Suggestions - add junctions	2
Junction improvements - general	JI - Suggestions - alternative access to A12	1
Junction improvements - general	JI - Suggestions - bypass	8
Junction improvements - general	JI - Suggestions - clearer signage at all junctions	4
Junction improvements - general	JI - Suggestions - crossings for pedestrians/cyclists	6
Junction improvements - general	JI - Suggestions - improve junctions	6
Junction improvements - general	JI - Suggestions - improve other junctions	2

general		
Junction improvements - general	JI - Suggestions - improve road surface	3
Junction improvements - general	JI - Suggestions - improve safety at all junctions	6
Junction improvements - general	JI - Suggestions - improve visibility	1
Junction improvements - general	JI - Suggestions - incorporate rail station	2
Junction improvements - general	JI - Suggestions - lanes	1
Junction improvements - general	JI - Suggestions - local roads	7
Junction improvements - general	JI - Suggestions - longer slip roads	7
Junction improvements - general	JI - Suggestions - move junction	1
Junction improvements - general	JI - Suggestions - multi-directional access at all junctions	7
Junction improvements - general	JI - Suggestions - new junction	37
Junction improvements - general	JI - Suggestions - new road markings	1

Junction improvements - general	Jl - Suggestions - new slip roads	2
Junction improvements - general	Jl - Suggestions - Option 2	1
Junction improvements - general	Jl - Suggestions - other	6
Junction improvements - general	Jl - Suggestions - prioritise 22 and 23	1
Junction improvements - general	Jl - Suggestions - remove junctions	9
Junction improvements - general	Jl - Suggestions - speed restrictions	2
Junction improvements - general	Jl - Tiptree access	49
Junction improvements - general	Jl - Unsure - not familiar with all junctions	1
Other	O - A12 data	1
Other	O - Duplicate response	3
Other	O - Editor's note	1
Other	O - Editor's notes	37
Other	O - Landowner/business context	4
Other	O - Link	4
Other	O - More information	5

needed		
Other	O - No further comments (Q9)	15
Other	O - Other	1
Other	O - Other comment/suggestion (non-road related)	2
Other	O - Personal details	5
Other	O - Refer to attachment	12
Other	O - Refer to consultation document	1
Other	O - Refer to media coverage	1
Other	O - Refer to other opinion	1
Other	O - Refer to other question response	6
Other	O - Refer to other question response (Q9)	8
Other	O - Refer to other response/correspondence	6
Other	O - Refer to previous answer	2
Other	O - Refer to previous/other proposals	1
Other	O - Refer to project documentation	1
Other	O - Refer to public opposition	3
Other	O - Refer to website	1
Other	O - Respondent/response	78

	info/context	
Other	O - Suggestions - non-road improvements	1
Other	O - Summary of consultation process/arrangements	1
Other	O - Summary of proposals (without comment)	3
Other	O - Support organisation response	6
Other	OC - Refer to other question response	3
Policy and Legislation	PL - Campaign for Better Transport	1
Policy and Legislation	PL - Campaign to Protect Rural England	1
Policy and Legislation	PL - DfT Road Investment Strategy	1
Policy and Legislation	PL - Environmental standards/requirements	1
Policy and Legislation	PL - Friends of the Earth	1
Policy and Legislation	PL - Habitat Regulations 2010	1
Policy and Legislation	PL - Heritage guidance	1
Policy and Legislation	PL - Highways England report	1
Policy and Legislation	PL - Historic England	2
Policy and Legislation	PL - Local planning policy/development strategy	5
Policy and Legislation	PL - National Planning	2

	Policy Framework	
Policy and Legislation	PL - National Policy Statement for National Networks	1
Policy and Legislation	PL - Natural England	1
Policy and Legislation	PL - Natural Environment & Rural Communities Act	1
Policy and Legislation	PL - Other	1
Policy and Legislation	PL - Roads Investment Strategy	1
Policy and Legislation	PL - Strategy (other)	1
Policy and Legislation	PL - Water Framework Directive	1

Appendix B: Organisations that responded to the consultation

This appendix lists the names provided by all respondents who indicate that they were representing an organisation in their response.

A12 Villages Traffic Action Group
Anglia Business Resources Ltd
Babergh and Mid Suffolk District Councils
Boreham Conservation Society
Boreham Parish Council
Braintree District Council
Braxted Park
Braxted Preservation Group
Brentwood Borough Council
Brice Aggregates Ltd
C F Anderson & Son Ltd
Chelmsford Business Board
Chelmsford City Council
Clearwater Automotive Limited
Coggeshall Parish Council
Colchester Borough Council
Colchester Hospital University NHS Trust
COTTEE Transport Planning
CPRE Essex

CPT
Crittall Windows Limited
Disabled Motoring UK
East Gores Farm
ECC
Environment Agency
Essex Bridleways Association
Essex Chambers of Commerce
Essex County Council
Essex County Fire and Rescue Service
Essex Raynet
Essex Wildlife Trust
Feering Bury Farm
Feering Parish Council
Fisher Jones Greenwood
Focus Integrated Marketing Communications Limited
Great Baddow Parish Council
H Siggers & Son
Hatfield Peverel Parish Council
Historic England
HMCTS
Hutchinson Ports
J R Crayston and sons Ltd
Jagex Games Ltd

Kelvedon and Feering Heritage Society
Kelvedon Parish Council
Kelveldon Neighbourhood Plan
Kit Speakman (Braxted) Ltd
Langford and Ulting Parish Council
Little Baddow Parish Council
Little Braxted Parish Council
Lord Rayleigh's Farms Ltd.
Maldon District Council
Marks Tey Parish Council
MDJ & Associates on behalf of MRH (GB) Limited
Messing cum Inworth Parish Council
MHA
National Farmers Union
National Grid
Natural England
NEEB Holdings Ltd
NHS
Open Spaces Society
Perrywood Garden Centre
Prysmian
R & JR Wood Ltd
R F West Ltd
Rickstones Church

Rivenhall End Residents
Rivenhall Hotel
Rivenhall Parish Council
Robert Hooke Society
South East Local Enterprise Partnership
Springfield Parish Council
Suffolk County Council, Transport Strategy Resource Management
Sustrans
Teledyne Paradise Datacom
Tendring District Council
The Churchmanor Estates Company plc
The Crown Estate
The Haven Gateway Partnership
The Trustees of Henry Dixon Hall Charity
Tiptree Parish Council
Tollesbury Parish Council
University of Essex
West Tey Garden Community
Witham & Countryside Society
Witham Town Council
Woodland Trust

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