



**A12 Chelmsford to A120 widening
(junctions 23 to 25)**

Public Consultation Summary Report



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1. Executive Summary

This executive summary provides a summary of the key themes and issues raised in responses to the consultation. It does not provide a detailed examination and the report should be read as a whole to gain a full understanding of the breadth of views.

General comments on the proposed route options

Many respondents suggested in their responses that the 2017 options were preferred and that, even if they express support for one of the current proposed options, all were less favoured than those presented in the 2017 consultation and any views or preference expressed for the four options presented should be understood on that basis.

Many respondents express their opposition to all proposed options. Some argue that the scheme is unjustified and say that the current A12 is fine as it is. Some others oppose all four options as a means of opposing the Colchester Braintree Borders Garden Community. They argue that the current consultation would be irrelevant if the garden community development does not go ahead.

Some respondents express their general support for the scheme and say that the A12 needs upgrading or suggest that the construction should go ahead as soon as possible.

Environment (air quality, biodiversity, noise and landscape)

Many respondents express concern over the perceived decrease in air quality or increase in air pollution due to the proximity of the road to houses and schools. Some people also express concern over the potential for respiratory conditions to increase amongst local residents due to the perceived air pollution.

Other environmental concerns include:

- noise and vibration that may result from the proposed additional options
- impact of the proposed additional options on local biodiversity such as loss or damage to wildlife habitat
- negative landscape and visual impact
- loss of agricultural land and impact on soil and geology
- negative impact of the options on historic and listed buildings
- possible increase on flood risk

Some respondents suggest that if one of the options were to go ahead, it would be important to consider mitigation measures for the following:



- noise and vibration
- air quality
- biodiversity
- flood risk

The most frequently proposed mitigation measures are noise barriers and landscaping.

People & communities

Many respondents express concern over the perceived negative impact of the options on people and communities. Some of them argue that the scheme as a whole is a waste of taxpayer's money. Others believe that the scheme would destroy the 'village life'. In some cases, they also express concern over the health and wellbeing of local residents as a result of the new road but provide no further detail.

Other concerns include:

- impact on property value or ability to sell properties
- possible loss of access to the A12 by local communities
- negative impact on access for pedestrians and cyclists

Design, safety and congestion

While a few respondents praise the design of the options in general terms, a few others express concern as they believe that there are too many curves which might increase tyre noise or journey time.

A few others express concern over the cost of the scheme, as they believe that the options do not provide good value for money

Suggestions around this topic include:

- reduce the speed limit at specific parts of the road
- include traffic signs at specific locations
- include more pedestrians and cyclist routes

Support 2017 proposal

Many respondents express their support for the route options from the 2017 consultation, which did not reflect the proposed garden community, and some believe these would have a lower impact on congestion, environment and local communities compared to the options set out in this consultation.

Comments on option A

A few respondents express their support for option A in general terms. Others say that option A would have the least impact, without further



qualification. In a few other cases, respondents highlight that even though they consider option A the best option amongst the 4 options, they still prefer the option from the 2017 proposal.

Environment (air quality, biodiversity, noise and landscape)

A few respondents express their support for option A as they consider this option to have the least impact on the environment.

In contrast, many respondents express concern over the perceived negative impact that option A would have on the environment. Some express concern over increases in noise, vibration and air pollution affecting local residents. Some are concerned over the possible negative impact on cultural heritage and others believe that option A would affect the landscape and have a negative visual impact.

Some respondents express concern over the potential negative impact that option A would have on wildlife.

People & communities

Some respondents express their support for option A as they believe this option offers the least impact for local communities and residents in comparison to other options.

In contrast, some respondents express concern over the possible negative impact of option A on their local community and argue that the road would divide the community.

Other concerns include:

- the effectiveness of the road in improving traffic for the local residents
- that option A could possibly affect their business or the value of their properties
- potential general negative impact that the road could generate to their local community, such as losing access to the A12

Design, safety and congestion

A few respondents express their support for option A as they believe this option would improve traffic.

Conversely, some respondents express concern that option A could increase traffic and worsen congestion in the area. Others express concern over the design of option A for its perceived accentuated bends, proximity to houses and increase in journey times.

A few participants suggest including a link road to option A or using an alternative road.



Comments on option B

A few respondents support option B in general terms while a few others express their opposition to this option either because they oppose all options, or they feel this option offers least benefit compared to options A and C.

Environment (air quality, biodiversity, noise and landscape)

A few respondents express support for option B as they believe it would offer the least impact on air quality, traffic, noise and vibration.

In contrast, many respondents express concern, as they believe this option would significantly increase air quality, noise, vibration and congestion.

Other concerns include:

- impact on wildlife and biodiversity as it results in the loss of four areas of priority habitat
- impact on historic and listed buildings
- increased risk of flooding as the route crosses the flood plains of the Domsey Brook and the Roman River
- detrimental impact on landscape and visual

A few respondents suggest the inclusion noise mitigation measures and environmental protection measures.

People & communities

Some respondents express their support to option B as they believe it will improve access to communities or that they feel it would have a lower impact on local communities than the other options.

Conversely, some respondents express concern that this option would have significant impact on local communities, such as reducing access to properties and villages or that the proximity of the road to properties could impact property value and ability to sell.

Design, safety and congestion

A few respondents support the design of option B because they believe:

- it would address congestion issues
- it reduces the need of complicated junctions
- it would improve the safety of the A12 or the access to it from local communities

In contrast many respondents express concern over design, safety and congestion around option B for the following reasons:



- the number of bends, which they consider excessive
- the potential risk of contamination from historic landfill site
- the belief that it does not offer value for money
- the proximity of the road to properties and a primary school and the possible health impact on resident and pupils
- the perceived risk of increasing congestion on specific locations

Some respondents suggest ways in which option B could be made more acceptable to them, including:

- future-proofing of option B to accommodate the A120 Braintree to A12 dualling
- mitigation measures to avoid risk of contamination from the historic landfill
- introduction of feeder roads

Comments on option C

A few respondents support option C in general terms or sometimes referring to this option as the most logical route in their opinion.

Conversely, a few others oppose option C without further qualification.

Environment (air quality, biodiversity, noise and landscape)

A few respondents express their support for option C, as they believe this option offers the least impact on biodiversity and cultural heritage in relation to the other three options.

In contrast, others express concern over the environmental impact of option C. They often highlight the perceived increase in air pollution, noise and vibration that traffic from the new road could generate.

Other concerns include:

- impact on cultural heritage sites, landscape and visual impacts
- loss of agricultural land
- negative impact to local biodiversity
- increase of flood risk

People & communities

A few participants believe that option C would have least impact on properties in comparison to the other options.

Some express their support for option C, as they believe it would have least impact on people and communities but provide no further qualification.

Some respondents express concern over the potential negative impact that route C could have on local communities. They argue



that the road would divide the communities.

Some of the concerns are related to the possible economic impact that the road could have on local businesses and the potential reduction on the value of properties. A few others express concerns over access and safety for pedestrians and cyclists as they believe the increased traffic would make it dangerous.

Design, safety and congestion

A few respondents express their support for option C, as they believe this option would ease congestion locally. Others express support for the design of option C, as they consider it more direct with fewer bends and because it maintains the status quo at junction 25.

Conversely, some respondents express concern over the safety of option C and others say that the saving on journey time from this option does not justify the possible impact on safety that they feel the option would have.

Other concerns include:

- potential for significant increase in the volume of traffic and that the new road would not resolve this issue
- proximity of the road to a local school and houses and the safety and health impact it could have on pupils and local residents
- cost of moving the current road and the value for money of the proposal

Similarly to option A, a few respondents suggest including a link road to option C, or the use of alternative roads. A few of them also believe that the road should be future-proofed.

Comments on option D

A few respondents express support for option D in general terms.

No respondents express opposition to option D in general terms. Concerns relating to this option are discussed below.

Environment (air quality, biodiversity, noise and landscape)

Some respondents express their support for option D as they believe this option has the least environment impact in relation to the other options, on areas such as cultural heritage, noise and vibration.

Many respondents believe that option D would have a detrimental impact on the environment, with many expressing concerns over air quality, noise, vibration, visual impacts, cultural heritage, biodiversity and increase in flood risk.



People & communities

A few respondents express their support for option D, as they believe it would have least impact on their community, businesses and properties. Others praise the option as they believe it could have a positive impact on local business.

In contrast, many respondents express concern over the impacts of option D on local communities. Concerns often relate to the feeling that the option would divide communities, decrease value of properties, affect local business and impact on health and wellbeing of residents.

Other concerns include:

- possible reduction of access to the road from their community or properties and loss of WCHR routes
- that the relocation of junction 25 would reduce passing trade for some businesses

A few respondents suggest improving access to villages and shops as part of the design of this option.

Design, safety and congestion

Some respondents support option D as they believe it will reduce traffic in local villages or improve traffic flow.

A few respondents feel that option D is the safest option because they feel it provides a more direct route and addresses some safety issues of the current road. Similarly, a few respondents support this option as they consider that the more direct route will reduce journey time.

In contrast many respondents express concern over design, safety and congestion. Concerns include:

- possible increase in traffic
- safety, due to its proximity to a school
- risk of contamination resulting from the route passing through areas of landfill
- design, as they consider it too close to houses, park and schools
- cost and value for money
- bends in the route increasing journey times and causing the route to be more dangerous

A few participants make suggestions about the design of option D, such as including a link road.



Quantitative analysis

The table below sets out the responses to the closed questions on the level of support or opposition for the four options.

Option	Number of responses	Strongly Support	Support	Neutral	Oppose	Strongly oppose
Option A	790	24	42	56	64	604
Option B	783	13	39	38	45	648
Option C	780	47	34	43	49	607
Option D	785	61	28	26	16	654

Table 1. Responses to closed questions on support or opposition for the four options

Figure 1 below shows responses to the closed questions asking respondents to indicate their level of support or opposition for the four options shown as a percentage of the number of responses for that option.

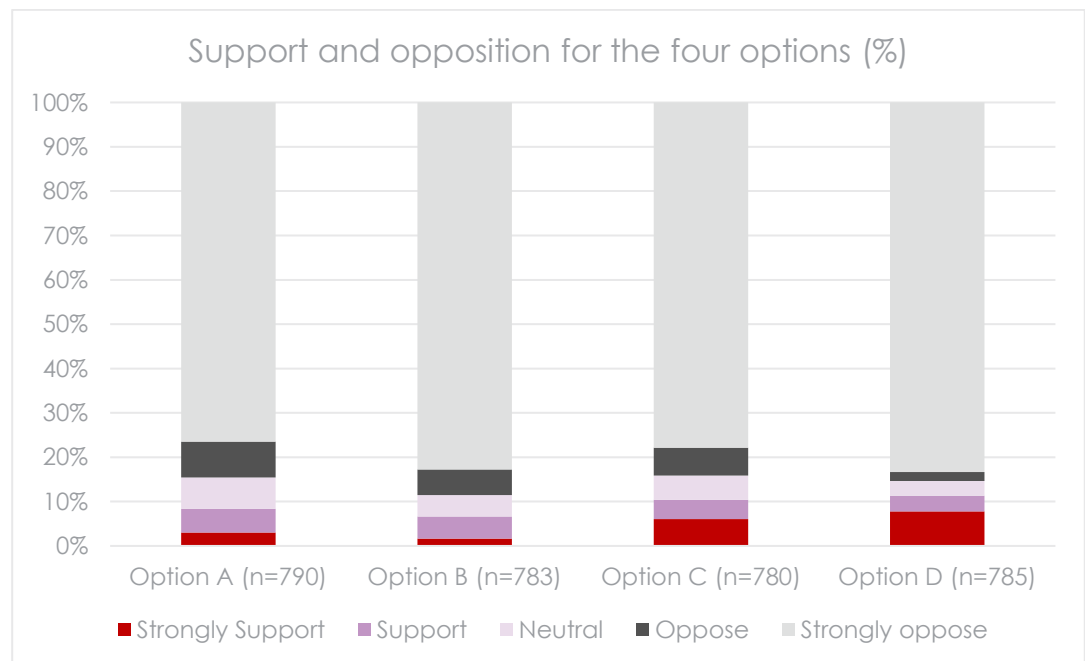


Figure 1. Responses to closed questions on support for the four options (%)

Please note: both the chart and table include the 323 standard campaign responses which oppose all four options.



2. Introduction

2.1. A12 Chelmsford to A120 widening (junctions 23 to 25)

- 2.1.1. From 21 October 2019 to 1 December 2019, Highways England consulted on four additional route options for the A12 Chelmsford to A120 widening between junctions 23 and 25. One of the options presented is likely to form part of the A12 widening project if the proposed Colchester Braintree Borders Garden Community goes ahead.
- 2.1.2. Should the proposed Colchester Braintree Borders Garden Community not go ahead, it is likely that one of the route options consulted in 2017 would form the route.
- 2.1.3. In both cases, the views expressed in the relevant consultation will be considered in developing the design of preferred route.
- 2.1.4. The purpose of this consultation was to seek public and stakeholder views on the additional route options for the A12 Chelmsford to A120 widening between junctions 23 and 25, developed to take account of the proposed Colchester Braintree Borders Garden Community. The responses will inform Highways England's development of the scheme prior to the preferred route announcement and the public consultation for junctions 19 to 25 (the whole route) in 2020.

2.2. Feedback received

- 2.2.1. The consultation opened on 21 October 2019 for a six-week period, closing on 1 December 2019. A total of 822 responses were received during the consultation period. This included 48 responses submitted by organisations, businesses and campaign groups, 451 responses submitted by individual members of the public, and one set of 323 campaign responses using two versions of standard text developed by CAUSE (Campaign Against Urban Sprawl in Essex), an example of which is included at appendix D.
- 2.2.2. Table 2 below shows the formats in which responses were received.

Response Type	Count
Response form - online	385
Response form or letter - hardcopy	93
Standard campaign responses	323
Email	21
Total	822

Table 2. Consultation responses received



2.2.3. The consultation response form contained four open (text box) questions and four closed questions (where respondents could select from a list of responses), in addition to six questions which sought information about the respondent and views about the consultation process. Table 3 below, sets out the questions which were asked, and the number of responses received to each question.

Question	Total
1. Are you responding on behalf of an organisation, business or campaign group?	773
2. Which of the following best describes you?	780
3. Have you received correspondence informing you that you are an affected landowner?	765
4. How often do you use this section of the A12?	769
5. What time of day do you typically travel through this section of the A12?	765
6. Option A - Please tick one of the following boxes which best represents your views on this option.	790
6. Option A - Please provide any comments you wish to add.	305
7. Option B - Please tick one of the following boxes which best represents your views on this option.	783
7. Option B - Please provide any comments you wish to add.	279
8. Option C - Please tick one of the following boxes which best represents your views on this option.	780
8. Option C - Please provide any comments you wish to add.	265
9. Option D - Please tick one of the following boxes which best represents your views on this option.	785
9. Option D - Please provide any comments you wish to add.	300
10. How did you hear about the consultation?	461
10. Please provide us with any comments you may have on the consultation process.	619 ¹

Table 3. Count of responses to each question

¹ Including 316 non-fitting comments



2.3. Processing and analysis

Receipt and processing of feedback

2.3.1. Letters, emails, paper and online response forms were received and processed by Traverse. Emails were received by Highways England and digitally transferred to Traverse. All responses were imported into a single database for analysis.

2.3.2. Responses which used the response form or clearly followed the format of the response form are referred to as 'fitting responses'. Those which did not (such as emails and letters) are referred to as 'non-fitting responses'. Both fitting and non-fitting responses were analysed and are included in this report.

Analysis of open text responses

2.3.3. A coding framework was created to analyse responses to open text questions. This comprised natural language phrases reflecting the full range of comments and themes provided in responses. The purpose of the framework was to enable analysts to identify and group the themes and issues raised in responses, to capture and report on the full range, detail and nuances of responses.

2.3.4. In order to develop the framework for this consultation, an experienced analyst reviewed an early set of responses and designed an initial framework of codes. A two-tier approach was taken to coding, starting with high-level themes and then developing specific codes within these themes to reflect the range of issues and views on that theme. The high-level themes are listed in Table 4 below.

Theme
Consultation
General Comments
Location
Option A
Option B
Option C
Option D
Other

Table 4. Themes used in the coding framework

2.3.5. Each code is intended to represent a specific issue or argument raised in responses. Natural language codes (rather than numeric sets) are applied as this allows analysts to suggest refinements and additional issues, and aids quality control and external verification.



- 2.3.6. 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. Where similar issues were raised, care was taken to ensure that these were coded consistently.
- 2.3.7. The coding process enabled all responses to be indexed according to the issues raised by respondents, supporting the reporting process.

2.4. *Reading this report*

Structure of the report

- 2.4.1. The response form collected information and views on the proposed route options for the A12 Chelmsford to A120 widening between junctions 23 and 25 in the event that the proposed Colchester Braintree Borders Garden Community goes ahead, and feedback on the consultation process.
- 2.4.2. Each chapter reports on responses to particular questions (and relevant comments from non-fitting responses), breaking the issues down by key themes emerging (such as safety concerns or environmental impacts), supportive or opposing comments and suggestions for changes to the proposals. The themes used to group responses within each chapter reflect the issues raised in responses, rather than a standard set of sub-headings within each chapter.
- Chapter 3 summarises feedback on the proposed route options. This chapter is informed by questions 6 to 9, and comments which relate to the topics of these questions from non-fitting responses.
 - Chapter 4 summarises feedback on the consultation process. The question included in this chapter is question 10.
 - Appendix A gives a list of the different consultation documents and where to access them.
 - Appendix B provides the consultation questions for reference.
 - Appendix C provides the number of responses to questions 1 to 5 from the 'about you' section of the consultation response form, providing a profile of respondents.
 - Appendix D provides an example of standard campaign responses received.

Use of numbers and quantifiers in the report

- 2.4.3. As with all consultation activities, it should be noted that those who chose to submit feedback constitute a self-selecting sample. This means they have chosen to reply, as opposed to having been selected to do so as part of a sample designed to be representative of an area or population. Their decision to do so may be affected by



any number of factors, including awareness of the feedback process, involvement with a local organisation or campaign group, and experience of using certain roads or their property being potentially affected by the proposals. As such, the feedback gives a useful reflection of the views of those who have chosen to reply (822 responses) but cannot be taken to be a representative cross-section of the local community. An important element to note in relation to this is that the absence of comments may not indicate a lack of support or opposition amongst the wider community, only that those who responded did not express those sentiments.

- 2.4.4. This is particularly important in relation to the analysis of responses to closed questions in the report. The proportions shown in charts and in some cases, the percentages cited, can only be taken to apply to those who responded to these questions and not generalised to any community more widely.
- 2.4.5. When summarising feedback from open questions under each section of the report, quantifiers such as 'many', or 'a few respondents' have been used to provide a sense of the frequency within which issues have been raised in relation to other issues within a given question to give a sense of proportion and balance. This approach follows good practice in reporting qualitative data from open questions.

Interpreting charts

- 2.4.6. When interpreting the data in the charts in this document, the following considerations should be kept in mind:
- As a consultation process is self-selecting (that is anyone is free to respond or not as they choose), those who respond cannot be considered a representative sample.
 - The values shown in the charts represent those who completed the relevant closed questions in the online or paper response form. Responses received in other formats (non-fitting responses) are not included in charts as it would not be appropriate to interpret the response that they might have provided.
 - Even within the subset of respondents who responded using the response form, some respondents choose not to answer some of the closed questions on the response form. Likewise, these responses are not included in the charts which report on those closed questions.
- 2.4.7. The proportions shown in the charts cannot be considered fully representative of all respondents who participated in the consultation, much less of any wider community or population. Where possible, the



number of total responses is shown on the graph. Where numbers are not shown, this is usually because respondents were able to provide multiple responses, meaning that any total would not reflect the number of respondents, only the number of responses given by respondents overall.



3. The project

- 3.1.1. This chapter addresses responses to questions 6 to 9, as well as comments on the proposed route options to other questions and responses from letters or emails. This chapter also includes comments on the scheme made in general terms.
- 3.1.2. Each section of this chapter addresses the specific issues relevant to and raised in relation to the identified question. The total number of responses received for the consultation question relating to each of the proposed options is provided at the beginning of each section. However, comments made in those responses may not all be relevant to the question, relating instead to a different question. As such, the section reports on only those comments that relate to the question. In this way all comments raised are included in this report but considered together and in relation to the appropriate question and themes.

3.2. **General comments on the proposed route options**

- 3.2.1. This section considers 270 responses for which the comments address all options or where the respondent did not specify which option they are referring to.
- 3.2.2. Some respondents included comments on areas outside the scope of this consultation, referring to options presented in the 2017 consultation and the preferred route between junctions 19 and 23 (published in October 2019). Where it is clear that comments relate to these areas, these have been reported separately below.

3.2.3. **General support and opposition**

Colchester Braintree Borders Garden Community development

- 3.2.4. Some respondents express concern that the current consultation on the four option proposals is being led by the Colchester Braintree Borders Garden Community development proposal. Some argue that the impact of the four options on local communities and residents have been ignored in order to accommodate the new development.

"I believe the 'reason' given for putting the new town where the A12 currently is, is to keep the new town 'whole', but they aren't moving the railway, so not only will it still be bisected, the poor folk in the south part would be bracketed by in immediately adjacent A12 and railway line."

(User ID 7177)

- 3.2.5. Many respondents oppose all proposed options as a means of opposing the Colchester Braintree Borders Garden Community development. They often argue that if the garden community



development does not go ahead, there will be no need to re-route the A12.

"I am very strongly opposed to the so called 'garden communities' and as a consequence, a re-routed A12 is not needed." (User ID 3683)

"I do not support this make shift consultation in order to cynically validate the garden communities concept at west Tey." (User ID 4270)

3.2.6. Some argue that the approval of the Colchester Braintree Borders Garden Community development by planning authorities is not certain, so they believe it is too early to consider changes to the A12 plans based on allowing space for the development.

"This consultation is premature as we don't even know if the new town of West Tey is going ahead." (User ID 4020)

3.2.7. Some respondents express concern that diverting the A12 would be economically unjustifiable. They believe that:

- the Colchester Braintree Borders Garden Community represents bad planning and taxpayers end up paying for the cost implications of diverting the A12, which they consider unjustifiable and unnecessary
- if the Colchester Braintree Borders Garden Community development does not go ahead or is moved north of the proposed location, all investment would be wasted
- moving the route would cost millions, when there is already an existing route which would remain in place in any case

3.2.8. Other concerns that relate to the Colchester Braintree Borders Garden Community development include:

- the risk that none of the options would cope with the increase in traffic that would be generated by the new homes from the garden community development
- the risk that the options proposed for the A12 reduce alternative opportunities that could be considered for the garden community development proposal, as it reduces the land available to the south of the existing A12

The scheme

3.2.9. Some respondents oppose all four options without providing further qualification. Others, including Copford with Easthorpe Parish Council, oppose all four options as they believe they would have a significant detrimental impact on local communities but provide no benefits. A



few argue that:

- retaining the current A12 route or keeping it close to the existing route would offer greater benefits than moving it further south. This is because, in their view, the Colchester Braintree Borders Garden Community development will still be affected by the existing the railway line
- there is no clear evidence supporting the need to relocate the road

3.2.10. A few respondents oppose all four options as they consider that taxpayers' money would be better spent on upgrading railway, public transport in general, and projects that aim to reduce the use of private vehicles.

3.2.11. Some respondents oppose all options as they consider that the current A12 does not need to be improved. A few argue that the saving in journey time does not justify the impacts of A12 widening on the environment and local communities.

“The journey saving times are not significant enough to justify the negative impact on the landscape, the environment and the disruption to residents.” (User ID 14055)

3.2.12. A few respondents express general concern over the current proposal, as they believe that:

- there is no suitable option for residents from Easthorpe
- it is not clear what the impact of building a new trunk road near the existing one is
- there is a possibility that soil contaminated with anthrax near the A12 bridge on Maldon Road would be disturbed
- the possible existence of borrow pits in the area and the movements associated with heavy machinery may present risk to properties

3.2.13. A few respondents highlight their support for improvements on the A12, but do not consider any of the proposed options to be suitable.

3.2.14. Some respondents express general support for the proposals as they consider all options acceptable. They encourage Highways England to speed up the process to complete the works as soon as possible and often argue that the A12 widening project is long overdue.

“Just get it done, and quickly.” (User ID 3713)

*“There is no doubt that widening and junction improvement of the A12 is well overdue, so the plan in principle is welcome.”
(User ID 4420)*



3.2.15. Maldon District Council continue to support the concept of bypassing the old A12 between Feering and Marks Tey, but are neutral in terms of route preference.

3.2.16. Environment (air quality, biodiversity, noise and landscape)

Support

3.2.17. Respondents make no supportive comments in relation to this topic.

Concerns

3.2.18. Several respondents express concern about the loss of productive farmland rated as best and most versatile under agricultural land classification as they feel that the growing population requires this land.

3.2.19. Many respondents raise concerns that there could be increased air pollution because of the potential for increased local congestion.

“with the impact of all the extra cars on our roads we will have very poor air quality.” (User ID 4634)

3.2.20. Other concerns include:

- the detrimental impact air pollution could have on children as the routes are in close proximity to a junior school and family homes
- the potential impact on the health of local residents, particularly for asthma sufferers
- the possibility of increased air pollution due to fumes and particulates in certain towns such as Easthorpe, Messing and the southern section of the proposed Colchester Braintree Borders Garden Community development
- the potential inefficiency of mitigation measures for air pollution because of the close proximity to communities.

3.2.21. Many respondents criticise the potential loss of between two and four priority habitat areas and the impact on up to two further areas depending on the option chosen.

“the destruction of habitat and rural way of life cannot be justified.” (User ID 4037)

3.2.22. Several respondents comment, in general terms, that the proposals would have a detrimental impact on local wildlife and their habitats. Other concerns include:

- the negative effects the proposals could have on particular species, such as barn owls, bats and newts
- the proximity of the proposals to a Site of Special Scientific Interest (SSSI)



- the need for a biodiversity net gain calculator
 - the potential impact of increased light, air and noise pollution on wildlife
 - the proximity of all options to areas of woodland and the impact this could have on valuable maiden and veteran trees
- 3.2.23. Several respondents express concern that the proposals could cause detrimental impacts to listed buildings and their settings, particularly Prested Hall, Marks Tey Hall and buildings in Easthorpe. Other concerns respondents raise include:
- the options would have worse impacts on cultural heritage than the 2017 proposals
 - the potential impact on historic local communities, without specifying a particular community
 - the possibility of damage to known archaeological sites including Roman roads, without specifying location
- 3.2.24. A small number of respondents comment on the possible increase to local flood risk as a result of the proposals as the routes cross the floodplain of the Domsey Brook, which is, according to them, already prone to flooding, and could worsen flooding in that area.
- 3.2.25. Essex County Council expect provisions for the above ground attenuation features and suggest these should be included within the 'redline boundary' of the application. They express concern that if the space required for these features is not accounted for at this stage of the process there will be limited scope to increase the extent of the development boundary at a later stage, potentially leading to substandard surface water drainage systems and increase in flood risk or a decrease water quality in these areas.
- 3.2.26. Several respondents comment that the proposals could blight existing properties and communities such as Copford and Easthorpe and affect their rural setting. Other respondents believe the proposals would have a detrimental visual impact on rural landscapes, for example through the increase in concrete from the building of the re-aligned A12 and the retention of the original A12 and the loss of open green fields.
- 3.2.27. Additional concerns include:
- the impact on landscape is perceived to be greater for the 2019 proposals compared to the 2017 proposals
 - the potential for increased light pollution
- 3.2.28. Many respondents raise concerns about the potential for increased



noise pollution, either generally or in specific areas close to the route of the re-aligned A12 such as Easthorpe, Messing and the proposed Colchester Braintree Borders Garden Community development.

“it seems disingenuous to state that ‘noise along the A12 could improve’ as there will be additional traffic flow and new roads where none currently exist.” (User ID 4195)

3.2.29. Other concerns include:

- the volume of traffic in the local area could rise, resulting in increased noise
- mitigation measures would be inefficient for certain areas because of the close proximity to communities or because the requirements of listed properties prevent the installation of measures such as double glazing
- the potential impacts of increased noise on health and wellbeing, particularly stress and sleep disturbance
- the potential for increased noise pollution from a proposed borrow pit

3.2.30. Many respondents express concern about the environmental impacts that the proposals could have on local communities and the countryside in general terms.

3.2.31. Other concerns about the perceived environmental impacts as a consequence of the scheme include:

- road building could contribute to climate change
- the environmental impact of two roads running in parallel, particularly for properties in the area between the roads
- the potential for contamination from disturbance of the historic landfill site
- the possibility of impacts on the local natural springs
- the potential for impacts on local arboriculture features

Suggestions

3.2.32. A few respondents suggest landscaping to mitigate noise and air pollution, to reduce visual intrusion for local properties and to mitigate certain biodiversity impacts of the proposals. They request the use of a mixture of pioneering and successional species to increase the success of the mitigation and that maintenance of existing features should happen as far as possible. A few respondents make other suggestions to mitigate noise and vibration such as:

- the introduction of sound reflection barriers and sound proofing boards



- a lower speed limit on the A12 to slow down cars and reduce noise
- the use of an earth mound to reduce noise

3.2.33. A small number of respondents make suggestions for biodiversity mitigation such as the introduction of culverts for wildlife and flood water and the completion of a Water Framework Directive assessment. Other suggestions include:

- new crossings should be clear span bridges with extensive natural floodplains and riparian habitats for both banks
- assessments of impacts should cover the construction and operational phases of the proposals
- use of the Construction Industry Research and Information Association (CIRIA) Sustainable Drainage Systems Manual to ensure correct water treatment is included in the drainage scheme
- consideration of offsite mitigation measures such as planting on local community landscape projects
- the creation of green corridors
- the consideration of alternative areas of priority habitat creation if the flagship site cannot provide the target habitats
- an assessment of the impact of the proposed river crossings on the ecology of the river including mitigation for the impacts

3.2.34. A small number of respondents make suggestions about flood risk including the completion of a flood risk assessment (FRA) and the need for an environmental permit for flood risk activities.

3.2.35. People & communities

Support

3.2.36. Support for this scheme's positive impact on people and communities comes primarily from the Freight Transport Association and Essex County Council and focuses on the benefits to the local economy. Both feel it will 'unlock economic potential in the east of England', and Essex County Council also suggests it may improve training and employment in the local area. A few other respondents believe that by de-trunking the existing A12 in front of the London Road shops, one lane could be used to provide more parking for Marks Tey train station, increase retail provisions, and provide a 'green bridge' between the shops and the station.

Concerns

3.2.37. Some respondents express concern about the possible negative impact that the route options could have on the local economy, with some particularly concerned about the possible decrease in value of



their properties or the risk of them becoming un-sellable. Others argue that local businesses may be impacted or become unviable because they rely on passing trade from the existing A12.

- 3.2.38. Some respondents express concern over the possibility of removal or loss of footpaths and bridleways. A few respondents express particular concerns over the safety risk to pedestrians and cyclists if these provisions are lost.
- 3.2.39. Some respondents raise concerns about the possible impact that rerouting the A12 would have on their community, as they feel it would impact on the village setting and their way of life.
- 3.2.40. Some add that they feel it is unreasonable that they should face these impacts so that a new town doesn't have to.

"Potential residents have a choice if they want to live with noise and mess. Existing residents in the established areas (Copford, Stanway etc) do not!" (User ID 3758)

Suggestions

- 3.2.41. General suggestions involving people and communities include:
- Tiptree should have direct access onto the new A12 in order to relieve the congestion in Feering and Kelvedon
 - the project should include a local employment legacy
 - innovative approaches to sustainable drainage systems and flood water management
 - landscape design and connectivity, such as green bridges, as this would provide new recreational routes for users and enhance potential habitat corridors

3.2.42. Design, safety and congestion

Support

- 3.2.43. A few respondents support the scheme in general terms as they believe it will address the local traffic and congestion issues.
- 3.2.44. Colchester Borough Council support the four proposed options and say that these options provide a much better option than the routes previously consulted on for junctions 23 to 25. They also think that the four options provide for a better relationship between the A12 and the proposed Colchester Braintree Borders Garden Community and an offline solution to the A12 will allow consideration of how the existing infrastructure can best be used to support local traffic, public transport and active travel methods.



3.2.45. Another respondent says that at junction 24 access to Inworth Road would give easy access for Tiptree and surrounding area traffic to A12. They add that it would also relieve traffic from the A12 at Kelvedon and Feering villages.

Concerns

3.2.46. Many respondents express concern over the effectiveness of the scheme in reducing congestion locally. Concerns include:

- the possibility of increase in traffic through villages, as drivers may use the roads as a shortcut to their destinations
- the possibility of increase in traffic through villages when accidents and/or road works affect the new A12
- the new road wouldn't prevent heavy goods vehicles from using Oak Road
- that the proposal does not consider the increase in traffic from the residential developments in Maldon

3.2.47. Some express concerns that the proposed route options would increase traffic particularly at the following locations:

- through Easthorpe and Easthorpe road
- Messing
- B1023 Inworth Road (both ends)
- School Road to access onto London Road
- Kelvedon/Feering T junction end joining with the B1024
- Tiptree end with a double roundabout joining the B1022

3.2.48. Some respondents believe that widening the A12 would encourage more drivers to use the road, hence there would be more traffic and the congestion issue would not be resolved.

3.2.49. A few respondents are unsure whether junction 23 would be affected by the options, and express concern over the possibility of increased traffic should that junction be removed. Particularly, that traffic heading eastbound may use Kelvedon High Street to access the A12.

3.2.50. Some respondents believe that larger volumes of traffic would increase the chances of accidents occurring, especially between Marks Tey and Colchester. Respondents feel that increased congestion means villages such as Easthorpe would potentially become very dangerous.

3.2.51. A few others state that speed limits along local roads are often not observed by drivers, and the prediction of 400 vehicles per hour through Easthorpe would exacerbate this danger, especially for pedestrians and cyclists.



3.2.52. Other concerns around safety include:

- the belief that junction 26 is already dangerous at peak periods and enhancing the A12 between junctions 23 and 25 will exacerbate this. They argue that the proposed traffic light for this junction would put a major strain on the junction
- the perceived lack of attention given to the use of narrow roads in Braxted by HGVs and the risks that this may represent
- perceived greater safety risk for pedestrians due to an increase in the number of vehicles in Rivenhall
- omission of a hard shoulder from the design means there would be fewer places to pull over during a breakdown, increasing the risk of accidents. They suggest that a hard shoulder or soft verge would reduce this risk

3.2.53. Some others believe the journey time that will be saved by the proposed routes will not be worth the expenditure and perceived landscape, air quality and other environmental impacts.

3.2.54. Some respondents argue that the proposals do not present good value for money, without qualifying their response. A few specify that a longer route with the requirement for more environmental mitigation would be waste of money for taxpayers.

*“A complete waste of tax payers’ money for a non-problem.”
(User ID 3751)*

3.2.55. Some question the justification for the extra cost required to consult on these four route proposals, the cost of delay to the project, and the extra cost required for these options compared to that proposed in 2017.

3.2.56. A few respondents express concern over the design and safety of the proposed route options due to its bends and believe that the wider road would increase the severity of these bends which could increase journey times.

3.2.57. A few respondents criticise the proposed route designs and argue that it does not reflect good knowledge of local roads, and that local authorities and Highways England could have liaised better with each other when designing the proposals.

3.2.58. Other comments include:

- the new A12 would not be beneficial in the long-term and should aim to have a more holistic design, for example by taking into consideration A120 improvement designs
- that three lanes in each direction would not be enough once the



Colchester Braintree Borders Garden Community development has been constructed

- that plans to include four lanes would not be in keeping with the idea of 'sustainable development'
- the perceived lack of plans to include dedicated lanes for enhanced public transport systems, which they described as 'crucial'

3.2.59. A few respondents believe that none of the proposed options provide a direct link to Tiptree or would relieve the current traffic pressure points at Kelvedon. They question how access to the A12 from Tiptree and the surrounding area would be addressed.

3.2.60. A few respondents express concern in particular about the junction 25. Comments include:

- perceived lack of clarity about the exact location of the new junction and whether the location would allow enough space between Feering and Marks Tey
- the perceived unsuitability of the location of the new junction
- that the junction should have traffic lights to manage the flow of traffic and improve safety

3.2.61. A few are unsure about the removal of the junction from Easthorpe Road onto the A12, but believe that its removal could lead to 'rat-running' in Easthorpe

3.2.62. A few respondents express concern in relation to other junctions. Comments include:

- belief that junction 26 should be included in the upgrade proposals because of the perceived current danger during peak times. They believe the improvements between junctions 23 and 25 would exacerbate the problems and request traffic lights at junction 26 similar to those on the A12 junction 19
- suggestion that junction 23 should remain open to prevent Rivenhall End traffic using Kelvedon High Street to access the A12.

Suggestions

3.2.63. Several respondents suggest that the existing A12 should be widened rather than relocated. They comment that an extra lane could be added between Kelvedon and Marks Tey with little impact on properties and the environment, saving time, money and agricultural land in comparison to the current proposals.

"Improving the A12 along its present course is the only rational option" (User ID 3933)



- 3.2.64. Many respondents suggest retaining a new route close to the existing route of the A12 to maintain a compact transport corridor that includes the existing railway line. A new junction would then be located closer to the Colchester Braintree Borders Garden Community development.
- 3.2.65. Several respondents suggest that Braxted Park Road should be developed as a feeder road, or that a new 'link road' should be built from Tiptree to the A12 junction 23. They believe this would alleviate congestion on the B1023 and help facilitate the expansion of Tiptree. Some also comment that this would reduce the flow of traffic from Tiptree through Feering and Kelvedon.

*"This would not only alleviate the very serious threat of horrendous congestion along the B1023 through Inworth (1700 vehicles per hour in peak times) but also help Tiptree."
(User ID 4347)*

- 3.2.66. A few respondents are less specific, suggesting that any solution must provide access from Tiptree to the A12, which is a major component of the Tiptree Village Neighbourhood Plan. Others comment that if direct access from Tiptree to the A12 is not possible, maintaining the old A12 as a service road would improve the previously difficult slip road access from Tiptree at that point.
- 3.2.67. Some respondents request that the connection from Easthorpe Road to the A12 should be closed off to prevent traffic using the Easthorpe Road as a 'rat-run' to the A12.
- 3.2.68. Some respondents believe that this project should be combined with A120 improvements in order to secure optimum junction arrangements.
- 3.2.69. Other suggestions involving the design of the proposed options include:
- all junctions should be bi-directional to effectively take A12-bound traffic off local roads
 - landscaping for Copford, including a cut and cover tunnel and turning the current junction 25 into a flat roundabout
 - the road should allow provision for future capacity increases, for example potentially a three-lane motorway with hard shoulders, adequate petrol stations and electric vehicle charging points
 - opportunities should be taken to reconnect public rights of way that were severed by the A12 in the 1960s and 1970s, as well as providing safe crossing points for walkers, cyclists and horse riders
 - there should be improved signage on the A12



- the upgrades should provide separate, good quality cycle lanes.
- Feering Parish Council requests that Highways England engage with their neighbourhood plan and include an all-ways junction to mitigate increased traffic
- Essex County Council expresses a preference that grade separated junctions should also be dual three-lane carriageways. They request that the de-trunked A12 should be transferred to the Highway Authority in a suitable state for its intended local use and wishes to be involved in the decision-making process for the de-trunking of this road
- Chelmsford City Council request the inclusion of improved connections for walkers, cyclists and horse riders, such as along the de-trunked section of the A12 between junctions 24 and 25
- Rivenhall Parish Council requests that the A12 widening and re-routing should be used as an opportunity to remove HGV through-traffic from Rivenhall End
- The Ramblers Association requests that the improvements provide links for walkers, cyclists and horse riders across the new route especially at Public Rights of Way 23, 24 & 21, at the west end of Witham, around Witham, at Rivenhall and at Kelvedon
- Anglian Water asks that existing water recycling assets and sewers in its ownership are fully considered. They expect any requests for alteration or removal of foul sewers to be conducted in accordance with the Water Industry Act 1991 and that the extent to which existing sewers would be affected will need to be defined with the assistance of Anglian Water
- Tiptree Neighbourhood Plan suggests a staged approach to managing all traffic and smoothing traffic flow in the area because of the additional traffic on the A12.

3.2.70. A few respondents suggest that current traffic through Feering and Kelvedon is at dangerous levels, so Tiptree and Coggeshall should have direct access to the A12 to prevent increases in traffic through these villages.

3.2.71. Support for proposals outside the consultation scope

2017 proposal

3.2.72. Many respondents express their support for options from the 2017 proposal or the route that they selected in the 2017 consultation, describing them as more logical, fit for purpose and suitable than the current four proposed options.



“I want the route based on the 2017 Consultation.” (User ID 11128)

*“Stick to 2017 option 2 decision to widen existing A12.”
(User ID 15167)*

- 3.2.73. Some argue that option 2 from the 2017 consultation offers less environmental impact, less disruption to local communities and lower cost when compared to current proposed route options.
- 3.2.74. A few believe that the proposed option 2 from 2017 would be more effective in reducing congestion at this part of the A12.

Preferred route announcement:

- 3.2.75. Some respondents make comments and suggestions about the preferred route for junctions 19 to 23. Whilst outside the scope of this consultation, these have been reported for information.
- 3.2.76. They express concern about the proposed closure of junctions 20a and 20b because of the impact on traffic in Hatfield Peverel, especially given the approvals for several housing developments in the area. Respondents often acknowledge that there are problems at these junctions but feel that the proposed solution is not practical or beneficial. They suggest that as junction 20a is relatively safe, it should be kept open. A few others request that if junction 20b is closed, a bridge for walkers, cyclists and horse riders should be retained, or a new one provided.
- 3.2.77. A few respondents suggest that improvements and potentially widening should be done as far as junction 17, which is perceived as often congested.
- 3.2.78. A few suggest that there should be no access to the new A12 from Hatfield Peverel to discourage development in the village as they oppose developments.
- 3.2.79. Other comments and suggestions involving junctions 19 to 23 include:
- the belief that plans for junctions 19 to 21 have been poorly thought out at this stage
 - a new relief road should be built from junction 21 to meet Maldon Road so that Maldon traffic would not have to drive through Hatfield Peverel to access the A12
 - improvement works to junction 19 (Boreham Interchange) should be included as part of this scheme, for connection with the future Chelmsford North East Bypass. They express concern about the perceived impact of the removal of junctions 20a and 20b, particularly on the B1137 through Boreham
 - the Boreham Road (B1137) should cross the A12 on a bridge



- there should be a local road between junction 20b and junction 21 south of the A12 and junction 21 should be relocated closer to Hatfield Peverel
- a change to the traffic lights at the Boreham Interchange to reduce congestion from the B1137 at junction 19.

3.2.80. A few respondents express concern that the preferred route between junctions 19 and 23 would increase traffic particularly at Maldon Road and Hatfield Peverel. Other concerns include:

- the removal of junction 23 could increase congestion at Gore Pit and make options A and B untenable for Tiptree traffic without mitigation measures
- the possible loss of access to properties or to the A12 from Tiptree and Hatfield Peverel, without further explanation.

3.3. Question 6 – option A

3.3.1. Responses to the closed question

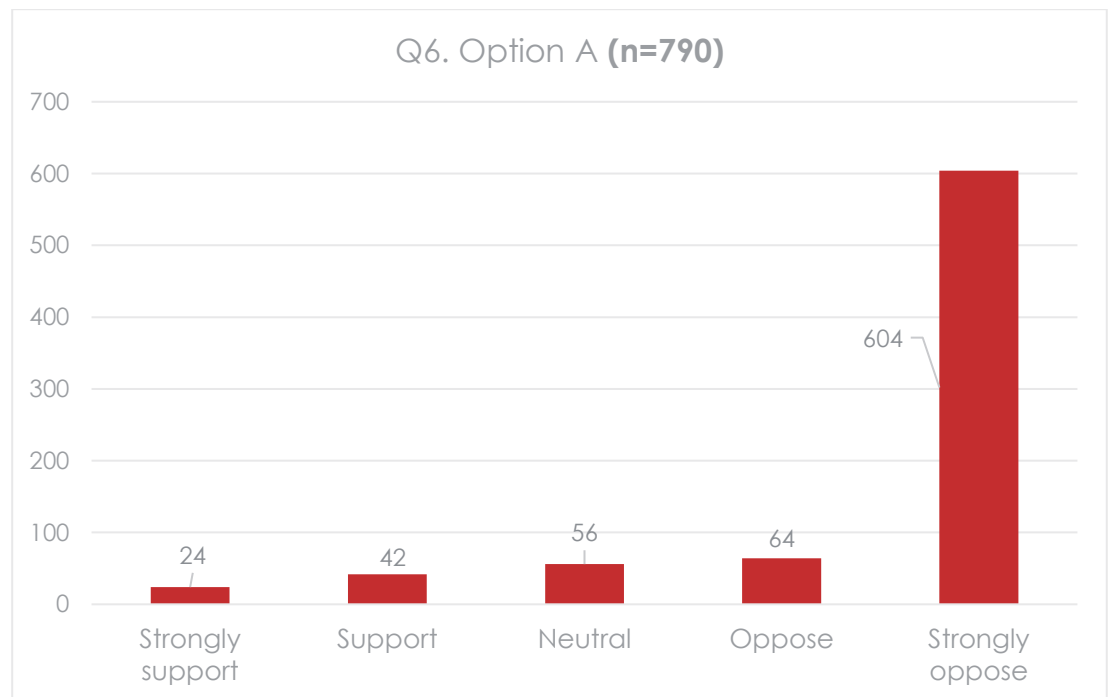


Figure 2. Responses to question 6

3.3.2. Figure 2 above, shows that most respondents to the closed question 6 oppose (64), or strongly oppose (604) option A. This chart includes the 323 campaign responses that express strong opposition to all four options.

3.3.3. 66 respondents support or strongly support option A.

3.3.4. Comments on option A

3.3.5. 305 respondents provided comments to question 6. However, this



section only considers the 150 responses that discuss the proposed option A. These include relevant comments made in other questions and in responses that did not follow the consultation questions, such as emails or letters.

3.3.6. General support and opposition

3.3.1. A few respondents support option A in general terms without providing an explanation for their support. Other respondents support option A for the following reasons:

- closer alignment with the route put forward in Essex County Council's Housing Infrastructure Fund bid
- proposals to improve the A120 would not affect option A

3.3.2. Some respondents support option A but offer caveats for their support, such as that they would rather support the 2017 proposals. Other caveats include:

- the concern that it would not improve access to the A12 for villages in the south
- the impact of the route on the setting of Prested Hall
- it is the best option of four 'poor options'

3.3.3. A few other respondents will only support option A if certain conditions are met, such as the proposed development of local roads feeding into junction 24, the provision of direct access for Inworth Road into junction 24 and the improvement of junction 25.

3.3.4. Copford with Easthorpe Parish Council objects to option A on the grounds of the visual impact it could have on listed buildings such as Prested Hall and the loss of habitat areas.

3.3.5. Environment (air quality, biodiversity, noise and landscape)

Support

3.3.6. A few respondents support option A as they believe it has the least impact on the environment such as farmland, listed buildings and the Domsey Brook landscape area. A few others support option A as it would retain green land between Marks Tey and Copford which is perceived as important for the identity of the villages.

Concerns

3.3.7. A few respondents express concern over the possibility of loss of agricultural land resulting from option A. They argue that the priority should be feeding the local population.

3.3.8. Several respondents raise concerns about a potential increase in air pollution as a result of the perceived additional traffic and the impact

that this could have on the health of local residents. Other respondents specify areas where air pollution could increase such as Marks Tey. They argue that air pollution is already a concern for some properties in Marks Tey and that other options would lessen the impact on Old London Road and London Road.

- 3.3.9. Another concern involving air quality is the belief that option A is longer than the current A12 and would have more lanes and so could affect air quality
- 3.3.10. Some respondents raise concerns about the detrimental effect of option A on biodiversity, particularly the loss of three areas of priority habitat, the impact on another area of priority habitat and the potential loss of wildlife corridors.
- 3.3.11. Other concerns involving biodiversity include:
- the possible displacement of wildlife living near Prested Hall
 - the potential impact on specific species such as bats, great crested newts, hedgehogs and barn owls due to loss of habitat and the isolation of species leading to in-breeding
 - the potential impact on local flora such as the Copford oak trees
 - the possible effects on the environmentally sensitive Roman River
- 3.3.12. Several respondents comment on the impact of option A on listed buildings, primarily Prested Hall, with Essex County Council opposing the route for cutting through the grounds of the hall and severing the historic avenue.
- “This route has too high an impact on heritage.” (User ID 4620)*
- 3.3.13. Other concerns connected to cultural heritage include:
- The potential impact on other listed buildings such as Grade II listed Badcocks Farm and Marks Tey Hall
 - The potential impact on designated monuments such as the village green at Potts Green
 - The effect on historic villages such as Easthorpe
 - A lack of consideration for the archaeology around the Roman Road
 - The effect of the road on land drainage, which could cause damage to the foundation of buildings
- 3.3.14. A small number of respondents raise concerns about option A crossing the floodplains of a brook and a river as they feel the mitigation of additional floodplain could be insufficient in reducing flood risk and that the effects of climate change could worsen flooding.



- 3.3.15. A few respondents express concern that option A could negatively affect the landscape of the local countryside. A few others refer to the detrimental visual impact on Prested Hall and the effect on the views of properties west of Marks Tey.
- 3.3.16. Several respondents feel that option A would lead to increased noise pollution and vibration in the local areas within a hundred metres of option A, such as Easthorpe, Kelvedon, and Marks Tey.
- 3.3.17. Additional concerns include:
- the potential impact of the noise and vibration on the mental and physical health of residents
 - the risks of increased noise and vibration on listed buildings and wildlife
 - the possible increase in vehicle tyre noise from the bends in the design of option A
 - the belief that there are no proposed noise mitigation measures
- 3.3.18. Some respondents raise concerns over the possible impact of option A on the local environment, seeing it as potentially harmful and involving the destruction of the countryside. A few others express concerns about a perceived risk of contamination from landfill sites that the route may disturb.

Suggestions

- 3.3.19. A few respondents ask for the introduction of a mound, sound proofing boards and tree re-planting to provide noise mitigation.

3.3.20. People & communities

Support

- 3.3.21. Several respondents support option A as they believe that this option would have the least impact on residents and local communities such as Copford, Marks Tey, Inworth and Easthorpe.
- 3.3.22. A few respondents express their support for option A as they believe this option would have the least impact, when compared to the other options, on:
- public rights of way on the western end as it is closest to the current A12 where a bridge allows the continuation of the Feering footpath 18 and could continue to do so in the future
 - local businesses around Marks Tey
 - the north-eastern section of the route and the Local Plan Core Development Area



3.3.23. A few others support option A as they consider that it would create new jobs for the local workforce and support economic growth in Essex.

Concerns

3.3.24. Some respondents express concern over the possible impact of option A on people and local communities. Comments include:

- perceived risk of removal of junction 25 and the loss of access it would represent to local communities
- belief that the proposed option does not address the issue of access to the A12 for communities to the south such as Tiptree, as they perceive that residents would still have to use the Inworth Road and travel through Kelvedon and Feering to reach the A12, causing congestion in these villages
- perceived risk that option A would destroy public rights of way and impact walkers, cyclists and horse riders
- the belief that option A could make crossing between Kelvedon and Marks Tey more difficult, which they perceive as already difficult
- the perceived lack of mitigation measures to address the severance of public rights of way shown in the map in the consultation document
- the perceived risk that option A would contribute to the division of Marks Tey and would prevent it from reuniting
- belief that option A passing through the core development area would separate the proposed Colchester Braintree Borders Garden Community development
- the risk of devaluing their properties and affecting their sale potential
- perceived risk that the option A could affect the ability of the local employment centre to function and expand, and that it might result in the removal of a large amount of developable land, limiting the capacity for new housing, and could mean the loss of potential mineral deposits
- the belief that the new junctions could impact Feering and Marks Tey, although a few respondents argue that the current junctions already affect these villages
- the belief that if A12 junction at Rivenhall End is closed then this could have a detrimental effect on the village of Inworth
- the possible impact on a transport corridor including a railway line
- the perceived failure to provide a true bypass for the proposed Colchester Braintree Borders Garden Community development



3.3.25. A few respondents raise concerns that the potential environmental and social impacts of option A would outweigh the benefits it could provide or suggest that it would offer no benefits at all. Other concerns include:

- it would not address the existing issues around junction 25 for those who live in Marks Tey
- there would be little change to the current congestion in Kelvedon
- it would offer the least benefit in improving journey times
- it would not address severance issues for walkers, cyclists and horse riders

Suggestions

3.3.26. Respondents make no suggestion in relation to this topic.

3.3.27. Design, safety and congestion

Support

3.3.28. A few respondents support option A for its perceived benefits as they consider:

- it would provide a positive impact of the interface with the current A12 at the northern end as it would avoid the Copford Gap
- it would reduce congestion on the A12 and have the least detrimental impact on congestion on local roads.

3.3.29. A few respondents support the preservation of the existing junction 25 as they feel the current junction is satisfactory and that building a new junction would be expensive.

Concerns

3.3.30. Some respondents express concern over the design, congestion and safety related to the option A. Concerns include:

- the belief that the proposed bends in the design for option A would make the route less direct and more unsafe as collisions are more likely to occur on bends

"I'm amazed as to how many bends are being incorporated in this option." (User ID 10238)

- the belief that option A would be too expensive and that developing a new route that they feel fails to use any part of the existing A12 is a reason for the increased cost
- the perception that option A is in close proximity to properties, particularly the 155 properties in Marks Tey which would be within a hundred metres of the re-aligned A12



- the belief that the modelling for option A does not take into account the proposal to build a thousand houses in Feering and more than three hundred in Kelvedon
- the perception that option A would offer the least benefit in reducing congestion and time saving
- the belief that the capacity of the new junction 25 could be limited as it would have to handle A12, A120 and local traffic
- the perceived lack of consideration of the requirement for changes to the A120
- the perceived lack of access to the A12 from Kelvedon given the absence of junction with Inworth Road
- that it would create ten lanes of traffic between Kelvedon and Marks Tey as the old A12 would still exist
- the potential increase of congestion in villages such as Easthorpe, Kelvedon and Marks Tey and the belief that there is no mitigation for the impact of this congestion
- the perceived lack of improvement for congestion on Inworth Road suggested by the traffic volume figures
- the belief that the proposals would lead to the removal of junction 23 which could increase traffic at Gore Pit
- the belief that increasing the number of lanes beyond junction 25 in the future could lead to an increased risk of accidents because the route of option A travels underneath the existing bridge at junction 25, which limits the available width of lanes and means there would be no verge

3.3.31. Some respondents express concern about the retention of the current junction 25 as part of option A as they feel that the roundabout at junction 25 linking the A12 and the A120 is already congested and needs upgrading.

3.3.32. Many respondents raise concerns about congestion as they believe that option A would increase congestion in general or on specific local roads such as Easthorpe Road, Coggeshall Road and Inworth Road, which is perceived as presently congested, and forecast traffic volumes estimate a further increase in congestion. They consider these local roads unsuitable for this increase as some are single-track while others are perceived as prone to accidents. A few others comment that widening roads would encourage more people to use the road and that this would make the road congested once more.

3.3.33. A few respondents raise concerns about the safety of option A as they believe that the proximity of the route to the current junction 25 would provide limited scope for safety improvements despite this being a



major aim of the proposals.

Suggestions

- 3.3.34. A few respondents provide suggestions for alternative routes, for example retaining as much of the current route after junction 24 as possible. Other suggestions include:
- the creation of a route through the Copford Gap, not the centre of Marks Tey
 - the creation of smaller schemes around Colchester, as it is perceived to have reduced impact on countryside and environment when compared to big projects
 - a route south of Prested Hall
 - the upgrade of the A12 between junctions 23 and 24 to three lanes
 - a route through the southern section of the proposed Colchester Braintree Borders Garden Community development
 - junctions that allows direct access to Tiptree and Coggeshall
 - access to junction 24 for eastern villages without using the T junction at Feering between the B1023 and B1024
- 3.3.35. A few respondents request that junctions 23, 24 and 25 allow both north and south access for local traffic. A few others suggest measures to future-proof the road such as:
- the widening of Inworth Road
 - the bypassing of Inworth
 - a junction at Witham south linking traffic to Maldon and Ulting
 - ensuring all junctions on the A12 have capacity for increased traffic
 - including provision for a service area
- 3.3.36. A few respondents suggest the introduction of a feeder road from Tiptree to the A12 junction 23 using an upgraded Braxted Park Road to relieve the projected traffic on Inworth Road, support the growth of Tiptree and improve the traffic flow between the surrounding villages. A few others suggest the inclusion of a link road from the B1023 south of Feering to junction 24 for the same purpose.
- 3.3.37. Other suggestions involving design, safety and congestion include:
- that the route of option A should cross Prested Hall near the existing A12 rather than near the houses off the drive and to maintain access to Prested Hall
 - a more direct route for option A
 - a longer taper length and restricted access for the new junction 24 northbound merge



- part-time traffic signals at the A12 northbound section and the A120 at the roundabout to improve traffic flow
- improvement of the junction between Colchester Road and Coggeshall Road, as the road is perceived as narrow and unsafe.

3.4. Question 7 – option B

3.4.1. Responses to the closed question

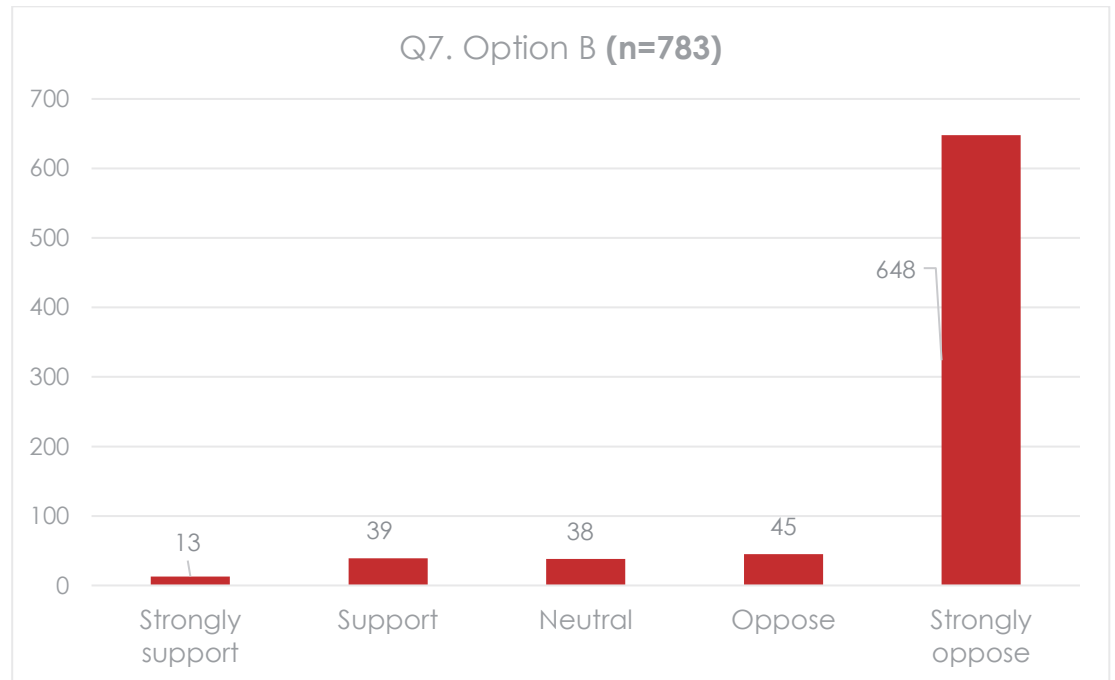


Figure 3. Responses to question 7

- 3.4.2. Figure 3 above, shows that most respondents (648) to the closed question 7, strongly oppose option B. This includes the 323 standard campaign responses that express opposition to all four options.
- 3.4.3. 52 respondents support or strongly support this option.
- 3.4.4. When compared to the other options, option B was the least favoured option amongst respondents to the closed question with the lowest number of respondents supporting this option.
- 3.4.5. Comments on option B**
- 3.4.6. 279 respondents provided comments to question 7. However, this section only considers the 167 responses that discuss the proposed option B. These include relevant comments made in other questions and in responses that did not follow the consultation questions, such as emails or letters.
- 3.4.7. General support and opposition**
- 3.4.8. A few respondents support option B in general terms without providing an explanation as to why.



3.4.9. A few respondents support option B as they comment that it would have a limited effect on their villages and use of the A12, but their support comes with the caveat that it is based on the traffic flow model. A small number of respondents feel that option B is better than option A but argue that the avenue at Prested Hall would be impacted. A few respondents have other caveats including:

- criticism of the bend in the design near Kelvedon
- preference for 2017 proposals

3.4.10. A small number of respondents oppose option B either because they oppose all four options, or they feel that options A and C are preferable.

3.4.11. Environment (air quality, biodiversity, noise and landscape)

Support

3.4.12. A few respondents support this option because they feel that it reduces air pollution, especially on Old London Road and London Road.

3.4.13. A few respondents praise option B as they believe it limits traffic noise and vibration, particularly for residents on Old London Road and London Road.

Concerns

3.4.14. A few respondents express concern about the use of prime arable land as part of the route for option B as they feel this is needed to feed the population.

3.4.15. Many respondents raise concerns about option B worsening local air quality because of increased traffic travelling on the re-designed A12 as well as smaller local roads such as Easthorpe Road and London Road. They feel that this poses a threat to the health of local residents and children as the route passes close to a school. Other concerns include:

- a perceived lack of analysis of data for air pollution resulting from this option in the consultation document
- the potential for increased carbon dioxide emissions considering Colchester Borough Council's declaration of a 'climate emergency'
- increase in pollution on A120 may occur because of the temporary link to A12
- the increase in total distance covered in option B compared to the current A12 and the possibility that this would increase air pollution



3.4.16. Several respondents comment that option B could have a detrimental impact on wildlife and biodiversity as it results in the loss of four areas of priority habitat and impacts two further areas, a greater number compared to other options. Some respondents raise concerns about the impacts on specific species including badgers, bats and barn owls amongst others.

“The rural environment will be totally destroyed including the barn owls, bats, great crested newts and hedgehogs that live here, to say nothing of the migratory birds” (User ID 4229)

3.4.17. A small number of respondents mention that it would require new crossings on the Roman River which could endanger semi-natural river corridor habitat.

3.4.18. Several respondents raise concerns about the impact of option B on cultural heritage as they feel it has a greater impact on historic and listed buildings than options A and C. Some respondents comment that option B would sever the avenue leading to Grade II listed Prested Hall, affecting its setting, while others mention the proximity to other listed buildings such as the Grade II listed Badcocks Farm. Other concerns include:

- the potential impact on non-designated heritage assets
- the severance of the roman road as this may have significant untested archaeological remains
- the proximity of the A12 to a village of historical importance unspecified by respondents

3.4.19. A small number of respondents feel that option B carries an increased risk of flooding as the route crosses the flood plains of the Domsey Brook and the Roman River, which are areas prone to flooding. They believe that climate change would lead to increases in rainfall and river levels, which would worsen existing flooding in these areas.

3.4.20. Several respondents express concern about the impact of option B on the local environment, countryside and villages east of Marks Tey and to the west of Copford in general terms. They feel that option B is more environmentally damaging than option A. Some respondents comment on the loss of greenfield land used by local residents. Respondents also raise the following environmental concerns:

- the potential impacts of disturbing a historic landfill site
- the chance of increased environmental impact from a road that covers more distance
- the risk of potential subsidence for residents living in School Road and London Road (B1408)



- the possibility of an increase in littering
- 3.4.21. Some respondents feel that option B would result in the loss of rural views and comment that the road is likely to have significant visual effects on the landscape around Copford. A few respondents mention the raising of London Road as they believe this would lead to further negative visual impacts. Other respondents comment on the area where the road would merge with the existing A12 and suggest this would be an eyesore.
- 3.4.22. Many respondents express concern about an increase in noise pollution and vibration as a result of option B because of the close proximity of the route to properties and other buildings such as schools, particularly in Copford, Easthorpe and east Marks Tey. They comment that the consultation document identifies option B as leading to more noise and vibration than options A and C.

*“Noise, likely vibration and pollution would be unbearable given the proximity of the route to existing dwellings.”
(User ID 4381)*

- 3.4.23. Other concerns stated by a few respondents about noise and vibration are:
- there is already noise pollution in the local area and adding to this could affect the health and wellbeing of residents
 - there is no analysis of data for noise and vibration pollution in the consultation document
 - the prevailing wind could make traffic noise very audible for residents
 - the introduction of more bends could increase vehicle tyre noise
 - the retention of the existing A12 as well as the re-designed A12 could increase traffic noise

Suggestions

- 3.4.24. A small number of respondents request the introduction of an earth mound, sound-proofing boards and tree re-planting to reduce noise.
- 3.4.25. A small number of respondents request the adoption of measures for the historic landfill site such as a site investigation, proposals for environmental protection and remediation of any remaining landfill deposits to remove contamination and restore the land to its former use.



3.4.26. People & communities

Support

3.4.27. Some respondents support option B as it improves access and connectivity to Marks Tey station and removes the existing A12 which divides the community. A small number of respondents feel that option B is a good bypass option for the proposed new community and that it preserves the village of Marks Tey and its shops.

“The existing village of Marks Tey would have the opportunity to become a community again” (User ID 4314)

3.4.28. Other general reasons for support provided by respondents are:

- it might be acceptable to residents of London Road
- it could provide more accessibility opportunities for walkers, cyclists and horse riders and might improve the historic severance of public rights of way
- this option could enable the local employment centre to expand

3.4.29. A few respondents support option B as they feel it creates potential for infill development behind London Road which could support the viability of shops and increase retail provision and car parking. Other respondents suggest this option provides greater scope for future expansion of residential and commercial ventures.

3.4.30. A few respondents believe that options A and B have less impact than the other options as they affect fewer residents. A small number of respondents suggest that option B has less impact on the setting of three listed buildings at Marks Tey Hall than options A and C and would better integrate these buildings into the Marks Tey community compared to the current situation. Other respondents believe that option B has a lower impact for the following reasons:

- it offers relief to 155 properties within 100 metres of the existing A12 conditions while only 13 properties are within 100 metres of routes B and D
- it should be less disruptive than other options to existing traffic flows
- there is more land available to build junctions

Concerns

3.4.31. A few respondents express concern about the impact of option B on access to footpaths and bridleways as they feel it would have the greatest negative impact on public rights of way at the eastern end of the development such as Copford bridleway 28 compared to options A and C. Other respondents suggest there is no benefit in terms of safer access for walkers, cyclists and horse riders.



- 3.4.32. A small number of respondents oppose option B because of the lack of a junction with Inworth Road, Kelvedon. Other respondents raise concerns about access to the A12 for communities to the east such as Tiptree as they believe there should be access to junction 24 without negotiating the T junction at Feering between the B1023 and B1024.
- 3.4.33. A few respondents express concern about the impact of option B on access to properties and villages without specifying the impacted village. Other respondents criticise the loss of a local playground necessitated by option B.
- 3.4.34. Several respondents express concern about option B dividing communities, primarily in relation to the village of Copford while others refer to Easthorpe. Some respondents discuss the division of communities without specifying which community they are referring to.

“This is the most damaging of all routes - the way it simply scythes through the village of Copford is completely unacceptable” (User ID 3721)

- 3.4.35. A few respondents comment on the potential for option B to detrimentally impact the health and wellbeing of residents as it is in proximity to certain properties and could increase noise pollution for those residents. Other respondents comment generally on the potential impact of the proposals on the health and wellbeing of residents, particularly those in Copford.
- 3.4.36. Some respondents criticise option B for potentially affecting the viability of businesses including a local farm business, Doggetts Lane Service Station, a Feering Parish asset and all businesses reliant on direct access at junction 25 such as the businesses on London Road.
- 3.4.37. Some respondents raise concerns that, as a result of option B, the value of their properties would be reduced and it would be harder to sell their houses. A small number of respondents ask what compensation there would be for a decrease in property values.
- 3.4.38. Many respondents express concern about the general impact of option B on residents living in the communities of Copford, Easthorpe Marks Tey, Messing and those who live near Prested Hall. Several respondents suggest the proximity of the road would negatively impact the rural character of local villages. Other respondents comment on the impact on residents and communities without specifying which community they are discussing. The following concerns are also raised by respondents:

- option B could have a greater impact on the proposed Local Plan



Core Development Area than option A and C as it conflicts with the stated aims of the local plan

- any compensation scheme for affected landowners could be worthless for a small number of respondents unless their properties are bought before the start of construction
- option B could have a greater negative impact on residents than the options suggested in the 2017 consultation
- the eastern part of Marks Tey would be an island surrounded by major roads
- the short-term impacts of construction on residents of Copford and Easthorpe such as heavy plant movements close to properties

Suggestions

- 3.4.39. A few respondents request consideration of parking at local railway stations and suggest the use of multi-storey car parks.

3.4.40. Design, safety and congestion

Support

- 3.4.41. A few respondents support the design of option B because it re-joins the A12 after junction 25 and so avoids more of Marks Tey and Copford and the congested area around junction 25.

“Option B provides a neat solution to the crowded area around the existing Junction 25 by completely bypassing the area” (User ID 4323)

- 3.4.42. A small number of respondents suggest the design reduces the need for excessively complicated junctions. Other respondents suggest option B is future-proof as it avoids the need to create six narrow lanes underneath the existing bridge if more lanes are proposed on the A12 towards Colchester in the future. Other reasons provided for support of the design include:

- it carries through traffic away from the centre of the new Marks Tey community and provides greater opportunities for the integration of the new community with the existing village of Marks Tey
- it separates local A12 and A120 traffic
- the retention of the old A12 means there is no requirement for new junctions 24 and 25

- 3.4.43. A few respondents support option B as they feel it would improve the safety of the A12, especially around junction 25, as it would not be constrained by the existing junction infrastructure. Other respondents believe the re-aligned road would make it safer to access the A12 from their properties.



Concerns

- 3.4.44. Some respondents raise concerns about the bends included in the design for option B as they feel that there are too many, that they are unnecessary as they make the route less direct and that they could cause accidents and other issues because of the increase in vehicles using the re-designed A12. A small number of respondents challenge particular bends such as the bend at the Kelvedon end.
- 3.4.45. A few respondents feel that re-routing the A12 for option B is too expensive. A small number of respondents mention the potential cost of treating contamination from the historic landfill site and suggest this makes option B more expensive than options A and C. Other respondents believe option B would be more expensive than options A and C because it involves an extra kilometre of new greenfield construction, a bridged crossing for London Road and may require extra land take for more complex junction arrangements. A small number of respondents feel that option B is not good value for money for the residents of Copford.

*“Developing a new route which fails to use any part of the existing A12 would mean increased financial commitment”
(User ID 4341)*

- 3.4.46. Some respondents criticise option B as they believe that the route passes too close to properties. A few respondents suggest that option B is closer to properties in Copford and Copford Green compared to the current A12 and options A and C. Other concerns are:
- the route is too close to properties in other towns such as Easthorpe and Messing
 - a lack of mitigation proposed for properties affected by option B on School Road and London Road
- 3.4.47. A small number of respondents criticise the loss of public open space to the west of Queensberry Avenue because of the route of option B, as this is a popular amenity.
- 3.4.48. A small number of respondents raise concerns about the design of option B as they feel the new junction is too close to the existing junction 24 while other respondents believe it is too far south of the current A12 corridor.
- 3.4.49. Some respondents express concern about the proximity of option B to a primary school and the impact this could have on the health and wellbeing of children attending this school.
- 3.4.50. A few respondents suggest that option B offers the second lowest



benefit in terms of time saving for traffic.

3.4.51. Some respondents raise general concerns regarding design such as their belief that the new junctions could lead to more issues. Other respondents express a preference for the junction location in option A. Essex County Council oppose the design of option B as they feel the interface with the existing A12 at the southern and northern junctions is at odds with the objectives of the overall scheme. Other concerns expressed by respondents include:

- option B would prevent the development of an area of land between the re-aligned A12 and Copford as part of the Local Plan.
- the route is too long
- there is a lack of infrastructure
- the purpose of the original A12 once the new road is built
- how the road network would function if the A120 remains on its current alignment
- the land take for the new junction 25 is too great
- the removal of direct access for residents to junction 25 would be detrimental for local residents and businesses

3.4.52. A small number of respondents raise concerns about the safety of option B because the route would travel through a historic landfill site, has no permanent crossing and is in proximity to a primary school. Other respondents mention the history of accidents on the A12 and suggest the safety record would not improve.

3.4.53. Many respondents express concern about congestion, either referring to a general rise in congestion as a result of this option or naming specific roads where they believe congestion would increase, such as Inworth Road, Easthorpe Road, Colne Road, St Peter's Road and Coggeshall Road.

"I am very concerned as are many Kelvedon residents that what I saw in the plans was no provision at all for the diversion of the huge volume of traffic that comes through our village from the A12." (User ID 4027)

3.4.54. Several respondents suggest that Inworth Road and Easthorpe Road are unsuitable for significant additional traffic as they already struggle to cope with existing traffic and the latter is unlit and single-track in some sections. Other respondents do not name specific roads but argue that increasing traffic on minor country roads is unacceptable.



3.4.55. Other concerns include:

- increase in congestion in the villages of Easthorpe, Coggeshall, Stanway, Kelvedon, Feering and Copford Green and for local residents generally and the lack of mitigation for the proposed traffic increase
- there are no proposals to address the difficult traffic flow from Tiptree and Coggeshall to the A12
- the short-term linking of the A120 and A12 could increase congestion in nearby villages and on the A120
- retaining the existing A12 and building the re-aligned A12 could increase congestion in the local area
- the proposals do not address the congestion at junction 26 and so road users may prefer the B1408 to the re-aligned A12
- the estimates for the traffic volume increase could be an underestimate
- the congestion from options B and D is likely to be worse than options A and C as they bypass the existing junction 25 and would require new junctions and potentially a link road, both of which could increase local congestion
- traffic growth could exceed capacity after the re-aligned A12 is complete and so there might be no improvement from congestion

Suggestions

- 3.4.56. A small number of respondents suggest that any risk of contamination from the historic landfill site should be mitigated through measures such as capping.
- 3.4.57. A small number of respondents request the future-proofing of option B to accommodate the A120 Braintree to A12 dualling.
- 3.4.58. Some respondents request the introduction of a feeder road from Tiptree to the A12 junction 23 or 24 to relieve the projected traffic on Inworth Road and the congestion through Inworth. Some of these respondents suggest an upgrade of Braxted Park Road could serve as the feeder road while others request the use of Grange Road. A few respondents suggest the feeder road could support the growth of Tiptree and improve the flow of traffic between neighbouring villages.
- 3.4.59. A few respondents also make the following general design suggestions about option B:
- a new junction to provide direct access to Tiptree and Coggeshall
 - reposition the existing junction 25 so that it is closer to Kelvedon
 - keep the existing junctions to the A12 open so that traffic is not



forced to use Inworth Road

- reduce junction spacing to allow the A12 to flow freely
- lower the A12 to reduce noise and pollution
- retain the current A12 route after junction 24 as much as possible

3.5. Question 8 – option C

3.5.1. Responses to the closed question

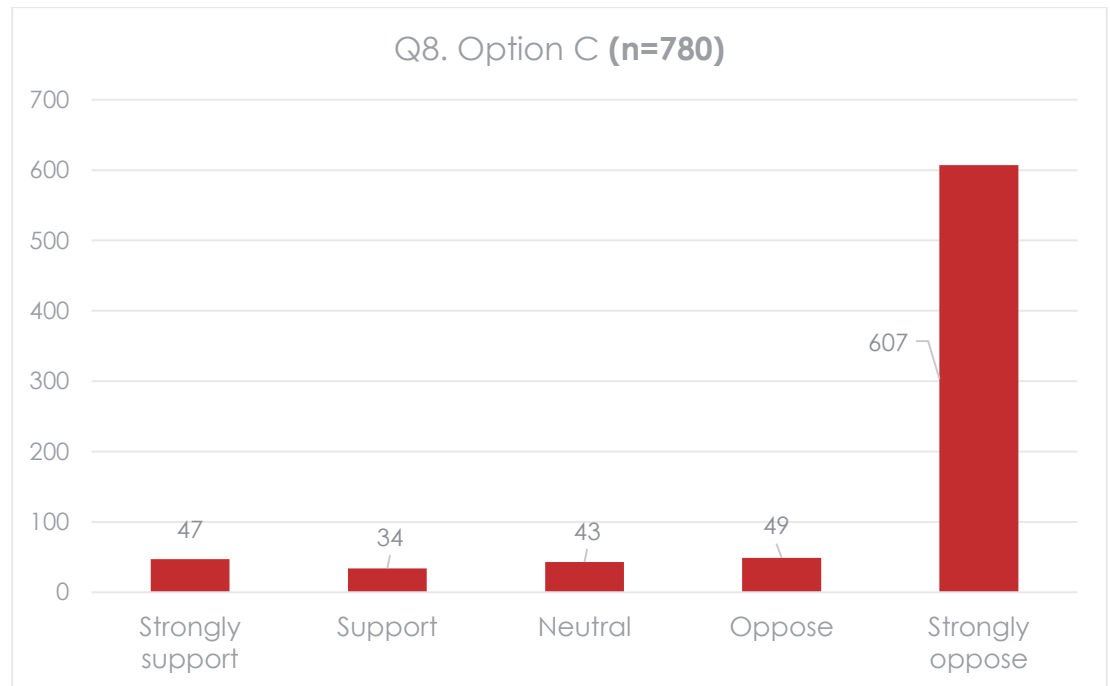


Figure 4. Responses to question 8a

3.5.2. Figure 4 above, shows that 81 respondents to the closed question 8, support or strongly support option C.

3.5.3. The majority of respondents oppose (49), or strongly oppose (607) this option. This chart includes the 323 campaign responses that express strong opposition to all four options.

3.5.4. Comments on option C

3.5.5. 265 respondents provided comments to question 8, almost half of those who responded to the closed question. However, this section only considers the 164 responses that discuss the proposed option C. These include relevant comments made in other questions and in responses that did not follow the consultation questions, such as emails or letters.

3.5.6. General support and opposition

3.5.7. A few respondents, including Braintree District Council, express their support for this option as they believe it has the least negative impact on Prested Hall.



- 3.5.8. A few others support the option with caveats such as the improvement of junction 25 or getting the scheme completed as soon as possible. Others suggest they would rather revert to the 2017 option but prefer option C over the other proposed options, while a few prefer option D but suggest option C is acceptable.

“[...] of the four options, and on the face of the information that is in the consultation, this is currently the least worst.”

Kelvedon Parish Council (User ID 4620)

3.5.9. Environment (air quality, biodiversity, noise and landscape)

Support

- 3.5.10. A few respondents express their preference for option C, as they believe it preserves the approach to Prested Hall or because they believe it has the least impact on environmental factors like habitats, wildlife and biodiversity. A few others express their support for option C for its perceived improvement in road noise in their area, however they question why Highways England thinks this will be the case.

Concerns

- 3.5.11. Many respondents express concern over the perceived decrease in air quality and increase in noise pollution and vibration. Many of these respondents raise concerns about how close the road would be to the village of Messing. A few others express concerns over the proximity of a local school and potential health risks for students of the proximity of the road to the school.
- 3.5.12. While some respondents express their support that this option doesn't cross the avenue to Prested Hall, others consider that the setting of the Hall would nevertheless be damaged by the road passing behind it.
- 3.5.13. Some respondents also raise concerns over potential impacts to other cultural heritage sites such as Badcocks Farm and the church in Inworth. Other concerns a few respondents express include:
- the high number of listed buildings and non-designated heritage sites in the affected area
 - the potential impact on a roman building to the south east of Prested Hall
- 3.5.14. Many respondents raise concerns over the perceived negative visual impact the road option could have on the area and small villages such as Messing and Inworth, often describing it as 'blighting'. Some of them express concerns over the perceived light pollution from the road as they believe it would have detrimental impact on the villages.
- 3.5.15. Some respondents express concern over the perceived impact the



route option could have on habitats and biodiversity. Comments include:

- belief that habitats and wildlife would be lost in order to build the new road
- the risk of priority habitats in the area
- the potential negative impact on the floodplain of Domsey Brook and the water meadows to the south of Prested Hall

“This option will have a considerable impact on the floodplain of Domsey Brook at the proposed new junction 24 and result in loss of habitat along a length of some 2 km of the brook.”

(User ID 4263)

- the perceived negative impact, particularly related to light pollution, on wildlife such as barn owls and bats
- the perceived lack of biodiversity index provided with the documentation, which they believe means either that Highways England has no knowledge of what flora and fauna are present or that the information is being withheld
- the perceived loss of green belt and agricultural land
- the perceived flood risk associated with building across the Domsey floodplain
- the potential loss of significant trees associated with listed buildings.

Suggestions

3.5.16. Respondents offer no suggestions in relation to this topic.

3.5.17. People & communities

Support

3.5.18. Some respondents express their support for option C as they consider it would have the least impact on people and local communities, particularly Copford, which they consider as being treated ‘empathetically’ by this option. A few others believe that the option would have the least impact on the Colchester Braintree Borders Garden Community or would have the least impact on public rights of way at the western end.

3.5.19. A few respondents believe that this option doesn’t split Copford, matches best with Essex County Council’s housing infrastructure bid and provides access to the A12 in both directions from Kelvedon.

3.5.20. The support is not always emphatic, with some of these respondents calling it ‘the best of a bad bunch’ or saying that if the project must go ahead, they prefer this option.



Concerns

- 3.5.21. Many respondents express concern over the potential negative impacts this route would have on people and communities, with some describing it as 'catastrophic effect', 'completely destroyed' and suggesting it 'would blight the entire village' and harm the health and wellbeing of local people.
- 3.5.22. A few respondents believe that the option would divide communities such as Marks Tey, or that this would prevent Marks Tey from integrating with the new Colchester Braintree Borders Garden Community.
- 3.5.23. Other concerns involving people and communities include:
- the perceived negative impact on property value as consequence of this option
 - the potential for local businesses to lose customers, either because they rely on people passing through on the current road or because the proximity of the new road would make the businesses less attractive
 - the belief that future expansion and development of the area would be curtailed by the loss of land
 - the perceived loss of footpaths and bridleways, and the impact it would have on residents' abilities to access properties and local areas
 - the perceived increase in traffic at Inworth Road and the impact it would have on residents' access and safety
 - the perceived safety risk for walkers, cyclists and horse riders, as they believe the route option does not address severance issues caused by previous works.

Suggestions

- 3.5.24. Respondents make no suggestion in relation to this topic.

3.5.25. Design, safety and congestion

Support

- 3.5.26. Where respondents express support for this route in relation to its impact on congestion, they praise the direct access from Tiptree onto the A12 and the removal of traffic from Kelvedon and Feering.
- 3.5.27. Many respondents support this route as they perceive it as being the most direct, with a good improvement in average travel time. A few respondents support this design as they consider that it meets the aims and objectives of the A12 and it ties in well with local roads.



- 3.5.28. A few respondents support the improvements in safety which they believe would be caused by the widening of the A12, but don't elevate option C above the other options based on this factor.

Concerns

- 3.5.29. Many respondents express concern over the potential increase in traffic and congestion along several roads as a result of this option. Inworth Road, Coggeshall Road and Easthorpe Road are mentioned particularly, and respondents raise concerns over access and safety in relation to these. Some express concerns over Hinds Bridge on the B1023 as they think it is too weak and narrow to cope with the modelled increase in traffic.

- 3.5.30. Other concerns involving design, safety and congestion on option C, include:

- the proximity of this route option to other infrastructure such as houses and Copford Junior School which could increase air pollution for residents and pupils
- the new junction is perceived as too close to junction 25 without further qualifications
- the number of bends which is considered high and the risk this would increase tyre noise
- the option does not increase road safety compared to options B and D as it does not address the safety issues with the existing junction 25
- the cost benefit of this option, as they believe that creating a new road from scratch does not provide value for money
- the predicted saving in travel time is not enough to justify this route
- the belief that this route option does not resolve current safety issues associated with the A12, as they believe that increase in traffic, especially where there are narrow roads, would lead to increased risk of accidents.

"To take 6 lanes underneath the existing bridge would require very narrow lanes and no verge. As there are already significant volumes of freight/HGV along this section of road, the option of having narrow lanes would create an increased risk of incidents at this section." (User ID 4413)

Suggestions

- 3.5.31. The most common suggestions relating to this route involve connecting Tiptree to the A12.

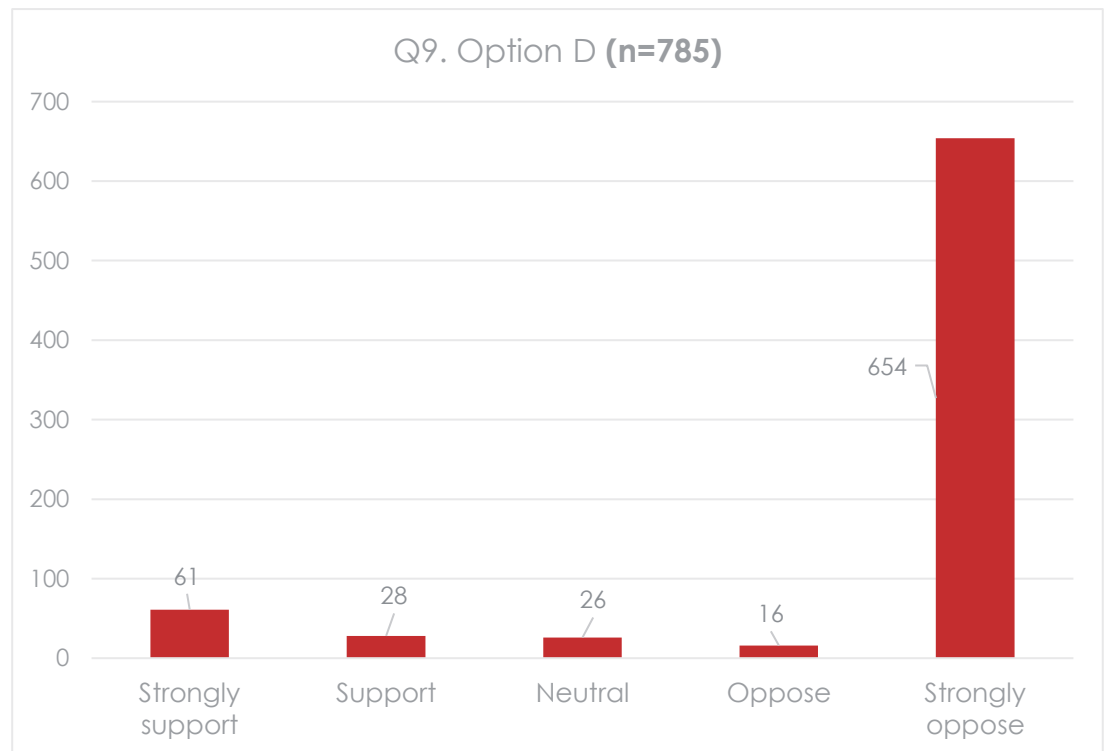


3.5.32. Other suggestions include:

- that Tiptree should have direct access to the A12 in both directions
- create a viable link road between the A12 and the B1022 as part of the scheme to upgrade Braxted Park Road
- routing the A12 between Marks Tey and Copford so that Marks Tey can be reunified
- re-joining the A12 north of junction 25 to improve traffic flow by separating A120 traffic
- maintain the existing junctions such as junction 24 to the current A12 to reduce traffic on Inworth Road
- add a mini roundabout to junction 24 so that traffic can access Inworth Road with greater ease
- limit junction 23 to local access only and divert A12 traffic to a new multi-directional junction 24 to alleviate the congestion on Kelvedon's High Street
- include noise mitigation measures such as earth mounds, sound proofing boards, and tree planting.

3.6. Question 9 – option D

3.6.1. Responses to the closed question



3.6.2.

Figure 5. Responses to question 9a

3.6.3. Figure 5 above, shows that most respondent oppose (16) or strongly oppose (654) option D. This chart includes the 323 campaign responses that express strong opposition to all four options.



- 3.6.4. 89 respondents support or strongly support this option.
- 3.6.5. When compared to the other options, option D received the highest level of support amongst respondent to the closed question.

3.6.6. Comments on option D

- 3.6.7. 300 respondents provided comments to question 9, nearly half of those who responded to the closed question. However, this section only considers the 183 responses that discuss the proposed option D. These include relevant comments made in other questions and in responses that did not follow the consultation questions, such as emails or letters.

3.6.8. General support and opposition

- 3.6.9. A few respondents express support for option D without further qualification. Some believe this option would be the most beneficial but still express concerns about its potential impacts, for example on listed buildings.
- 3.6.10. No respondents express outright opposition to option D in the open question, but their concerns relating to this option are discussed below.

3.6.11. Environment (air quality, biodiversity, noise and landscape)

Support

- 3.6.12. Several respondents support option D as they believe it would have the least negative impact on wildlife and the environment. Whilst some of these respondents do not specify their reasoning, others support option D because of the perceived acceptable distance from Prested Hall and listed buildings in Marks Tey.
- 3.6.13. A few respondents support this option as they believe it would result in the least increase in noise for local residents or it would reduce current levels of noise and air pollution to existing residents.

Concerns

- 3.6.14. Several respondents express general concern for the perceived environmental impacts associated with option D, such as the loss of green space and countryside.
- 3.6.15. Some express concern over the possible increase in air pollution, noise and vibration from construction and traffic. They argue that the impacts on residents, businesses and wildlife would be unacceptable, mainly because of the proximity of houses to the proposed route, particularly in Messing, Kelvedon, Copford, Easthorpe, and east Marks Tey.



- 3.6.16. Similarly, some others, express concerns over the potential impact of increase air pollution and noise on residents' health and wellbeing. They argue that increased noise levels would damage their quality of life by disturbing their currently peaceful rural community, and that particulate matter poses a threat to health.
- 3.6.17. Other concerns involving air quality include:
- risk of significant decrease in air quality in locations such as east of Marks Tey and in west Copford
 - the proximity of the route to a primary school and the increase of air pollution due to number of vehicles passing
 - the potential for diesel exhaust fumes to produce acidic gases, which have been linked to cancer and stunted growth
 - perceived lack of mitigation measures for noise, vibration and air pollution
- 3.6.18. Some respondents express concern over the potential impacts that option D could have on cultural heritage. Concerns include:
- the risk that this option could negatively impact cultural heritage by damaging the setting of several listed buildings and designated heritage assets, particularly on the communities of Easthorpe, Copford, Copford Green, Inworth and Messing, as well as Messing Lodge, Grade II listed homes, Prested Hall, Badcocks Farm and historic churches
 - risk of damage to untested archaeological remains near the Roman Road and a Roman building to the south east of Prested Hall
- 3.6.19. Some respondents express concern over the perceived impacts that option D would have on landscape and visual intrusion. Concerns include:
- the risk that the route would create a visual intrusion for a number of properties
 - the loss of the 'open' nature of land behind Prested Hall as they consider that the route would intrude into this landscape
 - the risk that Messing would have reduced chances to continue to win the 'Essex Village of the Year' as a consequence of this route option and the impact it would have on the landscape
 - the potential visual impact caused by raising London Road to allow the new A12 to pass underneath
- 3.6.20. The impacts of option D on wildlife and habitats are also a concern for some respondents. Their comments include:



- the perceived risk that this option would affect the greatest (or second greatest) amount of priority habitat compared to other routes, such as conservation area in Copford, water meadows south of Prested Hall and habitat along Domsey Brook
- the road separation would cut off a well-established and large set of badgers and bat colonies, leading to eventual species loss
- potential detrimental effects on local amphibian and reptile populations
- loss of the oak trees in Copford which are up to 300 years old
- risk of damage from drainage into a tributary for Roman River which contains rare aquatic life
- The Environment Agency comments that option D would require two new crossings of the Domsey Brook and new crossings on the Roman River, leading to the loss of semi-natural river corridor habitat and could increase the long-term risk of sediment and contamination from road run-off. Additionally, they comment on the potential downstream effects on the Roman River SSSI
- the risk that the option could impact the Barbastelle bat roosts which have been found at Marks Hall, which is 7 km from the proposed route
- the proximity of the route to some paddocks and a spring-fed pond could affect diverse wildlife including kingfishers, swallows, lapwings and herons

3.6.21. Other environmental concerns related to option D include:

- perceived increase flood risk as the route crosses the flood plains of Domsey Brook and Roman River. Copford with Easthorpe Parish Council argues that increases in extreme weather events due to climate change would exacerbate this risk, and that mitigation measures to provide additional floodplain may be insufficient
- the route would run through productive arable land causing loss of high quality and versatile land and hinder the country's ability to become more self-sufficient in food production
- an increase in light pollution and the potential impact on views of the night sky in Messing and its surroundings
- the route would pass through a historic landfill site, for which greater cost may be incurred if complete excavation and removal of contaminated material is required
- the re-location of junction 25 would require significant land take



Suggestions

- 3.6.22. The Environment Agency suggests that the historic landfill site, located where the route would re-join the existing A12, may require a site investigation with proposals for environmental protection and remediation of any remaining landfill deposits.

3.6.23. People & communities

Support

- 3.6.24. Some respondents support option D because it routes the A12 further from the proposed edge of the Colchester Braintree Borders Garden Community development and would enable the community of Marks Tey to grow. Some specifically comment on the potential benefits for the local economy due to increased retail provision for London Road shops, growth in space for car parking and a reduction in traffic jams, which currently holds back economic growth.
- 3.6.25. A few respondents, highlight the additional benefits for Marks Tey, including:
- better connectivity to Marks Tey station, including the opportunity for a broadened 'green bridge' to the railway station
 - resolution of severance for walkers, cyclists and horse riders
 - improved traffic flow for local roads in the long-term
 - a better quality of life for residents of Old London Road and London Road without the continuous noise and fumes from traffic.
- “Route D ensures that Copford retains its physical separation from Marks Tey but creates substantial benefits to Marks Tey by moving the current A12, which forms a major physical and psychological barrier and division of the existing community.”*
(User ID 4289)
- 3.6.26. A few others believe that option D would relieve the impact of the current A12 for 155 properties within 100 metres of the existing road, whilst only affecting 13 properties within 100 metres of the new route.
- 3.6.27. Some comment that as this route runs between the villages of Marks Tey and Copford, it would have the least impact on local communities and affect the fewest number of residents. A few others support the distance of the route from Kelvedon and Feering and argue that it would have the least impact on Prested Hall.
- 3.6.28. A few others express support for option D for as they believe it provides direct access to the A12 in both directions from Tiptree.



Concerns

- 3.6.29. Many respondents express concern over the impact that option D could have on people and local communities. Concerns include:
- the belief that this option would blight rural communities and consider it unfair for existing communities such as Copford to be adversely impacted by the relocation of the route to avoid a community that does not yet exist

“With this option it seems Copford is sacrificed to the Garden Community.” (User ID 3693)
 - the belief that this option would move the A12 closer to the village of Copford, having a detrimental impact on homes and businesses within the village and that businesses may close due to the proximity of the road
 - the belief that this option would physically divide communities, particularly Copford and Marks Tey, damaging community spirit and affecting the rural tranquillity that currently exists
 - although the option is likely to bring benefits to Marks Tey, the route could lead to negative impacts such as worsening air quality for the existing population, especially those in the east of the village
 - risk of detrimental impact on the village of Easthorpe, which is attractive to horse riders, dog walkers and cyclists. They believe these visitors will be deterred and that residents will be detrimentally impacted
 - the proximity of option D to the villages of Messing and Inworth and the subsequent impact on their residents and changes to the character of the villages
 - the risk that this option would allow developers to build around the new road, meaning Copford, Marks Tey, Aldham Eight and Ash Green would become a continuation of Colchester
 - possibility that this option would disrupt access routes and impact on Public Rights of Way (PRoWs) due to being in close proximity to a major road, as well as severance of existing PRoWs without the provision of additional routes. The routes specifically mentioned are a footpath from Messing to Prested Hall and south of Copford and Copford bridleway 28.
- 3.6.30. Some respondents express concern that option D would create difficulty for residents with regards to access to and from their properties. For example, the closure of junctions would increase traffic from Inworth Road in Feering, inhibiting residents' abilities to leave their properties.



3.6.31. A few others express concerns over access at specific locations, including:

- access to A12 via Inworth Road
- access to the B2013
- access to the A12 for communities located to the east
- access between Inworth and Messing would be difficult
- connection to the existing A120

3.6.32. Other concerns about the impact of option D on people and the community include:

- the belief it would lead to a decrease in property value in Copford
- the impact on local business and those on London Road that rely on passing trade
- the perceived greater impact on local residents when compared to the proposals from 2017
- the belief that it conflicts with the stated aims of the local plan by preventing potential development in a stretch of land between the realigned A12 and Copford
- the perceived lack of benefit to Feering and Marks Tey, given that they will be most affected by the Colchester Braintree Borders Garden Community development
- the belief that this route utilises the existing route to a lesser extent than options A and C and is longer than is necessary
- that it would run through a field adjacent to the Queensberry Avenue housing estate and would cause the loss of a playground located there
- it would require a cottage to be demolished, without specifying a location
- the relocation of junction 25 and its slip roads would be detrimental for local people, especially the west side of Colchester.

3.6.33. Copford with Easthorpe Parish Council strongly oppose option D (and B) as it would have a significant effect on the lives of many residents, which they believe has not been taken into account. They express concern that it would impact on the Queensberry Playing Field and Woods, a designated public open space.

*“The disruption to properties and residents for both Copford and Easthorpe cannot be understated for options B and D.”
(User ID 4437)*



Suggestions

3.6.34. Respondents make the following suggestions in relation to people and the community:

- provisions should be made for financial compensation for those whose property values could decrease due to the proposed route
- the solution must look at access to the A12 from Tiptree, given the construction of housing developments taking place
- the route should allow access to Marks Tey shops and amenities.

3.6.35. Design, safety and congestion

Support

3.6.36. Some respondents express their support for option D for its perceived benefits on design, safety and congestion. Comments include:

- the design would lead to the largest reduction in journey times by being the straightest and most direct solution
- it re-joins the existing A12 to the east of Marks Tey and Copford, which would additionally avoid congestion at the current Junction 25
- it provides easy access to Tiptree in both directions
- it would relieve Kelvedon and Feering villages of A12 traffic north and southbound
- slip roads serving junctions 24 and 25 would improve flow
- that this is the only route with suitable connections
- the perceived reduction in congestion and its benefits for A12 users by providing a junction at Inworth Road that would relieve traffic travelling to and from Tiptree through Kelvedon and Feering and that this option would reduce queueing traffic at the A120 junction at Marks Tey (the current junction 25).
- they believe this option is the straightest route and hence the safest, and that safety aspects should be given the upmost consideration in decision making
- by avoiding narrow lanes, option D would reduce risk of incidents involving particularly HGVs

Concerns

3.6.37. Many respondents express concern over the design of this route option and the adequacy of the infrastructure of roads surrounding and feeding into the route of option D. They argue that narrow roads, weak bridges and the current traffic levels added to the predicted increases in volume of traffic would lead to heavy congestion. They believe this would have significant impact in their ability to travel



around their local areas, particularly during peak hours. Residents of Copford, Easthorpe, Messing, Tiptree, Inworth and Copford Green are especially concerned about increases in traffic flow.

- 3.6.38. Similarly, some respondents express concern over the impacts of heavy traffic on the B1023 (Inworth Road). They argue that this is a narrow village road, unsuitable for large numbers of vehicles and that this road is already bottlenecked at both ends. They suggest that it would be unable to cope with the increased volume of traffic that would result from adding a new junction 24 as part of the proposals for option D.

“Options B and D with present an over 1,000 extra vehicles per hour on the Inworth road which is not suitable for any extra traffic.” (User ID 4410)

- 3.6.39. A few respondents express concern over the potential for congestion on roads or junctions such as:

- junction 26
- Easthorpe Road, which is single track with houses very close to the road edge
- the A120/A12 junction, especially before A120 improvements take place

- 3.6.40. Other concerns around option D involving design, safety and congestion included:

- the risk that the bypassing of junction 25 and the creation of a link road tying the new route into the existing route would generate more congestion
- as the majority of the A12 is two lanes, it would move the bottleneck elsewhere
- the belief that this option does not take into consideration the proposed housing developments in Tiptree that would add additional traffic to the B1023.
- the risk that this option would bring the A12 too close to properties, affecting homes in Copford and Copford Green especially. They argue that 200 homes within 400 metres of the road would be affected
- the proximity of the road to Copford Junior School and Park west of Queensbury Avenue and subsequent air quality impacts, particularly on children
- the perceived increase in distance and journey time compared to the current A12
- the introduction of more bends in the road would lead to



increased vehicle tyre noise

- 3.6.41. Some respondents express concern over the financial cost of this option, with a few arguing that this would be most expensive option. A few others believe that the reduction in journey time would be minimal and therefore not worth the expenditure. Their concerns include:
- unnecessary and expensive river crossings
 - requirement for remediation of the landfill site
 - complex junction arrangements with additional land take, including 1.4 km of new greenfield construction
 - the failure to use any part of the existing A12, which would reduce costs.
- 3.6.42. Some respondents express concern over the perceived safety impacts resulting from additional volumes of traffic along minor roads such as the B1023. Their comments include:
- introducing more bends in the road increases the risk of accidents occurring
 - the belief that speeding is already an issue and could become worse, creating danger for vehicles exiting their properties, for walkers, cyclists and children travelling to primary schools

Suggestions

- 3.6.43. Some respondents make suggestions for option D in relation to congestion, safety and design. Suggestions include:
- ways to reduce congestion on Inworth Road (the B1023) such as improvements to Braxted Park Road, a new junction to the west of Rivenhall, a new feeder road from Tiptree to junction 23 or linking Maldon Road (B1022) to the A12 at Rivenhall where the A120/A12 junction would be located
 - junction 24 should be a two-way junction on the A12
 - there should be a minimum of four lanes plus a hard shoulder for the new A12 from junction 23 to 25
 - the A12 should be a three-lane motorway from Ipswich to London to reduce the occurrence of 'rat-running'
 - the proposals should include new cycle and foot paths around the new A12 and the current A12
 - the carriageway needs to be lowered to pass underneath London Road and should be made acceptable for residents
 - efficient and environmentally friendly infrastructure should be the priority in the design of the new road
 - there should be a short route for the current A120 to join the new



A12 route

- remove the requirement for junctions 24 and 25 by having traffic use the current A12 before re-joining locations
- reduce junction spacing along the A12 to reduce merge and diverge conflicts
- consider a restricted junction at the B1023 to improve the B1023/B0124 junction at Kelvedon
- the route should be set within cuttings or substantial bunds (earth mounds) should be provided to reduce the visual and noise impacts
- the road should be carefully designed to preserve the setting of historic settlements.

4. The consultation

4.1.1. This chapter addresses comments from question 10, about the consultation process and awareness of the consultation.

4.2. Question 10 – awareness of the consultation

4.2.1. A total of 461 respondents answered question 10, which asked respondents to select from seven options to show how they found out about the consultation. **Respondents were able to select more than one option.** The responses to this question are shown in Figure 6, below.

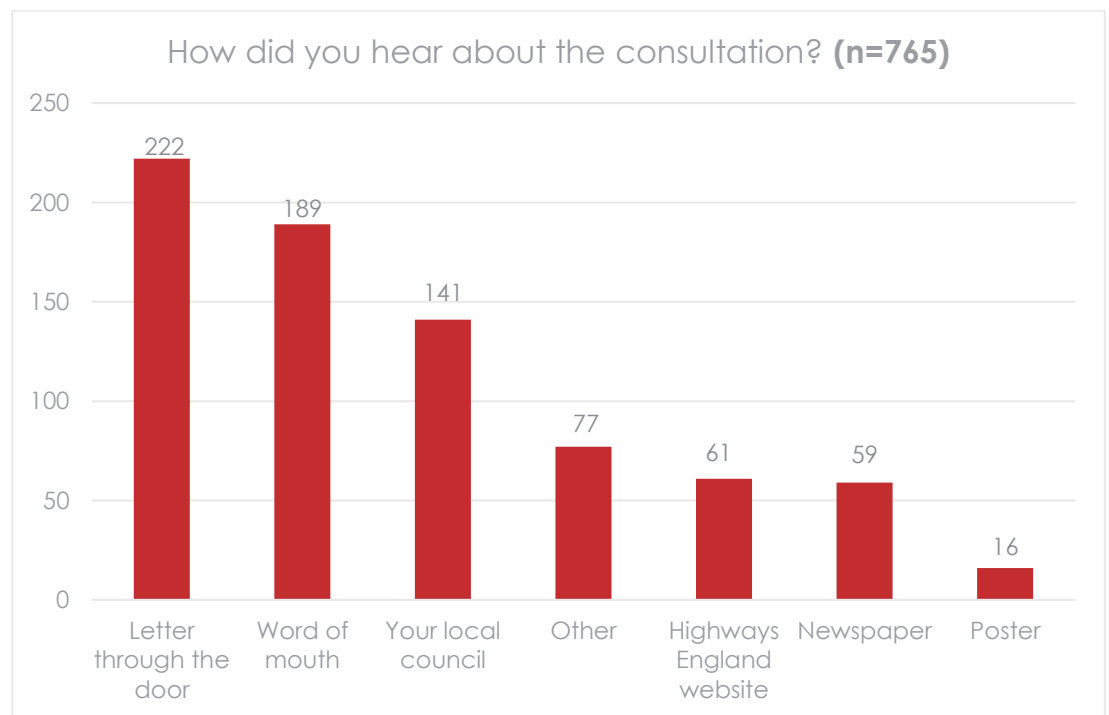


Figure 6. Responses to question 10a

4.2.2. Figure 6, shows that the most common means by which respondents heard about the consultation was via letter though the door, followed by word of mouth and local councils.

4.2.3. Respondents who selected other sources, specified that they found out about the consultation via:

- unspecified newspaper
- Planner magazine
- social media channels such as Facebook and twitter
- email from unspecified source
- correspondence from Highways England
- CAUSE campaign
- village representatives
- local library



4.3. Question 10 – comments about the consultation process

4.3.1. Question 10 received 303 direct responses. However, this section considers the 258 responses that discussed the consultation process and offered suggestions on further engagement in the future. These includes relevant comments raised in other questions and in responses that did not follow the consultation questions, such as emails or letters.

4.3.2. Process and promotion

Support

4.3.3. Some respondents, including Essex County Council, praise the consultation process, describing it as professional, well organised and that it provided clear information.

“[...] would like to recognise the excellence of this consultation exercise.” (User ID 4426)

4.3.4. Other supportive comments from respondents include:

- they consider that information about the route options and their effects was made readily available
- they consider that the consultation was well promoted and add that Highways England sent information regularly and encouraged residents to take part in the consultation.

Concerns

4.3.5. Many respondents express concern over the consultation process and promotion in general terms. Some feel that the information presented was too complex for people to be able to respond to the consultation.

4.3.6. Many respondents express concern over the consultation process as they believe that residents' opinions expressed in the consultation would not be considered in the decision-making process. They express the view that the outcome of the consultation is predetermined and that plans have already been decided, therefore what they say may have no bearing.

4.3.7. Several respondents believe the consultation is merely a way to justify the plans to build the Colchester Braintree Borders Garden Community which they oppose.

4.3.8. Many respondents think that this consultation has been undertaken prematurely, given that, they feel, the Colchester Braintree Borders Garden Community development is still uncertain. They argue that the garden community development should be confirmed before further decisions about the A12 route are made. A few of them think that size, scale and precise location of the development should be determined



before the A12 route is decided.

*“It is premature to canvass public option on four potential diversion routes, when consultees are vehemently opposed to the new settlement project that the diversion would enable.”
(User ID 4279)*

- 4.3.9. Several respondents believe that the process of deciding on a route for the new A12 is taking too long. They feel that it is unfair to delay the upgrades and argue that residents are waiting for the new road longer than necessary.
- 4.3.10. Some respondents express concern that the Colchester Braintree Borders Garden Community development could be influencing the decision around the A12 widening scheme and argue that the A12 improvements should benefit the region and should not be changed to accommodate new developments.
- 4.3.11. A few respondents express concern that any positive feedback about any of the current proposed route options would increase the likelihood of the Colchester Braintree Borders Garden Community development going ahead, and therefore they express opposition to all route options.
- 4.3.12. A few others believe that any response opposing all four route options would possibly be rejected by Highways England and consider that it would be undemocratic if that happened.
- 4.3.13. A few respondents express concern that the consultation could potentially divide communities as they believe that each route option would impact on different localities and argue that this as creating a 'popularity contest' between communities.
- 4.3.14. A few respondents believe the consultation should not have taken place before detailed environmental surveys of each option have been undertaken. They argued that residents cannot make properly informed decisions without this information.
- 4.3.15. A few others raise concerns over the possibility that consultation responses submitted in alternative formats such as group campaigns would not be considered as valid response and argue that this would prevent many respondents from having their say as they believe that some may not have had access to the consultation response form from Highways England.
- 4.3.16. Many respondents feel the consultation was not adequately promoted. Several say that information was released with too short notice, whilst others argued that it should not have taken place at all



given the timing of the election.

“Notified for the first time in October, with a December 1st deadline for response is not enough time to talk within the community and understand the repercussions of the A12 widening.” (User ID 4239)

- 4.3.17. A few respondents comment that the short notice given meant that information they requested under the freedom of information act would not be available until it was too late to respond.
- 4.3.18. Some respondents believe that there has been a lack of communication from authorities to affected parties regarding the entire A12 and the Colchester Braintree Borders Garden Community development. They say that more information should have been posted to residents and businesses that would be affected by the proposals.
- 4.3.19. Several respondents express concern that some affected areas, such as Hatfield Peverel, Stanway and the west side of Colchester, were not adequately consulted or taken account of in the proposals. They comment that these communities were not given information about the consultation.

*“We did not receive any communication directly from Highways England about the consultation process.”
(User ID 4235)*

Suggestions

- 4.3.20. Some respondents suggest that this consultation should have included the A120 project between Braintree and the A12 as the decisions for each will impact one another.
- 4.3.21. A few respondents suggest that this consultation should be repeated, but with better promotion, including:
- email with detailed information to residents and business affected
 - better advertising including signage along the route
- 4.3.22. Other suggestions around process and promotion include:
- Highways England should provide a printed progress report regularly to all impacted residents
 - environmental impact should be a priority in all decision making
 - the consultation should offer respondents the chance to comment on wider strategic planning in the area
- 4.3.23. The following organisations and local authorities welcome further discussion with Highways England about the proposals:



- The Road Haulage Association
- North Essex Garden Communities Ltd.
- Essex County Council
- Rivenhall Parish Council
- Chelmsford City Council
- Anglian Water

4.3.24. Rivenhall Parish Council request:

- details on the provision of full bus services through Rivenhall End
- assurances on the protection and enhancement of the footway and cycleway
- information about how the A12 works are to be used as an opportunity to reconnect public rights of way that have been cut off, and crossing the A12

4.3.25. Essex County Council suggests that:

- impacts on the strategic routes' connectivity, capacity and resilience should be addressed and the potential benefits for the Essex economy optimised
- further data and analysis is required for the wider strategic routes for several reasons which they list, such as for understanding employee access to the site, establish projected increases in traffic and understanding the timescales for project delivery
- more information about minerals and waste planning, public health and wellbeing is required
- the Essex Landscape Character Assessment is considered
- that vulnerable groups should be identified in the assessments referring to the Wales Health Impact Assessment Unit for guidance
- that a desk-based assessment and field evaluation should be undertaken prior to the DCO submission to understand the significance of impacts and to inform appropriate mitigation
- they made suggestions about ecological assessments and how they should be conducted
- greater consideration should be given to proximal roads

4.3.26. Events

Support

4.3.27. Some respondents praise the consultation events and describe the information given as of high quality and the website easy to use.

4.3.28. They comment that the staff were helpful and informative, proactive in approaching visitors and patient. Others state that the presentations



were very good with good quality maps and many information packs. Some also highlight the numerous locations and times allowed most people to access the consultation.

Concerns

- 4.3.29. A few respondents criticise the consultation events and consider that staff at the exhibitions were not familiar with the locality and had limited knowledge about the implications of the proposals on local residents. A few respondents argue that some staff were unaware of the existence of nearby roads or of the proposals for the A120.

Suggestions

- 4.3.30. A few respondents suggest that staff at public exhibition should be better briefed to ensure accuracy and consistency in the information provided.
- 4.3.31. A few respondents believe that the Highways England should record the number of attendees at the events as they aren't sure this has been recorded and suggest that Essex County Council should have been present.

4.3.32. Materials

Support

- 4.3.33. A few respondents praise the consultation material in general terms describing it as of high quality.

“Excellent documentation both printed and on line.”

(User ID 4274)

Concerns

- 4.3.34. Many respondents express concern about the perceived lack of information presented in the consultation documentation regarding the routes, impacts and costs of the options. Several argue that insufficient data for the impacts on existing properties and the local environment has not allowed them to respond in an informed and objective manner.

“Pamphlets barely highlighting potential negatives backed by dozens of huge and technical documents on disparate websites requiring registration in order to comment.”

(User ID 3685)

- 4.3.35. Many argue that the documentation should contain analysis of the impacts and estimations of all proposed route options in comparison to the previously chosen option in 2017.
- 4.3.36. Many respondents highlight a perceived lack of information or



assessment for the following impacts:

- noise and vibration assessment, as they believe the estimations given in the documentation are inaccurate
- air quality assessment, with no further qualification
- cumulative impact of the new trunk road in proximity to an old trunk road
- information about safety impacts, cost data, land take, demolition of properties and cultural heritage impacts
- further details about the proposed junctions

4.3.37. Some respondents comment on the perceived lack of information on the following:

- biodiversity net gain calculation and habitat assessments
- assessment for the impacts on public rights of way including cycling and horse-riding path networks
- what would happen to the current A12
- whether the proposed relocations would cut into the landscape or raised
- details about the potential issues with the dependence on the A120 route option decision and its effect on this consultation, should option 2 for the A120 not be chosen.

4.3.38. Many respondents criticise the level of information provided about the effects of the proposals on traffic. A few believe that that traffic modelling does not consider the potential impact of future housing developments, such as in Tiptree and Kelvedon.

4.3.39. Some respondents highlight the lack of detail regarding several aspects of the road proposals, especially concerning the junctions. This includes details about the A12 junction at Rivenhall End, whether junction 23 will be kept or removed, the location of junction 24, the layout of junction 25, data for junction 26 and details for the crossing of London Road.

4.3.40. Respondents also raise concerns that insufficient regard has been paid to the narrowness of some country roads that will be expected to carry a greater weight of traffic, such as Inworth and Easthorpe. Others argue that the road traffic collision data is incomplete, for example several serious accidents are not referred to in the guidance data.

4.3.41. Some respondents criticise the consultation material, describing it as misleading, disingenuous, contradictory or that it provides insufficient information. In some cases, they believe that the impact of the



proposed routes on local communities has been minimised in the material.

- 4.3.42. Respondents who perceive the material or information misleading, often argue that:
- the figures generated for traffic underestimates the volume as they were calculated using an outdated 2015 survey
 - the traffic evaluations are flawed as they are based on volumes taken during only one period of the day
 - the single-track nature of Easthorpe Road has not been taken into account
 - estimates for junction 24 are incorrect as they are not based on it becoming an 'all movements' junction
 - Inworth Road was wrongly labelled in the consultation brochure as Kelvedon
 - naming the proposal as 'widening' scheme is deliberately misleading and designed to misrepresent, as in fact the scheme involves relocation
 - that the statement indicating that the scheme will prevent local roads being used as 'rat-runs' is misleading as the scheme will create more rat-runs in Easthorpe.
- 4.3.43. Some respondents consider that listed buildings were not accurately represented in the documentation and perceive it as misleading respondents about the effects of the proposals on heritage assets such as the Grade I Church in Easthorpe, the two Grade II houses and the seven Grade II listed buildings.
- 4.3.44. A few respondents believe the information provided was intentionally difficult to read to prevent respondents from being able to accurately identify the proposed routes and their proximity to certain areas.
- "I would also like to say the printed information is and was unhelpful, vague and intentionally unreadable making it impossible to accurately identify areas and the proposed routes proximity accurately." (User ID 3760)*
- 4.3.45. Many respondents criticise the maps provided and describe them as inadequate or vague. They argue that:
- several areas are not clearly marked, including names of villages, noise and air quality impact zones, heritage sites, priority habitat and key landmarks
 - they were not sufficiently to scale to show the locations of affected properties



- they use faint background print to deliberately obscure the impact on the local area
 - they do not have a scale or bar to indicate distance
 - they don't provide enough details for those without access to the internet and those who could not attend the public events
- 4.3.46. Several respondents make comments about the response form, many of these arguing that it limits the wider choice to just the proposed routes. They believe there should have been options for 'none of the above' and that the 2017 option should have been included.
- 4.3.47. Other respondents who comment on the response form, consider that:
- it is too narrow and restrictive to allow for considered and meaningful feedback as it does not allow space for additional comments
 - the questions about route options are too complicated
 - the online form doesn't allow the submission of attachments within the response

Suggestions

- 4.3.48. Some respondents suggest that consultation materials could provide alternative information or a higher level of detail on the following:
- environmental report and details on noise and air quality impacts
 - proposals for mitigation measures such as landscaping and noise barriers
 - more details about junctions, including precise road alignments, costings, timescales and assessments of traffic flow
 - information that supports the statutory Local Plan consultation in the summer of 2020
- 4.3.49. Other suggestions on materials include:
- when looking at the proposed routes online it should be possible to zoom in and out of the maps



Appendix A – List of consultation documents

- A12 Chelmsford to A120 widening - Consultation Brochure:
https://highwaysengland.citizenspace.com/he/a12-chelmsford-to-a120-widening-scheme-23-to-25/supporting_documents/BED19_0138%20A12%20Chelmsford%20to%20A120%20consultation.pdf
- A12 Chelmsford to A120 widening - Response Form:
https://highwaysengland.citizenspace.com/he/a12-chelmsford-to-a120-widening-scheme-23-to-25/supporting_documents/BED19_0138%20A12%20Chelmsford%20to%20A120%20consultation%20response%20form%20LR.PDF
- A12 Chelmsford to A120 widening - Route Options Map:
https://highwaysengland.citizenspace.com/he/a12-chelmsford-to-a120-widening-scheme-23-to-25/supporting_documents/A12%20Chelmsford%20to%20A120%20Widening%20Route%20Options%20Map.pdf
- A12 Chelmsford to A120 widening junctions 19 to 23 – Preferred Route Announcement:
https://highwaysengland.citizenspace.com/he/a12-chelmsford-to-a120-widening-scheme-23-to-25/supporting_documents/BED19_0170%20A12%20Chelmsford%20to%20A120%20Junctions%201923%20PRA%20LR.PDF
- A12 Chelmsford to A120 widening – Report on Public Consultation – May 2017: https://highwaysengland.citizenspace.com/he/a12-chelmsford-to-a120-widening-scheme-23-to-25/supporting_documents/A12%20Chelmsford%20to%20A120%20Widening%20Report%20on%20Public%20Consultation%20May%202017.pdf



Appendix B – Consultation response form

The response form available online and in paper form to respondents consisted of 10 questions.

About you

- 1.** If you would prefer your comments to be anonymous, please just provide your postcode so we can understand where you live in relation to the scheme.

1a. Name:

1b. Address:

Postcode:

1c. Email address:

Please tick if you would like to receive future email updates

Yes No

- 1d.** Are you responding on behalf of an organisation, business or campaign group?

Yes No

If 'yes' please provide the name of your organisation and your role within it:

Organisation name:

Role:

- 2.** Which of the following best describes you? (tick as many as apply)

Local resident

Local business owner

I use the road to get to my place of work

I travel on this section of road regularly in a commercial vehicle

Other (please specify below)

Other:

- 3.** Have you received correspondence informing you that you are an affected landowner?

Yes No



4. How often do you use this section of the A12? (please tick one option)

- Five or more days a week
- Two to four days a week
- Once a week
- Once a month
- Less often
- Never

5. What time of day do you typically travel through this section of the A12? (please tick all that apply)

- Weekday peak period (7am to 9am and 4pm to 6pm)
- Weekday daytime (9am to 4pm)
- Evenings / early morning (6pm to 7am)
- Weekends
- Not applicable

The project

The route options presented in this consultation may be needed **if the Colchester Braintree Borders Garden Community (Marks Tey) gets the go ahead.** We want your views on these.

Option A

6. Please tick one of the following boxes which best represents your views on this option.

- | | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Strongly support | Support | Neutral | Oppose | Strongly oppose |

Please provide any comments you wish to add.

Option B

7. Please tick one of the following boxes which best represents your views on this option.

- | | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Strongly support | Support | Neutral | Oppose | Strongly oppose |

Please provide any comments you wish to add.



Option C

8. Please tick one of the following boxes which best represents your views on this option.

- | | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Strongly support | Support | Neutral | Oppose | Strongly oppose |

Please provide any comments you wish to add.

Option D

9. Please tick one of the following boxes which best represents your views on this option.

- | | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Strongly support | Support | Neutral | Oppose | Strongly oppose |

Please provide any comments you wish to add.



The consultation

10. How did you hear about the consultation? (Please tick all that apply)

- Your local council
- Highways England website or Twitter account
- Newspaper
- Poster
- Letter through the door
- Word of mouth
- Other (please specify)

Please provide us with any comments you may have on the consultation process.
Your feedback will help us improve how we engage with you in the future.

Appendix C – Respondents profile

This appendix provides a summary of responses to questions 1 to 5 from the 'about you' section of the consultation response form.

Question 1. Responding on behalf of an organisation



Figure 7. Count of responses to question 1

A total of 773 respondents answered question 1, which asked if the response was submitted on behalf of an organisation, business or campaign group.

A total of 52 respondents said that their response was on behalf of an organisation, business or campaign group. Table 5 below, provides the list of organisations and business that responded to this consultation.

List of Organisation
A12 Villages Traffic Action Group
Anglian Water
Braintree District Council
CAUSE (Campaign Against Urban Sprawl in Essex)
Chelmsford City Council
Coggeshall Parish Council
Colchester Borough Council
Copford with Easthorpe Parish Council



List of Organisation
CPRE (Essex)
Crest Nicholson Operations Ltd & RF West Limited
D W Squier Ltd
Environment Agency
Essex Bridleways Association and British Horse Society
Essex Chambers of Commerce
Essex County Council
Ford Training Services
Freight Transport Association
Haven Gateway Partnership
John S Campbell & Co Ltd
Kelvedon and Feering Heritage Society
Kelvedon Parish Council
Lightwood Strategic
Little Braxted Parish Council
Maldon District Council
Marks Tey Parish Council
Mascott's Farm Ltd
Messing Cum Inworth Parish Council
North Essex Garden Communities Ltd
Ramblers - Essex Area
Rivenhall Parish Council
Shell UK. Doggetts Lane Service Station.
Stanway Parish Council

List of Organisation
The Old Crown
The Road Haulage Association
Thomas Dixon Developments Ltd
Tiptree Neighbourhood Plan
Witham Town Council

Table 5. List of organisations that responded to the consultation

Question 2. Best description of respondents

A total of 780 respondents answered question 2, which asked respondents to select options that best describe them. **Respondents were able to select more than one option.** The responses to this question are shown in Figure 8 below.

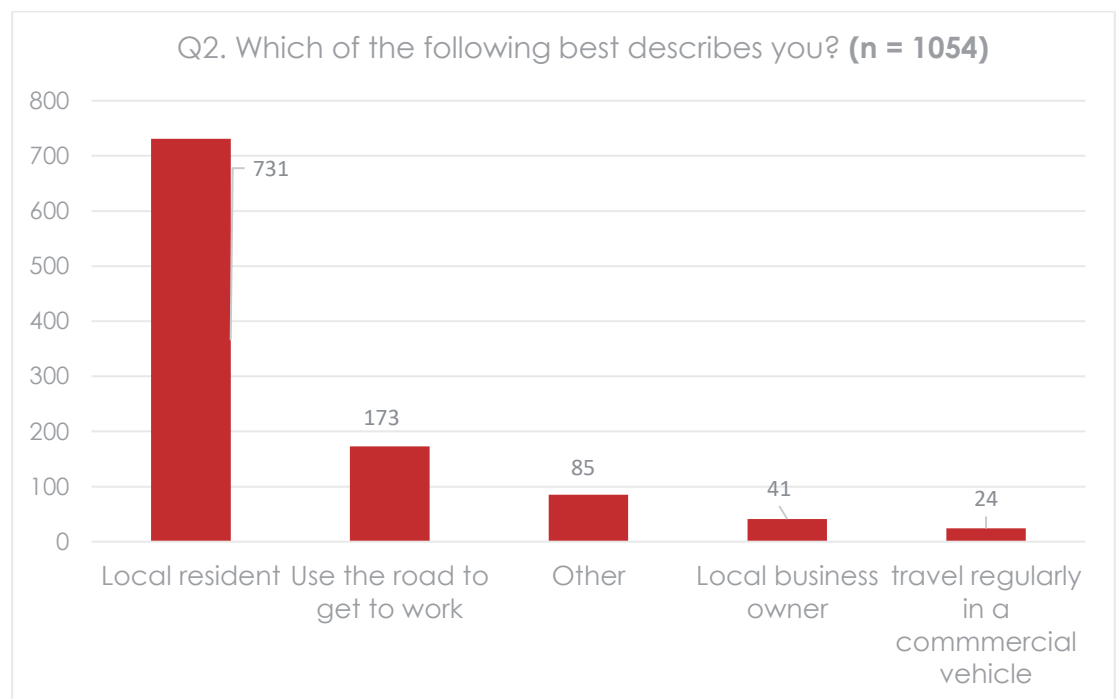


Figure 8. Count of responses to question 2

Figure 8 above, shows that most respondents identify as local residents (731) and as people who use the road to get to their place of work (173).

Respondents who selected other option, identify as:

- people employed locally
- local authorities
- people who use the road to visit friends or relatives living locally
- people who use the road regularly to access shops, hospitals and



schools

- people who use the road regularly for unspecified purposes

Question 3. Received correspondence informing that are affected landowner

A total of 765 respondents answered question 3.

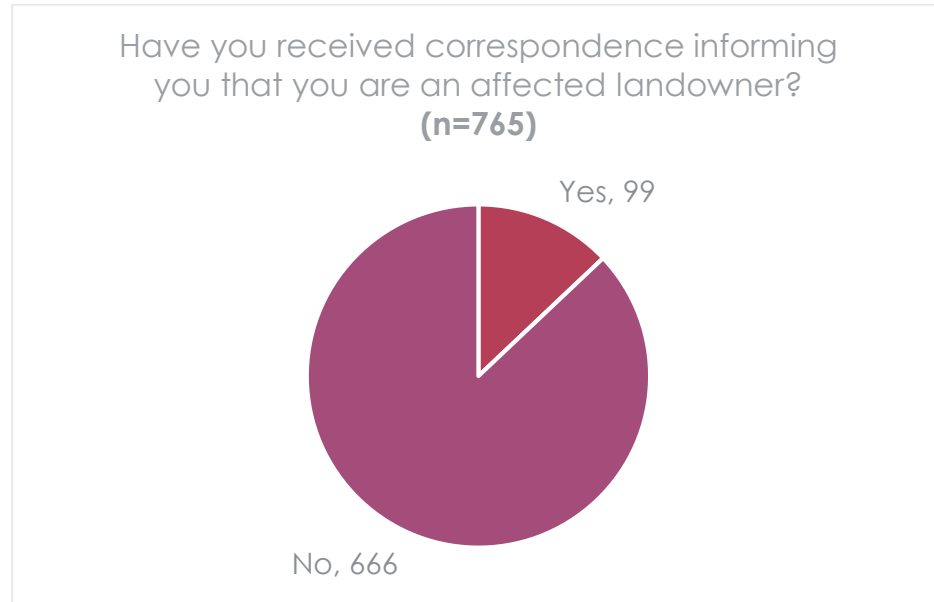


Figure 9. Count of responses to question 3

Question 4. Frequency using this section of the A12

A total of 769 respondents answered question 4, which asked how often respondents use this section of the A12. **Respondents were able to select more than one option.** The responses to this question are shown in Figure 10 below.

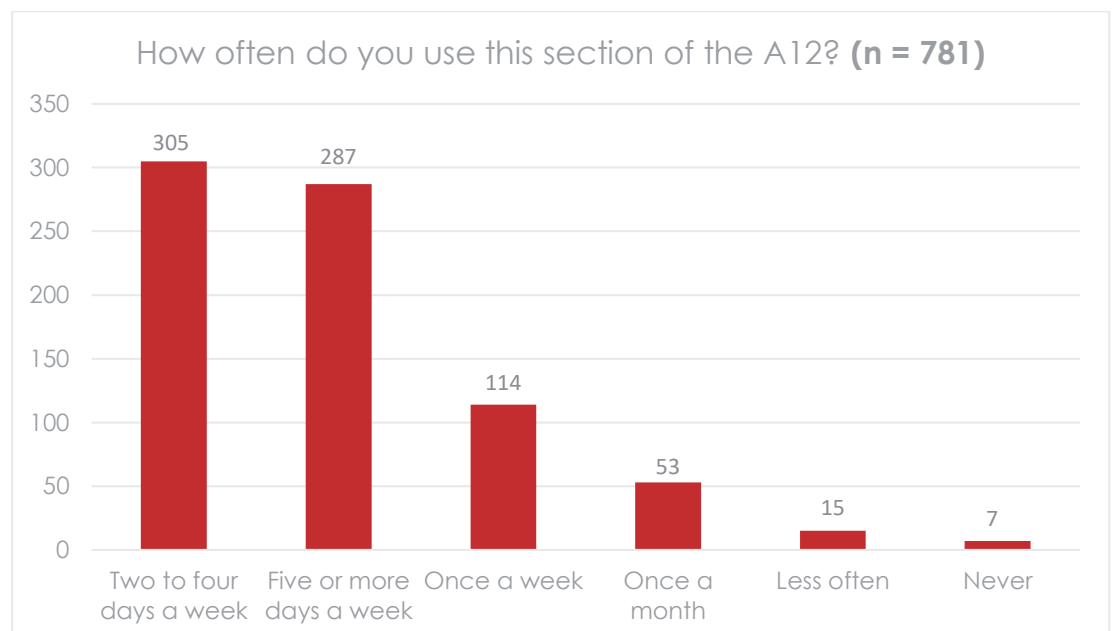


Figure 10. Count of responses to question 4

Figure 10 above, shows that overall most respondents who answered question 4 use this section of the A12 two or more days a week (305), while a smaller number use it weekly (114), monthly (53) or less often (15). 7 respondents indicate that they never use this section of the A12.

Question 5. Time of the day typically travelling through this section of the A12

A total of 765 respondents answered question 5, which asked respondents to select the times of the day they usually travel through this section of the A12. **Respondents were able to select more than one option.** The responses to this question are shown in Figure 11 below.

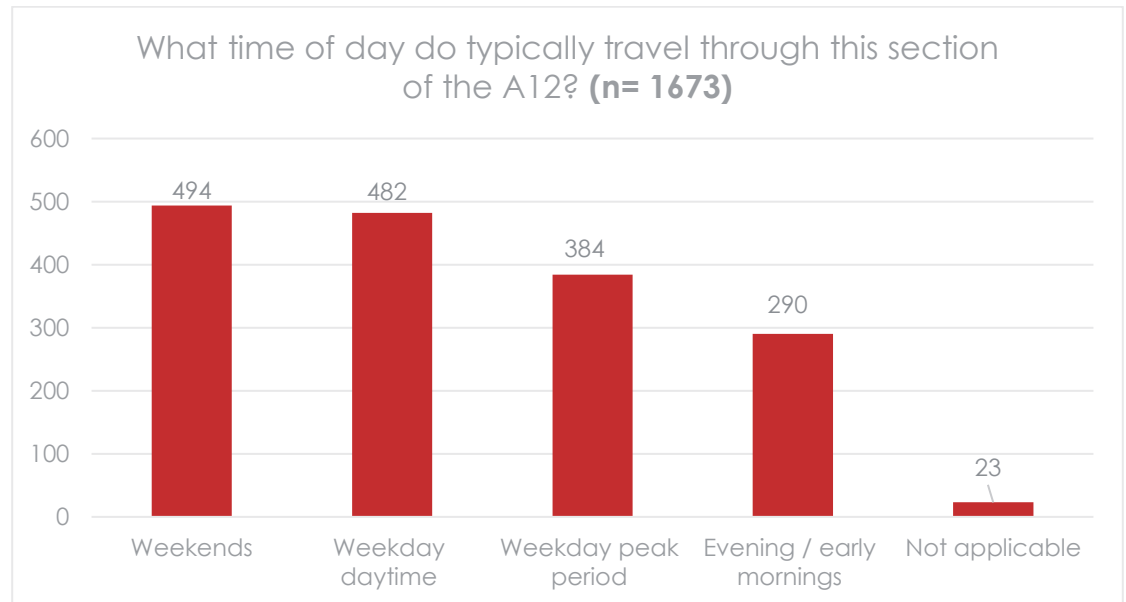


Figure 11. Count of responses to question 5

Figure 11, shows that respondents who answered question 5 use this section of the A12 at a variety of different times of day. However, the most frequently chosen response is 'weekends' (494), followed by 'weekday daytime' (482), 'weekday peak period' (384) and 'evenings/early morning' (290).



Appendix D – Campaign responses

This appendix provides a sample of campaign responses received.

This consultation received two versions of a standard campaign response form. The difference between the two versions is highlighted in Figure 13 below.

A12 Chelmsford to A120 Widening Junctions 23-25 (non-statutory public consultation)

LOCAL COMMUNITIES RESPONSE FORM

The new routes in this consultation are not needed. Their sole purpose is to ‘unlock’ a bigger ‘West Tey’ New Town. Their funding depends on a government Housing Infrastructure Bid which has not been granted.

For the reasons outlined overleaf and to enable comments on the process, this form has been created as an alternative to the Highways England consultation form. The demographic questions from HE have been retained to ensure that the information can be recorded in the same way. This consultation runs from 21 October to 1 December 2019. *if missing, please view at copfordwitheasthorpeparishcouncil.co.uk*

People are confused about what a Highways “Non-Statutory” consultation actually means and are concerned that this is purely an evidence-gathering process to support a single developer (NEGC Ltd) with unfair advantage over possible development alternatives, which were suggested in response to the Local Plan examination process. This consultation may be taken as evidence that the outcome of the Local Plan has been predetermined by the planning authorities.

Please return your completed form to ‘FREEPOST A12 WIDENING’

About You

1a Name

1b Address

Postcode

1c Email address

Please tick if you would like to receive email updates from Highways England

Yes No

1d Are you responding on behalf of an organisation, business or campaign group? Yes No

If ‘yes’ please provide the name of your organisation and your role within it

Organisation: Role:

2 Which of the following best describes you? (tick as many as apply)

Local resident I use the road to get to my place of work

Local business owner I travel on this section of road regularly in a commercial vehicle

Other (please specify):

3 Have you received correspondence informing you that you are an affected landowner? Yes No

4 How often do you use this section of the A12? (please tick one option)

Five or more days a week Two to four days a week

Once a week Once a month

Less often Never

5 What time of day to you typically travel through this section of the A12 (please tick all that apply)

Weekday peak period (7am to 9am and 4pm to 6pm) Weekday day time (9am to 4pm)

Evenings / early morning (6pm to 7am) Weekends

Not applicable

I / we strongly object to all four options A,B,C,D and request that the routes are based on the 2017 consultation.



A12 Chelmsford to A120 Widening Junctions 23-25 (non-statutory public consultation)
LOCAL COMMUNITIES RESPONSE

Comments on the consultation process (section 10):

This additional consultation only exists to support the plan to build a New Town at 'West Tey'. It was published after the Local Plan consultation closed and is different to evidence supplied in that consultation. The options as published would not support alternative development / sites that the Planning Inspector requested be assessed. All four options substantially reduce the land available to the south of the existing A12, reducing opportunities that may be considered by the Inspector as an alternative to the 'Garden Communities' proposal.

There is insufficient data provided to understand the impact on existing properties and the local environment. Consequently, it is impossible to comment on these options objectively. Asking for comments on four options with significantly differing scope is potentially divisive as they affect different localities for different reasons. It looks like a popularity contest between localities.

'Option 2' from 2017 was selected by a large majority of people, and this would provide a suitable route to widen the A12, so how is the extra cost in preparing these routes and the delay to this project justified?

Various statements in the brochure are misleading, contradictory or not justified with sufficient data. For example, it seems disingenuous to state that 'Noise along the A12 could improve' as there will be additional traffic flow and new roads where none currently exist. The impact of these routes on people and communities is definite, not 'likely'. Mitigation measures would not provide sufficient barriers to noise, vibration or air pollution due to proximity. The impact on landscapes is likely to be greater than suggested with three routes having significant effects on Copford with Easthorpe.

The brochure states that Options A and C are 'likely to have greater disruption on properties and residents of Marks Tey'. These two routes run within the parish of Marks Tey for approximately 1km and at a greater distance from all properties in Marks Tey than the current A12 line. It is more accurate to say that Marks Tey residents won't gain much benefit from Options A and C, whereas B and D will cause serious harm to residents of Easthorpe, Copford and parts of Marks Tey.

There is no objective statement to attempt to demonstrate a quantifiable benefit to balance the obvious additional cost and harm to existing localities from these four route options. It is simply stated that they may be necessary to support the 'Garden Community', which exists only in concept.

Retaining the A12 route on or close to the existing line can be considered equally or more beneficial than moving it further south because it would maintain a compact, combined transport corridor including the existing railway. Any new junction access would be located closer to the centre of the area of potential development.

The concept of planning smaller developments either side of a combined main transport corridor is seen by many as preferable to a large New Town.

Junctions (and routes) are shown as 'indicative'. As junctions require large areas of land, consume a large proportion of cost and have potentially the greatest impact on people and the environment, more details should be provided to enable comment.

We therefore STRONGLY OBJECT to all four Options A,B,C and D and request that the routes are based on the 2017 consultation.

Figure 12. CAUSE campaign Version I



A12 Chelmsford to A120 Widening Junctions 23-25 (non-statutory public consultation)

LOCAL COMMUNITIES RESPONSE

Comments on the consultation process (section 10):

This additional consultation only exists to support the plan to build a New Town at 'West Tey'. It was published after the Local Plan consultation closed and is different to evidence supplied in that consultation. The options as published would not support alternative development / sites which the Planning Inspector requested be assessed. All four options substantially reduce the land available to the south of the existing A12, reducing opportunities that may be considered by the Inspector as an alternative to the 'Garden Communities' proposal.

There is insufficient data provided to understand the impact on existing properties and the local environment. Consequently, it is impossible to comment on these options objectively. Asking for comments on four options with significantly differing scope is potentially divisive as they affect different localities for different reasons. It looks like a popularity contest between localities.

'Option 2' from 2017 was selected by a large majority of people, and this would provide a suitable route to widen the A12, so how is the extra cost in preparing these routes and the delay to this project justified?

Various statements in the brochure are misleading, contradictory or not justified with sufficient data. For example, it seems disingenuous to state that 'Noise along the A12 could improve' as there will be additional traffic flow and new roads where none currently exist. The impact of these routes on people and communities is definite, not 'likely'. Mitigation measures would not provide sufficient barriers to noise, vibration or air pollution due to proximity. The impact on landscapes is likely to be greater than suggested with three routes having significant effects on Copford with Easthorpe.

Options A and C are stated as 'likely to have greater disruption on properties and residents of Marks Tey'. These two routes run within the parish of Marks Tey for approximately 1km and at a greater distance from all properties in Marks Tey than the current A12 line so it is difficult to understand this statement. Options B and D will cause serious harm to residents of Easthorpe, Copford and parts of Marks Tey.

There is no clear quantifiable benefit to balance the obvious additional cost and harm to existing localities from these four route options. It is simply stated that they may be necessary to support the 'Garden Community', which exists only in concept.

Retaining the A12 route on or close to the existing line can be considered equally or more beneficial than moving it further south because it would maintain a compact, combined transport corridor including the existing railway. Any new junction access would be located closer to the centre of the area of potential development.

The concept of planning smaller developments either side of a combined main transport corridor is seen by many as preferable to a large New Town.

Junctions (and routes) are shown as 'indicative'. As junctions require large areas of land, consume a large proportion of cost and have potentially the greatest impact on people and the environment, more details should be provided to enable comment.

We therefore STRONGLY OBJECT to all four Options A, B, C and D and request that the routes are based on the 2017 consultation.

Figure 13. CAUSE campaign Version II

TRAVERSE

