

A12 Chelmsford to A120 widening

Report on Public Consultation 2019

Junctions 23 to 25

Highways England

2020

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1. Executive summary

Please note: this report was written prior to the recommendation from the Planning Inspector to remove the Colchester Braintree Borders Garden Community from the joint Local Plan. The contents of the report are solely to provide a factual overview of the 2019 consultation arrangements and the feedback we received.

Since this report was written, and following the recommendation from the Planning Inspector, the A12 scheme is no longer pursuing the options presented in the 2019 consultation and this report.

1.1 Introduction

On Monday 21 October 2019 we launched our consultation on four options to widen the A12 from junction 23 (Kelvedon South) to junction 25 (Marks Tey interchange). The consultation ran for six weeks until Sunday 1 December 2019 and was complemented by eight public events.

The purpose of the consultation was to seek views on four route options, one of which would likely form the preferred route between junctions 23 and 25 **if the proposed Colchester Braintree Borders Garden Community (the proposed garden community) goes ahead. If the proposed garden community does not go ahead**, the route between junctions 23 and 25 will be based on our 2017 consultation.

Alongside the route options, we used the events to present our preferred option for junction 19 (Boreham interchange), up to and including junction 23. However, this report only refers to the consultation.

The events were well attended, and we are really grateful to all those who came along, as well as those who helped raise awareness of the events taking place.

Through the formal consultation response channels, we received some really valuable feedback on the options presented. However, we do note that many of those that responded strongly opposed all the options. In most instances, the reason cited for opposing all options was related to the proposed garden community. For further information, please see section 8.

1.2 Purpose of this report

The purpose of this report is to outline how we consulted, whether it was effective, what we found out from the consultation, and the next steps. This report provides a high-level summary of the consultation responses we received and with this report, we have published the independent response analysis completed by Traverse.

In addition to factors such as value for money, constructability, safety and meeting the project's objectives, the consultation responses assist us in identifying the preferred option as well as design requirements as the project approaches the statutory consultation and application for development consent.

1.3 Context

In 2017 we held a consultation to widen the A12 from Chelmsford to the junction with the A120. We presented four options for the stretch of road running from junctions 19 to 25. The local authorities of Colchester, Braintree and Tendring pursued a joint Local Plan which proposed several garden communities.

The options we presented in our 2017 consultation between junctions 24 and 25 would have impacted the proposed garden community near Marks Tey if it went ahead. As such, a key piece of evidence for the Planning Inspector was to show how the A12 between junctions 24 (Kelvedon North) and 25 (Marks Tey Interchange) could have moved to consider the proposed garden community. Moreover, one of the scheme objectives is to encourage economic growth by supporting planning, economic and housing growth in Essex and the surrounding area. It is therefore important to ensure that our ambitions for the A12 meet the future needs of the area.

1.4 Consultation options

With the backing of the government, we considered how the road could be moved between junctions 23 and 25 to accommodate the proposed garden community if the Planning Inspector gives it the go-ahead. The purpose of the consultation was to show the four options we created and ask for local views on each of them. Following a sifting process (see section 2.3) around the proposed garden community, four supplementary routes were created and presented in this consultation.

1.4.1 Option A

Option A provides three lanes in each direction along the route of the current A12 from junction 23 to 24, and three lanes in each direction from junctions 24 and 25 to the south of the current A12. It leaves the A12 just before junction 24 and creates a new junction. The current junction 24 will be upgraded to serve the local roads. This option would cross the avenue of Prested Hall and continue towards junction 25. At its furthest point, it would be around 1.15km south of the existing A12. Before the existing junction 25, it would re-join the current A12. A new junction 25 would be constructed to the south-west of its current position. The current junction 25 would be upgraded to serve local roads.

1.4.2 Option B

Option B provides three lanes in each direction along the route of the current A12 from junction 23 to 24, and three lanes in each direction between junctions 24 and 25 to the south of the current A12. It leaves the A12 just before junction 24, creating a new junction to the south. The current junction 24 would be improved to serve the local roads. This option would cross the avenue of Prested Hall and continue towards junction 25. At its furthest point, it would be around 1.15km south of the existing A12. There would be a new junction at around 800 metres to the south of the existing junction 25. The route would then continue towards the existing A12, where it would re-join the existing road after passing under London Road (B1408). The current junction 25 would be upgraded to serve local roads.

1.4.3 Option C

Option C provides three lanes in each direction along the route of the current A12 from junction 23 to 24, and three lanes in each direction between junctions 24 and 25 to the south of the current A12. There would be a new junction 24 where the current A12 crosses Inworth Road. The current junction 24 would be upgraded to serve the local roads. At this stage of design, the new junction 24 could be to the east or to the west of Inworth Road, but with suitable connections to the road. The route would pass to the south of Prested Hall and continue towards junction 25. At its furthest point it would be around 1.15km south of the existing A12. It would re-join the current A12 at a new junction to the south-west of the current junction 25. The existing junction would be retained and upgraded to serve the local roads.

1.4.4 Option D

Option D provides three lanes in each direction along the route of the current A12 from junction 23 to 24, and three lanes in each direction between junctions 24 and 25 to the south of the current A12. There would be a new junction 24 where the current A12 crosses Inworth Road. The current junction 24 would be upgraded to serve the local roads. At this stage of design, the new junction 24 could be to the east or to the west of Inworth Road, but with suitable connections to the road. The route would pass to the south of Prested Hall and continue towards junction 25. At its furthest point it will be around 1.15km south of the existing A12. There would be a new junction situated around 800 metres to the south of the existing junction 25. The route would then continue towards the existing A12, where it will re-join the existing road after passing under London Road (B1408). The current junction 25 would be retained and upgraded to serve the local roads.

1.5 Consultation arrangements

The public consultation ran from Monday 21 October 2019 to Sunday 1 December 2019; a period of six weeks. During this time, eight public information events were held in towns and villages along the A12. We also held two engagement van events and attended a local coffee morning.

To publicise the consultation, we engaged several channels of communication:

- A letter was sent to 20,000 households.

- A press release was issued to 313 media outlets across the region and was picked up and ran by 93 of them.
- A quarter page colour advert was placed in the Colchester Evening Gazette, Braintree and Witham Times, Essex Chronical (Northcliffe) and the Essex County Standard.
- Posters were sent to 24 parish councils and 29 job centres, shops and post offices.
- Direct emails were sent to 321 stakeholders including members of the community and members' forums, statutory environmental stakeholders and equality and diversity groups.
- 13 deposit locations were identified along the route where copies of consultation brochures and leaflets were available. A large pull up banner advertising the consultation was also displayed at council offices.
- The full suite of consultation documents were sent to all parish councils along the route, as well as local MPs.
- A consultation awareness tweet was sent from the Highways England Twitter account which has over 53,000 followers.
- 3,541 notifications were sent to those who have signed up to updates from the A12 project website.
- The Highway's England engagement van was placed in train stations at the beginning and end of the consultation period. The van had a large graphic that showed the consultation dates and the consultation website URL.

In addition to the channels above, we engaged with local elected representatives through our members' forum and community forums.

The consultation materials consisted of a consultation brochure and questionnaire which sat in a sleeve that explained the scheme background and current situation. The exhibition panels were available to view at the events and online. In addition, an exhibition panel walkthrough video was made available for those who may not have been able to attend the events.

Responses to the consultation were accepted through several channels:

- Online using the electronic feedback form
- By freepost to FREEPOST A12 WIDENING
- In person at one of our consultation events

Above this, many emails were sent to the scheme email address throughout the consultation period, although this was not an advertised response channel.

1.6 Effectiveness of the consultation

A total of 822 responses were received during the consultation period. Moreover, the public consultation exhibitions received 974 visitors over the eight public information events. We received many positive comments from stakeholders on the quality of the consultation as a whole. Likewise, 88.46% of those who responded to our exit survey stated that they felt their questions had been answered.

Our A12 Chelmsford to A120 widening scheme website recorded 10,424-page views, and the government's A12 Chelmsford to A120 widening scheme website recorded 952-page views.

1.7 Consultation findings

There was a clear opposition to all options presented. The majority of respondents commented that they strongly opposed all options on the basis that they are against the proposed garden community that they prefer the options presented in 2017.

Option D was the most supported option, with 89 respondents strongly supporting or supporting this option. However, it was also the most opposed option, with 654 respondents strongly opposing it. The second most supported option was option C which was strongly supported or supported by 81 respondents. Option B was the least supported option, with 52 respondents strongly supporting or supporting it.

2. Introduction

2.1 Background to the scheme

The A12 is an important economic link in Essex and across the east of England. It provides the main south-west/north-east route through Essex and Suffolk, connecting Ipswich to London and to the M25. The section between Chelmsford and Colchester (junction 19, Boreham interchange to junction 25, Marks Tey interchange) carries high volumes of traffic, with up to 90,000 vehicles every day.

Heavy goods vehicles account for between 8% and 12% of the traffic on this section, which highlights its importance as a freight connection, particularly to the ports of Felixstowe and Harwich. It is also an important commuter route between Chelmsford and Colchester and Braintree and Maldon.

The road suffers from several problems. We want to:

- improve safety
- reduce traffic congestion by increasing the capacity of the road and make journey times more reliable
- take long distance traffic off the local roads and put it back onto the A12 where it belongs, so that local roads aren't used as 'rat runs' which affect local villages and their communities
- ensure that the road can cope with the predicted increase in traffic from more jobs and homes in the area
- make improvements for pedestrians, cyclists, horse riders and bus users, to give them better connections and safer, more enjoyable journeys.

Overall, our proposed A12 widening will increase the average speeds on the road. This means that someone travelling along the A12 daily at peak times can expect to save over an hour of travel time each week.

2.2 A12 and the proposed Colchester Braintree Borders Garden Community

In 2017, we held a consultation to widen the A12 from Chelmsford to the junction with the A120. We presented four options for the stretch of road running from junctions 19 to 25. Since then, the local authorities of Colchester, Braintree and Tendring have been pursuing a joint Local Plan which has proposed several garden communities. At the time of writing this report, the joint Local Plan is subject to a public examination.

The options we presented in our 2017 consultation would impact on the proposed garden community Marks Tey (see image 1). As such, a key piece of evidence for the Planning Inspector is to show how the A12 between junctions 24 (Kelvedon north) and 25 (Marks Tey Interchange) could be moved to consider the proposed garden community.

In order to support economic growth in Essex, and with the backing of the government, we considered how the road could be moved to accommodate the garden community if the Planning Inspector gives it the go-ahead. The purpose of the consultation was to show the four options we have created and ask for local views on each of them. It is also worth noting that a fourth lane in each direction between junctions 23 (Kelvedon South) and 24 (Kelvedon North) may be required, again if the proposed garden community goes ahead.

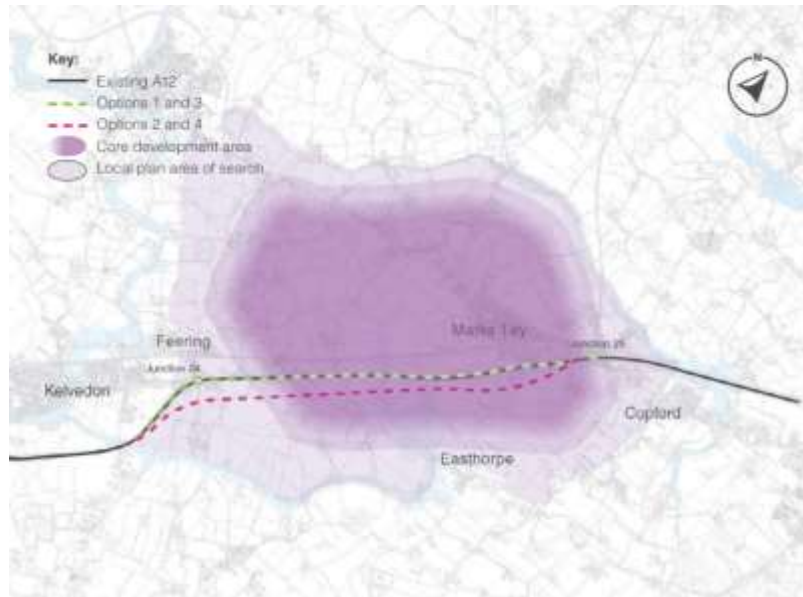


Image 1. The proposed Colchester Braintree Borders Garden Community and the 2017 route options

2.3 Developing options for consultation

2.3.1 Corridor options

In order to begin the process of creating options that considered the proposed garden community, we identified and assessed five potential corridor options. These are illustrated in Image 2.

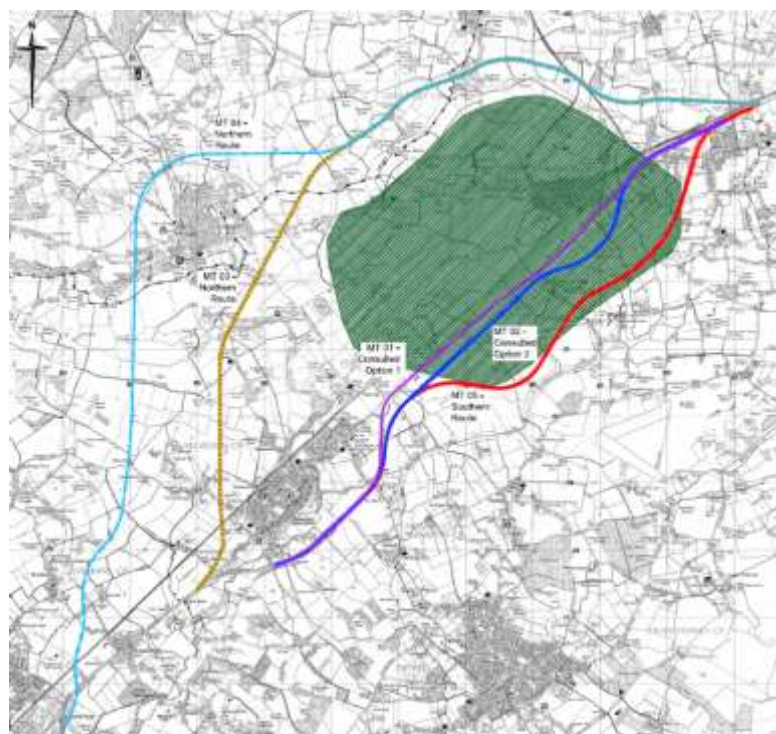


Image 2 - Corridor options plan

2.3.2 Eliminating corridors

Using a two-stage process which considered deliverability, feasibility and affordability against the scheme objectives, as well as strategy, economics, management, finance and commercial factors, four of the corridors were eliminated. This process left us with the southernmost corridor taken forward to the next stage.

2.3.3 Alignment options

We explored potential alignment options for the preferred corridor based on potential constraints. During the options development stage, three significant constraints on a potential alignment for the corridor were identified. These consisted of Prested Hall, Domsey Brook and Marks Tey. Considering these constraints, eight options were generated and are shown in Image 3.

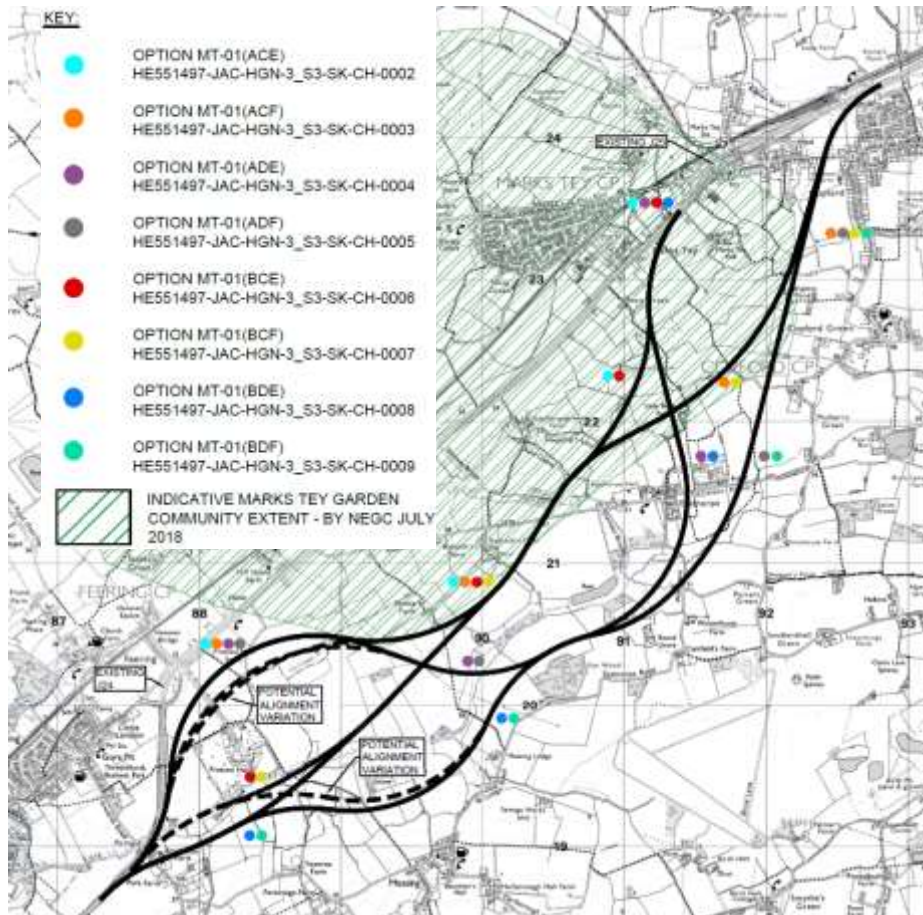


Image 3. Options generation

The eight potential options were assessed to establish the appropriateness of each option for full appraisal based on scheme specific objectives, which are linked to the RIS (Road Investment Strategy) objectives.

Through detailed technical analysis, four options were eliminated, leaving four options to be taken forward to public consultation.

2.3.4 Consultation options

The four options taken forward for consultation can be found in Image 4 below:

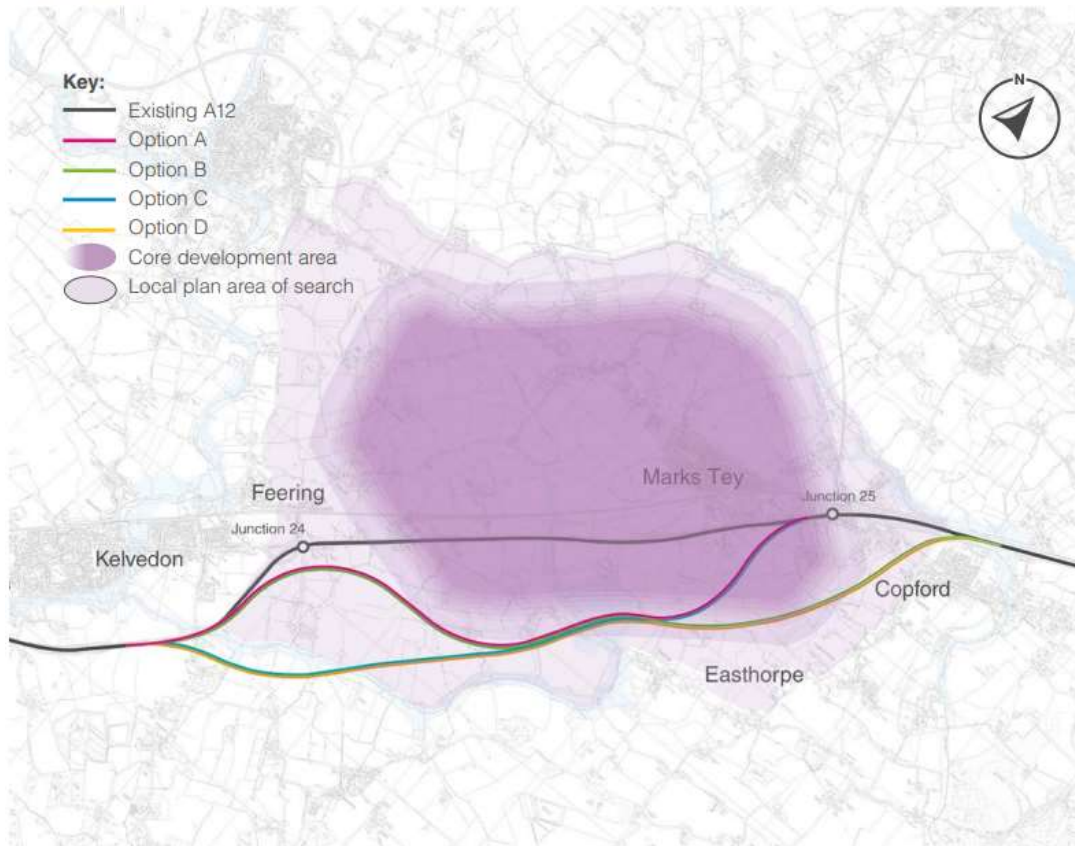


Image 4. Options for consultation

3. Consultation arrangements

3.1 Information events

As part of the consultation, eight public information events were arranged in towns and villages along the A12, as well as in the city of Chelmsford.

The locations of the events were established in previous collaboration with our members' and community forums, as well as considering the locations previously used in 2017. Following feedback from the 2017 consultation, an additional event was held in Hatfield Peverel.

3.1.1 Locations and dates of events

The times of the events varied depending on whether they were weekend or weekday events. Weekday events ran later into the evening to ensure that members of the public were able to attend after work. A risk assessment of each location was produced, and we also applied our building accessibility checklist to each location to make sure each venue was fully accessible.

Location	Date	Time
Best Western Hotel , London Road, Colchester, CO6 1DU	Saturday 2 November	12pm – 5pm
Rivenhall Hotel , Rivenhall End, Witham, CM8 3HB	Tuesday 5 November	3pm – 8pm
Feering Community Centre , Coggeshall Road, Feering, CO5 9QB	Friday 8 November	3pm – 8pm
Spring Lodge Community Centre , Powers Hall End, Witham, CM8 2HE	Monday 11 November	2pm – 7pm
Civic Centre , Duke Street, Chelmsford, CM1 1JE	Thursday 14 November	3pm – 8pm
Boreham Village Hall , Main Road, Boreham, CM3 3JD	Friday 15 November	3pm – 8pm
Marks Tey Village Hall , Old London Road, Marks Tey, CO6 1EJ	Saturday 16 November	12pm – 5pm
St Andrews Church , Church Road, Hatfield Peverel, CM3 2LE	Tuesday 19 November	3pm – 8pm

3.2 Publicising the consultation

The consultation was publicised through various channels.

3.2.1 Media engagement

On 21 October a press release was issued to 313 media outlets across Essex, Suffolk and national travel media. Kantar, our media monitoring service, logged 93 stories being published which related to our consultation and the A12 project, including several local newspapers and BBC Radio Essex.

3.2.2 Online engagement

Dedicated web pages were set up in advance of the consultation period on the government's website and Highways England website.

3.2.3 Social media

One tweet was issued on 21 October advertising the consultation.

3.2.4 Poster campaign

52 posters were sent to various locations to display details of the consultation events. These included village halls, shops and post offices.

3.2.5 Advertising campaign

A full colour half page right-hand side advert was placed in the Essex Chronicle, Braintree and Witham Times, the Essex County Standard and Colchester Evening Gazette (see appendix A).

3.2.6 Letters

20,000 letters were sent to households and businesses within the immediate and wider communities along the A12 (see appendix B).

3.2.7 Deposit locations

11 deposit locations were selected along the A12. Two further locations requested copies during the consultation period (see bold). The deposit locations received 60 copies of the consultation brochure and Preferred Route Announcement leaflet. Above this, council offices received a one-metre pull-up banner advertising the consultation. Of the 13 locations, seven requested more copies of the brochure due to the popularity of people using the deposit sites. Additional copies were sent to them.

Location	Address
Braintree District Council	Causeway House, Bocking End, Braintree, Essex, CM7 9HB
Chelmsford City Council	Customer Service Centre, Duke Street, Chelmsford, CM1 1JE
Colchester Library	Trinity Square, Colchester, CO1 1JB
Copford Village Hall	Copford, Colchester CO6 1BX
Essex County Council	County Hall, Market Road, Chelmsford, CM1 1QH
Hatfield Peverel Library	The Street, Hatfield Peverel, Chelmsford, CM3 2DP
Kelvedon Library	Aylett's Foundation School, Maldon Road, Kelvedon, CO5 9BA
Maldon District Council	Council Offices, Princes Road, Maldon, Essex, CM9 5DL

Marks Tey Parish Council	Old London Road, Marks Tey, Colchester, CO6 1EJ
Oak Stores, Rivenhall	Church Rd, Rivenhall, Witham, CM8 3PQ
St Mary's Parish Church	Easthorpe Road, Easthorpe, Colchester, CO5 9HD
Tiptree Library	Rectory Road, Tiptree, Colchester, CO5 0SX
Witham Library	18 Newland Street, Witham, CM8 2AQ

3.2.8 Additional communication channels

The following communication channels were publicised as an alternative method for interested parties to contact the project team:

- Email: A12chelmsfordA120wide@highwaysengland.co.uk
- Telephone: Highways England Customer Contact Centre 0300 0123 5000.

3.2.9 Forums

Five forums were set up in August 2016. The purpose of these forums is to provide an overview of the scheme and provide updates to the forum members. Since their launch, several rounds of forums have taken place. Due to stakeholder feedback, the original Environment Forum has been replaced, and the Planning and the Economic Forum has been replaced with more direct engagement.

Most recently we held a round of forums in July 2019 and October 2019. Three forums remain and membership of the forums is as follows:

Members – Members of Parliament, council members and officers from Essex, Braintree, Colchester, Chelmsford and Maldon

East community forum – parish council representatives from the borough of Colchester and the district of Maldon

West community forum – parish council representatives from the district of Braintree and the city of Chelmsford

3.3 Consultation materials

3.3.1 Consultation brochure and questionnaire

A consultation brochure was produced that provided concise information about the project. It included:

- The scheme background
- An overview of the four consultation options
- The impacts or benefits of each option known to date, covering:
 1. Air quality
 2. Cultural Heritage
 3. Landscape
 4. Biodiversity

5. Geology and soils
6. Noise and vibration
7. People and communities
8. Water environment
9. Public rights of way
10. Safety
11. Journey time savings
12. Traffic on local roads

We also provided a consultation questionnaire which was used to understand the preferred option of respondents and any views or concerns they had about each option. It also helped to measure the success of the consultation and to guide future engagement with the local and wider communities.

Interested parties were encouraged to complete the questionnaire and provide their views and opinions on key aspects of the consultation. The brochure and questionnaire were available online, at the public consultation events and at the 13 deposit locations.

3.3.2 Exhibition panels

Nine exhibition panels were displayed at the eight public consultation events we held from Saturday 2 November to Tuesday 19 November. They showed the following:

- Welcome to the event - outlining information on how to respond to the consultation
- Benefits – outlining the benefits that our scheme will bring
- Background – outlining why we are consulting on new options between junctions 23 and 25
- Consultation Options A and B (north of Prested Hall) – outlining options A and B on a map showing the local constraints we have had to consider, such as flood plain areas, listed buildings and the proposed garden community
- Consultation Options C and D (south of Prested Hall) – outlining options C and D on a map showing the local constraints we have had to consider, such as flood plain areas, listed buildings and the proposed garden community
- Journey time savings – outlining how each of the four options will improve journey times for users of the A12
- Traffic on local roads – outlining how each of the four options might affect traffic on local roads
- Preferred route for junctions 19 to 23 – outlining the preferred route that has been chosen for junctions 19 (Boreham Interchange) and 23 (Kelvedon South) on a large map, including junction improvements
- What happens next – outlining the next steps of the scheme

More information can be found in appendix C.

3.3.4 Exhibition panel walk-through video

A panel walk-through video was uploaded to the project website and consultation Citizenspace website. The video provided an audio walk-through of the exhibition panels. The video also contained subtitles. The purpose of the video was to provide information to those who may not have been able to attend one of our events, act as a reminder for those who came along to one of the events or to give stakeholders an overview of what to expect prior to coming to an event.

4. Effectiveness of the public consultation

4.1 Public event attendance

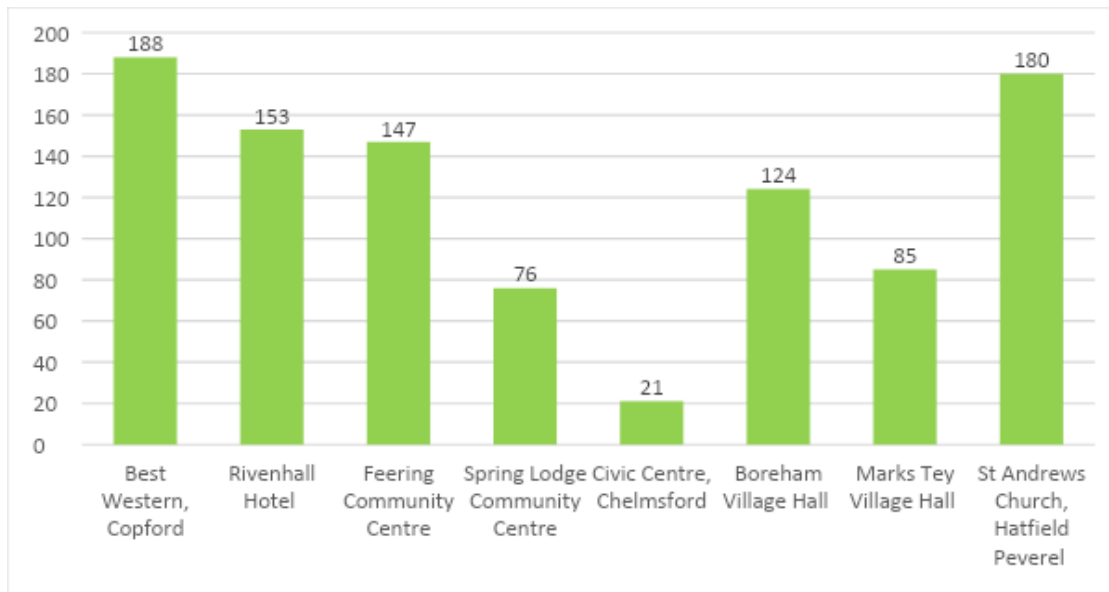


Figure 1. Count of attendees per event location

The public events were overall well attended, with the events in Copford and Hatfield Peverel being the most popular and attracting 188 and 180 attendees respectively.

4.1.1 Feedback on the events

On exiting the events, attendees were asked to give feedback on how they found the event via an iPad survey. 78 of those who attended the events took the opportunity to provide feedback. The chart below shows how helpful attendees found events, according to location. Overall 88.46% of attendees responded that they agreed (strongly agreed, agreed or somewhat agreed) that their questions were answered at events.

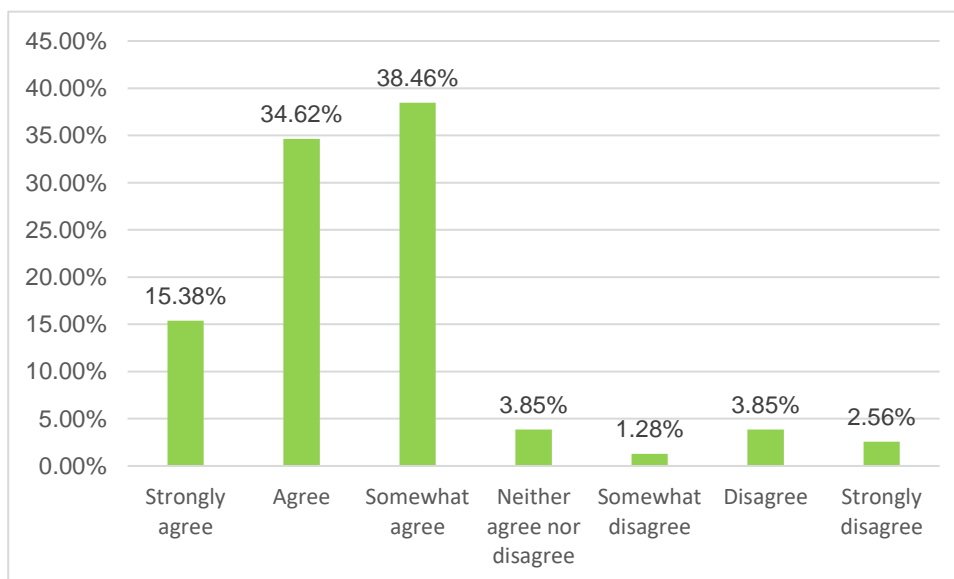


Figure 2. Percentage of responses to 'my questions were answered at events'

Many attendees were positive about the events, commenting on:

- the high quality of the information packs and how many were available
- how helpful the staff were and how proactive they were in approaching visitors
- the benefit of the numerous locations and time ranges, allowing most people to access the consultation

Other respondents suggested areas for improvements, suggesting that:

- staff could have better knowledge about the local area and the implications of the proposals for residents
- staff could have a better awareness of nearby roads and the A120
- staff should be better briefed to ensure accuracy and consistency in the information provided

This feedback will be used to improve future events.

4.2 Website hits

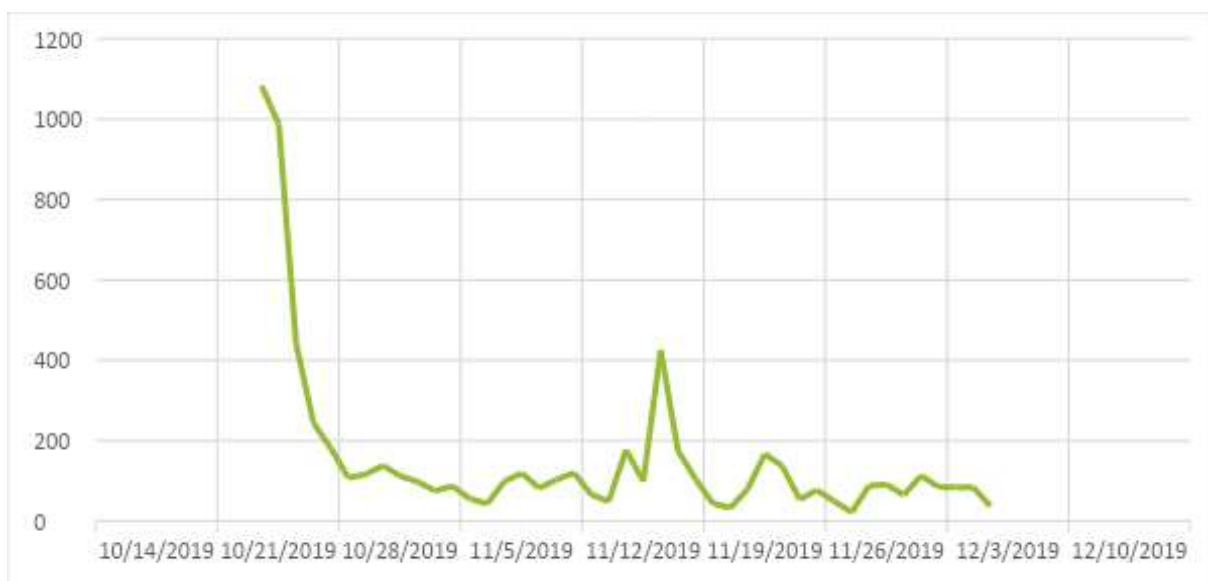


Figure 4. Count of website hits across the consultation period

The consultation website had the most amount of views on the day of launch. Website hits then gradually declined, although there was an increase in views during the middle of the consultation period, which was when the exhibition panels and walk-through videos were uploaded.

4.3 Social media

On the 23 October 2019, a tweet was put on the Highways England East twitter page announcing the PRA and the consultation. This had a link to the consultation page. The account has 50,900 followers.

4.4 Press

The media monitoring service used is 'Kantar'. It showed 93 stories being published which related to our consultation and the A12 project, including several local newspapers and BBC Radio Essex.

5. Response analysis methodology

The consultation was managed by Jacobs on behalf of Highways England. Traverse, an independent, specialist analysis agency, were commissioned to receive, analyse and report on responses to the consultation.

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

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

5.1 Data receipt and digitisation of all submissions

Submissions to the consultation were received via three different channels:

- **Online** - Respondents could submit responses via an online platform, 'CitizenSpace', developed by 'Delib' and managed by Highways England. Traverse accessed the web platform at regular intervals during the consultation period to securely download submissions received. These were then imported directly into the analysis database.
- **Freepost** - Consultation questionnaires and letters submitted via the freepost address were delivered directly to Traverse's offices. These responses were logged upon receipt before being scanned, data entered and imported into the analysis database.
- **In person** - Consultation questionnaires were submitted at the public events. These responses were securing transferred to Traverse via recorded delivery.

In addition:

- **Email** – while not promoted, some responses came to us via email. These responses were passed on to Traverse and imported into the analysis database.

5.2 Limits of information

The independent *Consultation Summary Report* from Traverse is based on the responses received to the consultation and therefore cannot be considered a technical assessment of the proposed options from junctions 23 to 25. The report analyses the opinions stated by those who responded to the consultation, and as such, is a self-selecting sample. Therefore, the information in the report is representative of the local residents and stakeholders who responded to the consultation. The value of the consultation is in identifying the issues and views of those who have responded and their perceptions of the proposals.

The responses are taken as written, and while responses were analysed to draw together themes, we have not interpreted the responses further than this.

6. Responses received

A total of 822 responses to the consultation were received.

We asked respondents to voluntarily provide some background information about who they were. This allows us to see how different people the road. Shown below are key findings from this.

6.1 Responses by channel

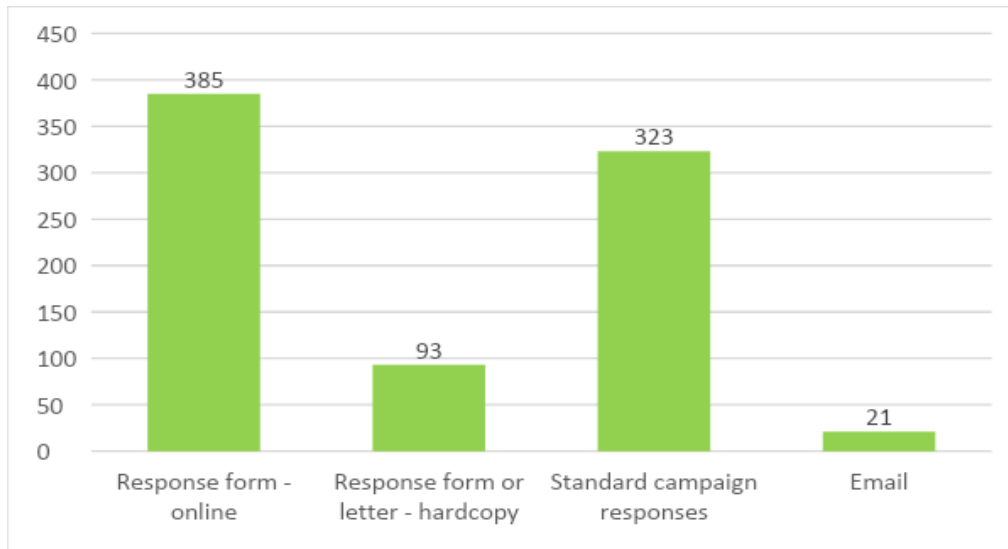


Figure 5. Count of consultation responses by channel

The majority of respondents (385) provided a response via the online response form. As previously mentioned, 323 responses came from two versions of standard text developed by CAUSE (Campaign Against Urban Sprawl in Essex).

93 respondents used the standard response form, either by sending it to the FREEPOST address or filling in on at a public information event.

Despite not being an advertised channel for responses, 21 consultation responses came via the scheme email address.

6.2 Respondent profile

Our consultation asked respondents to answer several questions to help us understand our customers better. These questions were not compulsory and allowed the respondent to pick more than one option.

6.2.1 Are you responding on behalf of an organisation?

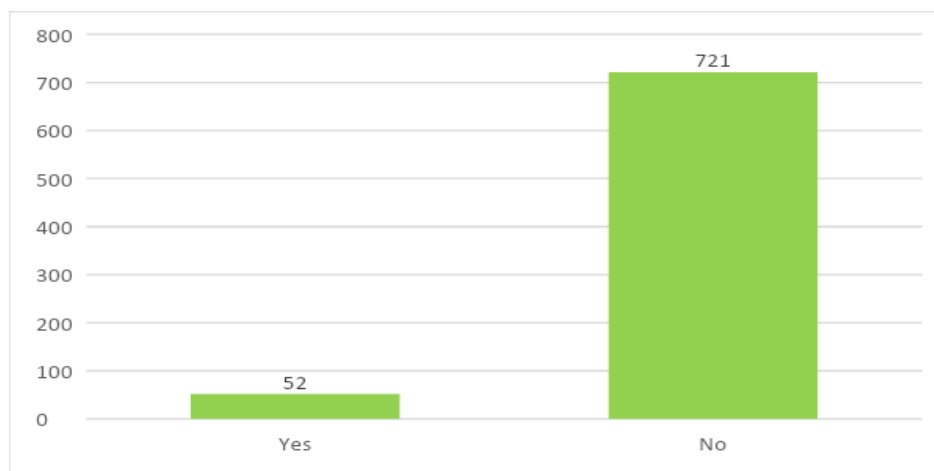


Figure 6. Count of those who responded on behalf of an organisation

52 respondents said their response was on behalf of an organisation, business or campaign group. However, the remaining 721 individuals include those who responded with the two standard campaign texts from CAUSE.

Organisations included borough councils, parish councils, local groups, businesses and environmental associations.

6.2.1 How do you use the A12?

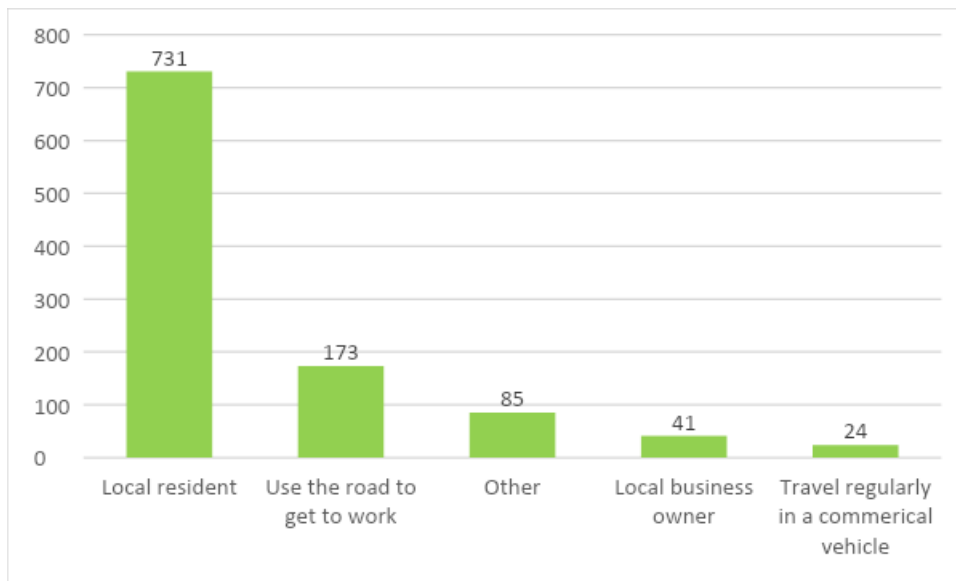


Figure 7. Count of people who responded to 'which of the following best describes you'

The majority (731) of those who answered this question were local residents. Examples of 'other' included using the road to visit the family, travelling for business, or were businesses/parish councillors responding on behalf of others.

6.2.2 How often do you use this section of the A12?

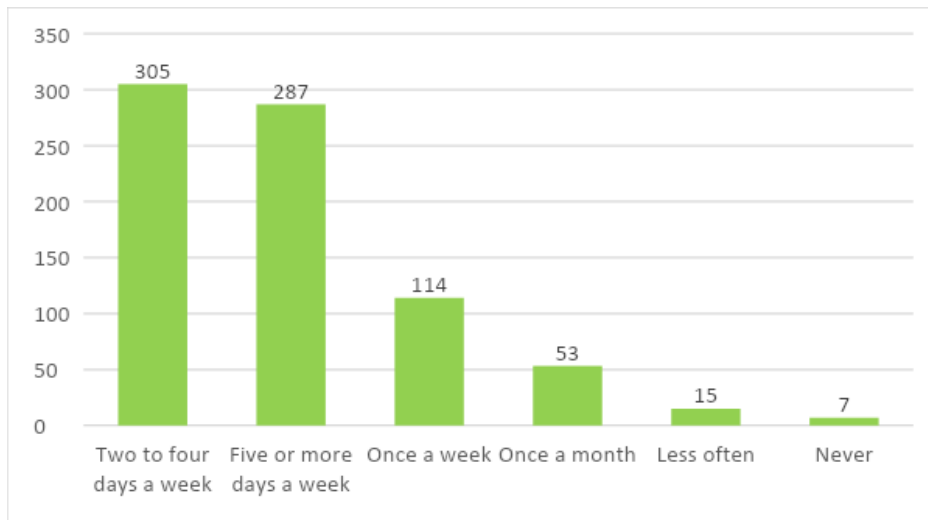


Figure 8. How often respondents use junctions 23 to 25 of the A12

6.2.3 What time of day do you typically travel through this section of the A12?

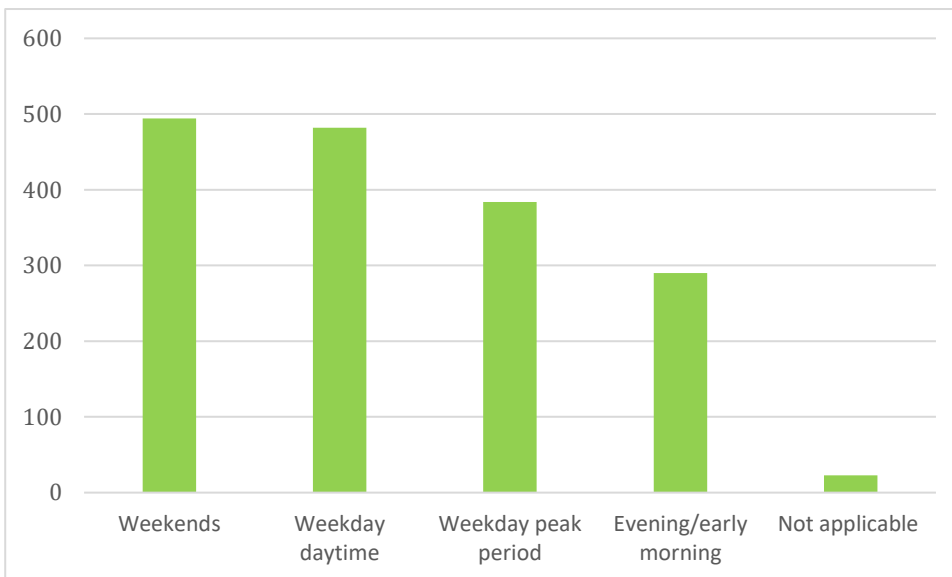


Figure 9. When people use junctions 23 to 25 of the A12

6.2.4 How respondents heard about the consultation

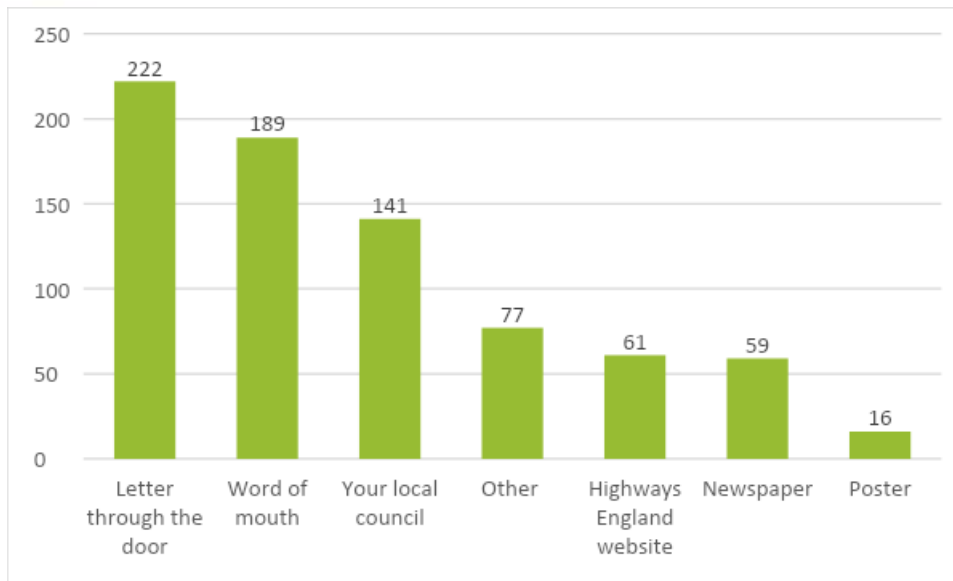


Figure 10. How respondents heard about the consultation

In addition to the options listed in the consultation, under the option of ‘other,’ several respondents stated they heard about the consultation from, amongst others, social media such as Twitter and Facebook, village representatives, a local library and the CAUSE campaign group.

6.3 Feedback from consultation

6.3.1 Channels of communication

As part of the consultation questionnaire, we asked respondents to provide any other comments on the consultation process. 258 respondents provided comments to this question. Comments in support of the communication focused on:

- Good promotion
- The regular communication from Highways England encouraging responses

Others raised issues with the way the consultation was run. These concerns included:

- A lack of promotion
- A short notice period in the run up to the consultation
- That the consultation should not have taken place due to the general election
- Areas such as Hatfield Peverel, Stanway and the west of Colchester were not adequately consulted or considered

Some respondents added comments for areas where we could improve the communication such as:

- Repeating the consultation but with more details being emailed to residents
- Better advertising along the route

6.3.2 The consultation process

Some respondents praised the consultation process. Respondents were impressed with the information about the route options and their effects being made readily available.

Essex County Council praised the consultation process and described it as professional, well organised and commented that it provided clear information.

However, many respondents, particularly from the standard campaign responses, expressed concerns about the consultation process. For example, respondents were concerned that:

- the information presented was too complex
- opinions would not be considered in the decision-making process, particularly responses submitted in alternative formats
- the consultation is pre-determined, and plans have already been decided
- the consultation is a way to justify the plans to build the proposed garden community
- the consultation should not have taken place before detailed environmental surveys for each option have been completed

Many comments of concern were related to the proposed garden community. Many respondents stated concerns that:

- the consultation has taken place prematurely, given that the proposed garden community development is still uncertain
- the size, scale and precise location of the development should be determined before the A12 route
- any positive feedback about any of the current proposed route options would increase the likelihood of the proposed garden community development going ahead

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.

Some respondents suggest that this consultation should include the A120 project between Braintree and the A12 as the decisions for each will impact one another.

6.3.3 Consultation materials

A few respondents praised the consultation materials and described them as high quality.

Many respondents expressed concerns about the materials. Comments of concern included that:

- there was a lack of information on the impacts and costs of the options
- there was insufficient data for the impacts on existing properties and the environment prevented
- the maps provided were inadequate or vague and didn't include a zoom feature online
- the information on traffic volumes was underestimated

Many argued that the consultation brochure should have contained an analysis of the 2019 options in comparison to those presented in 2017.

Several respondents commented that the response form limited the choice to the proposed routes. They commented that there should have been an option for 'none of the above' or that 2017 options should have been given. Moreover, some respondents commented that the form did not allow space for additional comments. Others added that the online form did not allow for attachments to be submitted.

7. Analysis of responses

This section provides an overview of the consultation responses received. The full independent *Summary Report* undertaken by Traverse is published alongside this report

7.1 A12 widening options – junctions 23 to 25 - general

7.1.1 Comments in support

Some respondents expressed general support for the options as they consider all options acceptable and want the works to be completed as soon as possible. Others also commented that there is no doubt that the widening and junction improvements to the A12 are well overdue.

A few respondents also stated that they support the improvements to the A12, but do not view any of the proposed options as suitable.

7.1.2 Comments in opposition

Some respondents expressed concerns that the consultation on junctions 23 to 25 is being led by the Colchester Braintree Borders Garden Community development proposal. Some argued that the impact of the four options on local communities and residents have been ignored in order to accommodate the new development. Many respondents opposed all options as a means of opposing the proposed garden community

Some respondents expressed concerns that diverting the A12 would be unjustifiable and expensive.

Some respondents opposed all options as they believe they would have a significant impact on local communities and provide no benefit.

7.2 Analysis of options

Consultation option D received the most support, with 89 respondents responding that they strongly support or support it, but option D was also the most opposed option, with 654 respondents responding that they strongly opposed it. Option C was the second most supported option, with 81 respondents responding that they strongly support or support it. Option B was the least supported option, with 52 respondents strongly supporting or supporting it.

More details can be found below for the reasons why people supported options, and what concerns respondents raised.

7.3 Consultation option A

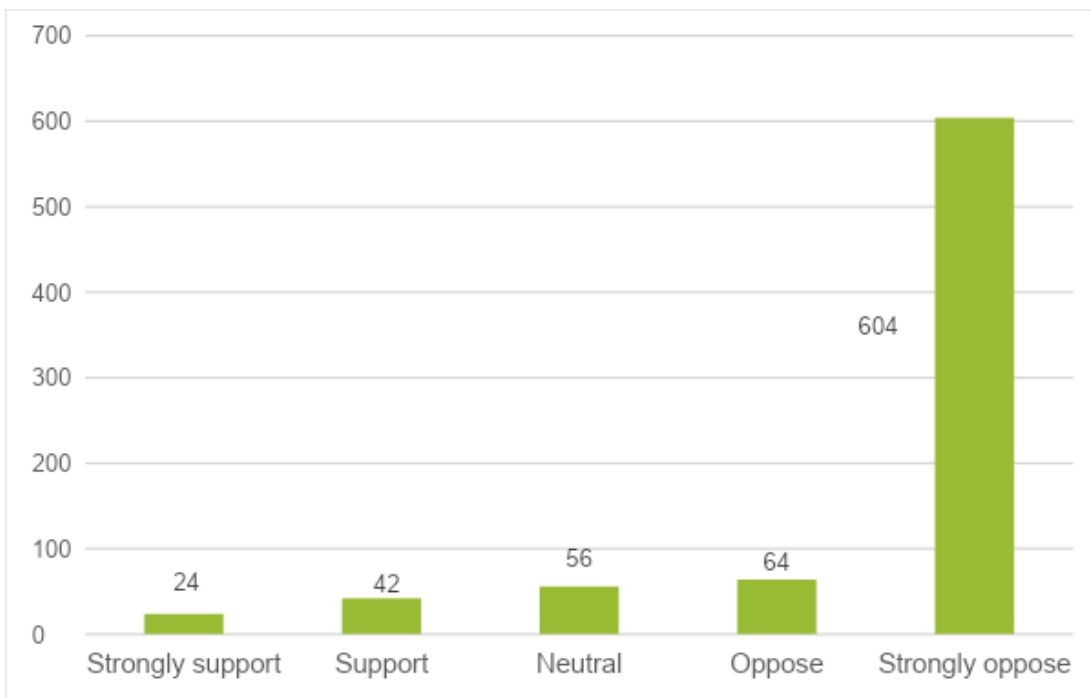


Figure 11. Responses to option A

7.3.1 Responses to the closed question

Most respondents oppose (64) or strongly oppose (604) option A. 66 respondents support or strongly support option A.

7.3.2 Support

The majority of those who support option A stated support for reasons to do with people and communities. Reasons that people stated support for option A expressed that it:

- has the least impact on residents and local communities, including Copford Marks Tey, Inworth and Easthorpe
- has the least impact on properties
- supports economic growth and job creation
- has the least impact on the environment, including farmland, listed buildings and the Domsey Brook landscape area
- avoids the land between Copford and Marks Tey
- has the least impact on traffic on local roads
- fits with the proposals to improve the A120

7.3.3 Concerns

The majority of those who expressed concerns about option A discussed the impact it would have on the environment. Concerns included:

- the impact on cultural heritage, including the impact of option A on listed buildings, primarily Prested Hall

- the increased noise pollution and vibration in the local areas
- 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
- the belief that option A is longer than the current A12 so could affect air quality
- the congestion and safety of the route as the proposed bends make the route less direct
- collisions could occur as a result of the bends
- the close proximity between option A and 155 properties in Marks Tey which would be within 100 metres of the road

7.3.4 Suggestions

Suggestions to improve option A include:

- the introduction of a mound, sound-proofing boards and tree re-planting to provide noise mitigation
- alternative routes, for example, retaining as much of the current route after junction 24 as possible
- the creation of a route through the Copford Gap, not the centre of Marks Tey
- a feeder road from Tiptree to the A12 junction 23 using an upgraded Braxted Park Road to relieve the projected traffic on Inworth Road
- the inclusion of a link road from the B1023, south of Feering to junction 24 for the same purpose

7.4 Consultation option B

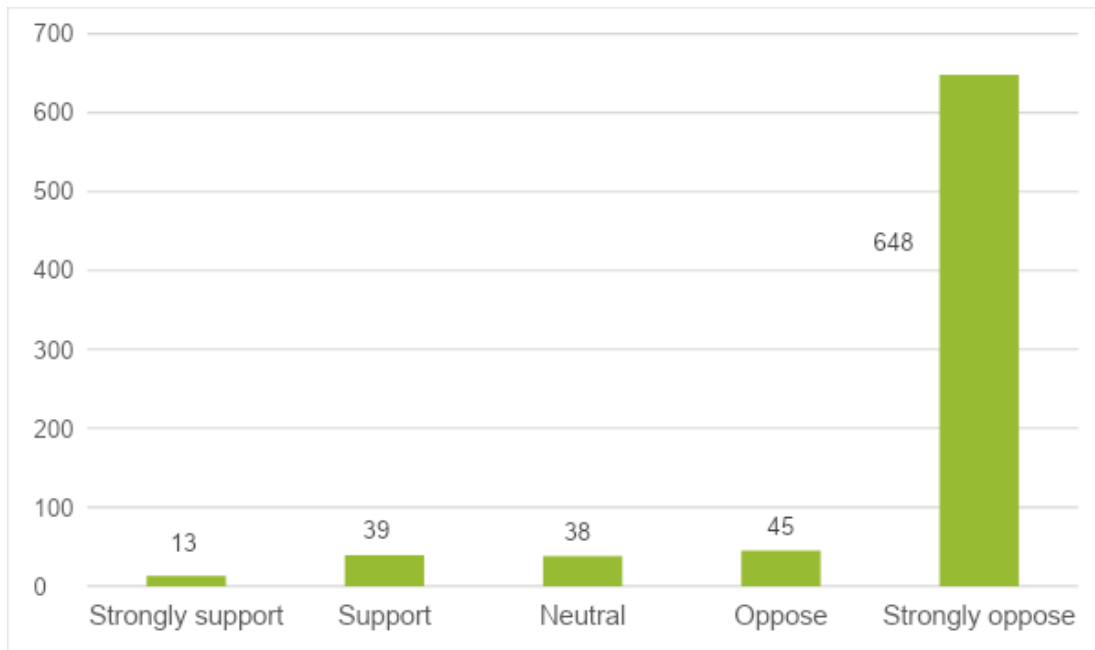


Figure 12. Responses to option B

7.4.1 Responses to the closed question

Most respondents strongly oppose (648) option B. 52 respondents support or strongly support this option.

7.4.2 Support

The majority of supportive comments for option B include benefits to people and communities. Comments of support for option B include that it:

- improves access and connectivity to Marks Tey station and removes the existing A12 which divides the community

- provides 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
- avoids more of Marks Tey and Copford and the congested area around junction 25
- would reduce air pollution at Old London Road and London Road
- limits traffic noise and vibration, particularly for residents on Old London Road and London Road

7.4.3 Concerns

Most comments of concern on option B are to do with environmental factors. Areas of concern include:

- the worsening air quality as a result of an increase in traffic on the A12
- an increase in noise and vibration as a result of the close proximity of the route to schools and properties
- the impact on cultural heritage as it would sever the avenue leading to Grade II listed Prested Hall
- the proximity to other listed buildings such as the Grade II* listed Badcocks Farm
- that it will divide communities, primarily in relation to the village of Copford
- the proximity to properties
- the impact on traffic and single-track roads

7.4.4 Suggestions

A few participants suggest including a link road for this option. Others believe this option should be future-proofed for the A120 Braintree to A12 scheme as well as other future developments.

7.5 Consultation option C

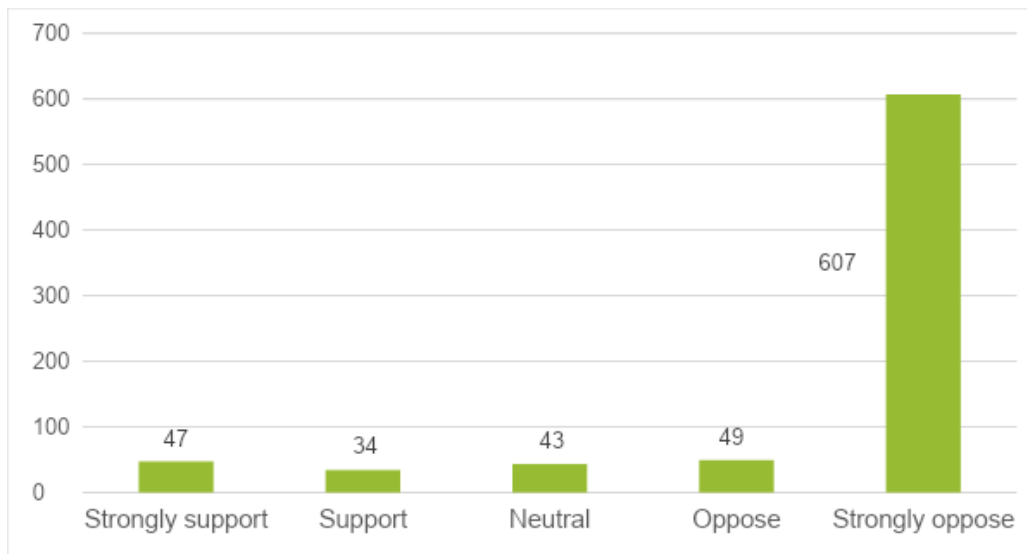


Figure 13. Responses to option C

7.5.1 Responses to the closed question

81 respondents support or strongly support option C. The majority of respondents strongly oppose (607) this option. However, it is the second most supported option overall, with 47 respondents strongly supporting it.

7.5.2 Support

Most comments of support included environmental benefits. Respondents supported option C for reasons including:

- cultural heritage as it preserves the approach to Prested Hall
- environmental factors like habitats, wildlife and biodiversity
- the fact it could have the least impact on people and local communities, particularly Copford
- it is the most direct route, with a good improvement in average travel time
- it ties in well with local roads

7.5.3 Concerns

Most comments of concern on option C are to do with the impact on the environment. Respondents expressed concerns about:

- the perceived decrease in air quality
- the increase in noise pollution and vibration
- the proximity of the road to the village of Messing
- the proximity of a local school and potential health risks for students due to the proximity of the road to the school
- dividing communities
- the impact on local business and the potential reduction on property value
- the potential increase in traffic and congestion along several roads as a result of this option
- access and safety

7.5.4 Suggestions

Like option B, a few respondents suggested including a link road for this option. Others believe this option should be future-proofed for the A120 Braintree to A12 scheme as well as other future developments.

7.6 Consultation option D

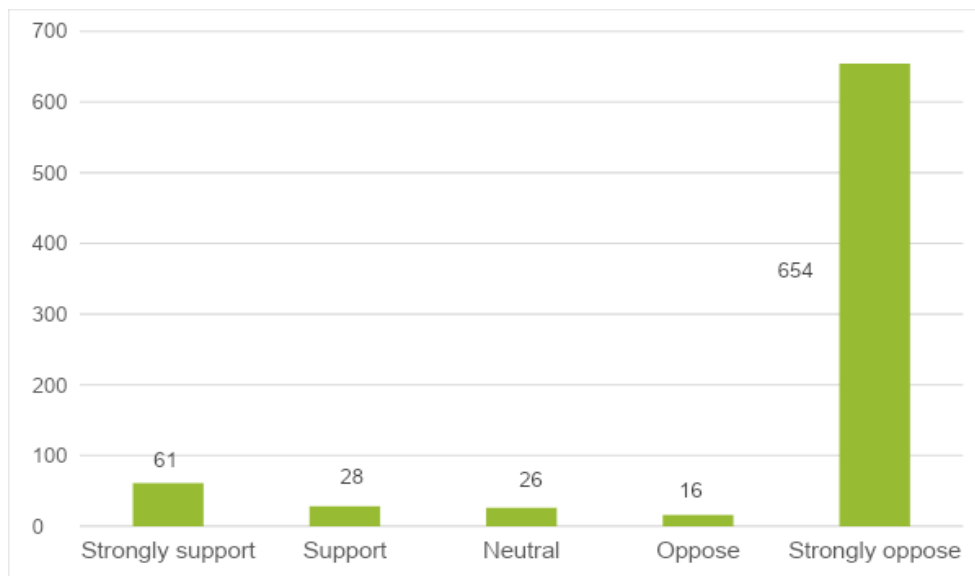


Figure 14. Responses to option D

7.6.1 Responses to the closed question

Most respondents strongly oppose (673) this option, making it the most opposed option. However, 89 respondents support or strongly support this option, and it is therefore the most supported option.

7.6.2 Support

The majority of supportive comments for this option include environmental benefits. Comments of support for option D include that it:

- has the least negative impact on cultural heritage
- is a perceived distance from Prested Hall and other listed buildings in Marks Tey
- has the least impact on noise and vibration
- is the safest option because it is the most direct route
- will reduce traffic in local villages
- has the least impact on people and communities
- could have a positive impact on businesses

7.6.3 Concerns

The majority of concerns surrounding option D are to do with the impact it would have on the environment. Concerns include:

- the increase in air pollution
- the impact of noise and vibration
- the proximity of the route to a primary school and the decrease in quality of life as a result of the noise levels
- the impact on cultural heritage, including but not limited to the negative impact on Grade II listed homes, Prested Hall and Badcocks Farm
- that it could divide communities
- the impacts of heavy traffic on the B1023 (Inworth Road)

7.6.4 Suggestions

A few respondents suggested improving access to shops with this option and including a link road.

8. General issues and suggestions

Please note: this report was written prior to the recommendation from the Planning Inspector to remove the Colchester Braintree Borders Garden Community from the Joint Local Plan. The contents of the report are solely to provide a factual overview of the 2019 consultation arrangements and the feedback we received.

Since this report was written, and following the recommendation of the Planning Inspector, the A12 scheme is no longer pursuing the options presented in the 2019 consultation and this report.

There were several common concerns and suggestions that were raised in response to the consultation. This section provides our response.

8.1.1 Opposition to the principle of realigning the A12 to accommodate the proposed garden community

We are committed to delivering the much-needed improvements to the A12, from Chelmsford to the A120. At Highways England, we also recognise that there is a national need for more housing. In this specific instance, we were asked by the Secretary of State for the Ministry of Housing, Communities and Local Government to consider the proposed garden community within our scheme. In 2018, the Planning Inspector also highlighted that our 2017 options were not conducive to the proposed garden community.

As such, it is quite right that we considered how we might consider the plans in our scheme if the garden community goes ahead. We therefore produced four viable options that consider the proposed garden community and presented them for public comments. It was important that we did this to avoid any further delays to this much needed road scheme and, as such, following this consultation and consideration of the responses we received, we will be prepared for swift progress on our scheme if the garden community goes ahead.

If the proposed garden community does not go ahead, the route between junctions 23 and 25 will be based on our 2017 consultation.

However, we would like to reassure all respondents that we are very aware of the strong opposition we received to options presented in the consultation and has been considered in detail.

8.1.2 Compensation and blight

We recognise that when an infrastructure project is proposed, it can cause concerns for those whose property is potentially directly affected. As such, at the public consultation events, we ensured that property specialists were on hand to speak to any concerned residents, landowners or business owners.

With the project at an early stage of design and with different route options being considered, there is unfortunately a resulting level of uncertainty between junctions 23 and 25. However, as the scheme develops, and the preferred route is announced, there will be a lot more clarity on what land is required for the scheme. This process has begun between junctions 19-23 as a result of our preferred route being announced as we are in the process of meeting all those who may be temporarily or permanently affected by the proposals. Once we have the same certainty between junctions 23 and 25, we will undertake a detailed programme of landowner engagement.

More information can be found <https://www.gov.uk/government/publications/your-property-and-blight>

For those whose property or land is not required for the scheme, it may be that they are entitled to make a Part 1 compensation claim. Part 1 compensation comes into effect one year after the scheme becomes operational: More information can be found <https://www.gov.uk/compensation-road-property-value/overview>

8.1.3 Mitigation measures – noise, air quality and visual landscapes

It is entirely understandable that there may be concerns about noise, air quality and visual landscapes when a road may be moved close to a property.

Due to the early stage of the project, we have not identified specific mitigation measures. However, once the preferred route is announced, we will be clear on which option is being taken forward and can begin detailed landscape, archaeological and ecology surveys. We will produce a 'Scoping Report' which will

A12 Chelmsford to A120 Widening, Report on Public Consultation 2019

outline in detail the expected significant environmental effects of the preferred route and start to outline specific mitigation measures that could reduce those effects. Mitigation measures could include, for example, landscaping and noise fencing. We will of course do this in discussion with local communities and local authorities, as well as our environmental stakeholders such as the Environment Agency.

8.1.4 A link from Inworth Road to the new junction 24 to provide access to the A12 for traffic from Tiptree

In 2017 we received two main suggestions for link roads to be provided, one linking an A12 junction to Maldon Road, and another linking an A12 junction to Inworth Road. In this consultation, we saw further requests for a link at junction 24 to Inworth Road.

As the authority for major roads and trunk roads in the UK, our remit does not extend to providing local roads. However, we do recognise the strong views and as such, we will work closely with Essex County Council to delve into these requests further and consider whether our junctions can facilitate the inclusion of the link roads that have been suggested, if the local authority wishes to pursue them.

8.1.5 Reconnect severed public rights of way and improve existing ones

Proposals for walking, cycling and horse riding (WCH) routes, and potential provision of bus stops on the local access roads/bypassed routes will be developed and consulted during the next stage of project preparation. We also intend to hold a WCH stakeholder workshop early next year which will feed into this process. However, at this stage we can confirm that Highways England is committed to dealing with severance for WCH users, and public transport users, both historic and created by the route, where practicable. As the A12 will bypass Rivenhall End, opportunities are created to improve WCH and public transport access, as would a bypass between junctions 24 and 25 if one is provided.

8.1.6 Close the junction where Easthorpe Road meets the A12 in order to reduce traffic

It is expected that the reason for the potential increase in traffic for Easthorpe Road is due to the existing access on the A12 becoming a more appealing route for drivers as traffic moves to a new bypassed A12. As such, we are likely to see some increases, not just under the options that could accommodate the garden community, but also under the 2017 consultation option 2. We are exploring where our traffic model simulation shows increases in traffic on local roads, such as Easthorpe Road, to understand the reasons behind this and to help develop our junction designs. As we refine our proposals, it is possible that the predicted levels of traffic will change. However, if there are increases to traffic on local roads because of our proposals, we will aim to tackle any safety and environmental concerns, or any other issues. We recognise that this matter is particularly important in the case of Easthorpe Road considering its current condition and width.

8.1.7 Contaminated land management

Should options B or D be progressed, a comprehensive risk assessment would be undertaken in relation to the historic landfill located between Marks Tey and Copford. This would be based on the latest Environment Agency guidance on Land Contamination: Risk Assessment, which sets out procedures for risk assessment, deciding on remedial options, and implementing remediation.

This would include a detailed ground investigation, including chemical testing of soils and groundwater and monitoring of ground gas, to determine the nature and extent of any contamination that might be present. The results would be used to inform an assessment of potential risks to human health and the wider environment, and any remedial or protective measures that might be required. The assessment methodology and any remediation measures would be developed in consultation with the relevant regulatory authorities, including the Environment Agency, to ensure that the site would be managed under full regulatory control.

8.1.8 Use of the de-trunked A12

Where a bypass is provided, the existing A12 would be de-trunked and will no longer serve as an A-road. In this scenario, during the next stage of design will work with Essex County Council (ECC) to develop details on the local access road/de-trunked A12 with the intention for ECC to adopt it as a local road.,

8.1.9 A12 consultation should be run alongside A120 consultations

We previously held events with the A120 scheme in 2017. It is important to note that, at this stage, the A120 is not a committed scheme. However, we work very closely with Essex County Council and look for opportunities for events together in the future.

8.1.10 Level of information provided at the consultation

We provided a comprehensive comparison of each of the four options presented in our consultation considering factors such as, safety, traffic on local roads, and environmental impacts. We are confident that the level of information gave all our stakeholders the opportunity to respond to our consultation in an informed manner and in accordance with the Gunning Principles.

8.2 Matters related to junctions 19-23

While this consultation focused on options that considered the proposed garden community, some respondents provided comments on our Preferred Route Announcement.

We are starting to move into detailed design for this stretch of the road and are now doing surveys to get a better understanding of the road. These surveys will allow us to present more detailed information at the statutory consultation that we hope to hold at the end of this year. We are also undertaking a detailed programme of engagement with local authorities and community representatives.

9. Next steps

Please note: this report was written prior to the recommendation from the Planning Inspector to remove the Colchester Braintree Borders Garden Community from the Joint Local Plan. The contents of the report are solely to provide a factual overview of the 2019 consultation arrangements and the feedback we received.

Since this report was written, and following the recommendation of the Planning Inspector, the A12 scheme is no longer pursuing the options presented in the 2019 consultation and this report.

Below outlines the next steps:

- If the proposed garden community goes ahead, we will continue to consider the information we have received during this consultation as we move into detailed design of the preferred route. If the proposed garden community does not go ahead, we will move into detailed design with the preferred option from 2017.
- We will hold a statutory consultation in early 2021. The statutory consultation will provide detailed information on the preferred route from junctions 19 to 25. It will show the footprint of the scheme, including what land is required, junction layouts, how the scheme will affect local traffic flows, and what the specific environmental effects will be and how we could mitigate them.
- We will analyse the feedback we receive from the statutory consultation and show how we are taking that information to incorporate it into our application for a Development Consent Order.
- We will submit an application to the Planning Inspectorate for a Development Consent Order (DCO). More information on the DCO process can be found at: <https://infrastructure.planninginspectorate.gov.uk/application-process/the-process/>

10. Conclusion

Please note: this report was written prior to the recommendation from the Planning Inspector to remove the Colchester Braintree Borders Garden Community from the Joint Local Plan. The contents of the report are solely to provide a factual overview of the 2019 consultation arrangements and the feedback we received.

Since this report was written, and following the recommendation of the Planning Inspector, the A12 scheme is no longer pursuing the options presented in the 2019 consultation and this report.

The public consultation process received a large amount of responses and we are grateful to all those who took time to come to our information events and respond to the consultation. We are also grateful to all the local councillors who raised awareness of events and the consultation in their local communities.

If the proposed garden community goes ahead, the feedback from this consultation will formally feed into the development of the scheme. We recognise that a clear piece of feedback from this consultation was concerns about the new options presented. If the garden community does go ahead, we will be taking forward one of these four options, but are committed to continued engagement with local communities to address the concerns that have come up in this consultation.

In total 974 visitors attended the public information events and 822 completed a questionnaire or provided a response via letter or email. This rate of response demonstrates the high level of local interest in the scheme.

We also received some comments on junctions 19 to 23 which are valuable as we start detailed design on this section.

88% of those who attended and rated our consultation events rated them positively. We received constructive feedback from a few respondents who have suggested how communication and the consultation could have been better. We always strive to improve, so we will consider how we can incorporate those suggestions into our engagement going forward.

Appendices

Appendix A. Press notice



A12 Chelmsford to A120 widening

Preferred route announcement and public consultation

Have your say

We have announced our preferred route for junctions 19 to 23. We are also holding a public consultation on route options between junctions 23 and 25.

Visit an event to find out more

We would like to seek your views on four supplementary route options which consider the proposed Colchester Braintree Borders Garden Community. These options are focused only on the section of the A12 between junctions 23 and 25.

The consultation on junctions 23 to 25 runs from **Monday 21 October until 11.59pm on Sunday 1 December 2019.**

There are several ways to get involved:

Visit a public exhibition

Experts will be on hand to answer questions you may have. There will also be copies of our preferred route announcement leaflet, consultation brochure and consultation response form.

Online

Complete the response form online www.highwaysengland.co.uk/a12widening

By post

Complete the consultation response form and return it to: Freepost A12 WIDENING

Venue	Address	Date	Time
Best Western Hotel	London Road, Colchester CO6 1DU	Saturday 2 November	12pm – 5pm
Rivenhall Hotel	Rivenhall End, Witham, CM8 3HB	Tuesday 5 November	3pm – 8pm
Fearing Community Centre	Coggeshall Road, Feering, Colchester CO6 9QB	Friday 8 November	3pm – 8pm
Spring Lodge Community Centre	Powers Hall End, Witham CM8 2HE	Monday 11 November	2pm – 7pm
Civic Centre	Civic Centre, Duke Street, Chelmsford CM1 1JE	Thursday 14 November	3pm – 8pm
Boreham Village Hall	Main Road, Boreham, Chelmsford CM3 3JD	Friday 15 November	3pm – 8pm
Marks Tey Village Hall	Old London Road, Marks Tey, Colchester CO6 1EJ	Saturday 16 November	12pm – 5pm
St Andrews Church	Church Road, Hatfield Peverel, CM3 2LE	Tuesday 19 November	3pm – 8pm

Highways England creative job number BED19_0181

Appendix B. Mailout letter advertising the consultation

Our ref: Customer/A12

Shah Hussain
A12 Chelmsford to A120 team
Woodlands
Manton Lane
Bedford
MK41 7LW

Tel: 0300 123 5000

17 October 2019

Dear Sir/Madam

A12 Chelmsford to A120 widening - preferred route announcement and public consultation

I am pleased to announce our preferred route for junctions 19 to 23. We are also holding a non-statutory consultation on junctions 23 to 25*. These announcements are supported by eight public drop-in exhibition events listed overleaf.

Scheme background

In 2015, the government announced the widening of the A12 between Chelmsford and the A120. As a result of this, in 2017, we held a consultation with four options on how we could widen the road from junctions 19 to 25.

Since then, the local authorities of Colchester, Braintree and Tendring have been pursuing a joint Local Plan which proposes several garden communities to create new housing, infrastructure, jobs and services (see www.ne-gc.co.uk). The joint Local Plan is currently subject to a public examination.

If the proposed Colchester Braintree Borders Garden Community does go ahead, it is likely to impact on the routes that we presented in our 2017 consultation, specifically on the section between junction 24 (Kelvedon South) and junction 25 (Marks Tey interchange).

Next steps

To progress the A12 project whilst the garden community proposal is being examined, we have now made a **preferred route announcement** on the road between **junctions 19 to 23**, based on options 2 and 3 from our 2017 consultation.

It's important that our plans for the A12 meet the future needs of the area. We are therefore also holding a further non-statutory **public consultation** on four new

possible routes between **junctions 23 and 25**, in case the garden community does go ahead. If the garden community does not go ahead, the route between junctions 23 and 25 will be based on our 2017 consultation.

We want to hear what you think, and gather views, ideas and local knowledge on these new routes. The **consultation on junctions 23 to 25** runs from **Monday 21 October 2019** until **11.59pm on Sunday 1 December**. There are several ways to get involved:

1. **Online** - visit www.highwaysengland.co.uk/a12widening. The preferred route announcement leaflet and consultation brochure are available to download from our website. You can also complete the consultation survey online.
2. **Visit a public exhibition** – experts will be on hand to answer questions you may have. There will also be copies of our preferred route announcement leaflet, consultation brochure and consultation response form.

Venue	Address	Date	Time
Best Western Hotel	London Road, Colchester, CO6 1DU	Saturday 2 November	12pm – 5pm
Rivenhall Hotel	Rivenhall End, Witham, CM8 3HB	Tuesday 5 November	3pm – 8pm
Feering Community Centre	Coggeshall Road, Feering, Colchester, CO5 9QB	Friday 8 November	3pm – 8pm
Spring Lodge Community Centre	Powers Hall End, Witham, CM8 2HE	Monday 11 November	2pm – 7pm
Civic Centre	Civic Centre, Duke St, Chelmsford, CM1 1JE	Thursday 14 November	3pm – 8pm
Boreham Village Hall	Main Rd, Boreham, Chelmsford, CM3 3JD	Friday 15 November	3pm – 8pm
Marks Tey Village Hall	Old London Road, Marks Tey, Colchester CO6 1EJ	Saturday 16 November	12pm– 5pm
St Andrews Church	Church Road, Hatfield Peverel, CM3 2LE	Tuesday 19 November	3pm - 8pm

3. **Collection points** – the preferred route announcement leaflet and consultation brochure will be available at the community locations below from **Monday 21 October 2019**. The consultation brochure contains a feedback form which can be returned to us at: **FREEPOST A12 Widening**.

Location	Address
Braintree District Council	Causeway House, Bocking End, Braintree, CM7 9HB
Chelmsford City Council	Customer Service Centre, Duke Street, Chelmsford, CM1 1JE
Colchester Library and Community Hub	Colchester Library, Trinity Square, Colchester, CO1 1JB
Essex County Council	County Hall, Market Road, Chelmsford, CM1 1QH
Hatfield Peverel Library	The Street, Hatfield Peverel, Chelmsford, CM3 2DP
Kelvedon Library	Aylett's Foundation School, Maldon Road, Kelvedon, CO5 9BA
Maldon District Council	Council Offices, Princes Road, Maldon, CM9 5DL
Marks Tey Parish Council	Old London Road, Marks Tey, Colchester, CO6 1EJ
St Mary's Parish Church	Easthorpe Road, Easthorpe, Colchester, CO5 9HD
Tiptree Library	Rectory Road, Tiptree, CO5 0SX
Witham Library	18 Newland Street, Witham, CM8 2AQ

I do hope that this letter is of assistance. However, if you have any queries, please contact me directly by email: A12ChelmsfordA120wide@highwaysengland.co.uk

Yours faithfully



Shah Hussain

A12 Project Manager, Highways England

**Please note, if a general election is called, this may have an impact on the consultation and public events. Please see www.highwaysengland.co.uk/a12widening for updates.*



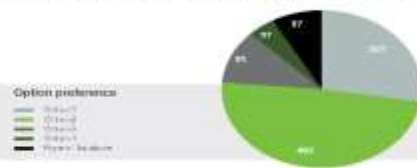
A12 preferred route junctions 19 to 23

The preferred route between junctions 19 and 23 is based on Options 2 and 3 from the 2017 public consultation.

This widens the existing A12 corridor between junctions 19 and 23 to three lanes in each direction (where required) and creates a 7-free-lane bypass in each direction at Riverhall End.

It also includes the following changes and improvements to junctions:

- junction 19 will be subject to further design review
- junctions 20a and 20b will be removed, with new access being provided from 1 left-hand lane to our new junction 21
- a new junction 21 will be constructed and become an all-movements junction serving traffic from all directions
- bridges across the existing A12 at Hatfield Fenwell will be modified to accommodate the widening of the A12
- a new junction 22 will be constructed and become an all-movements junction serving traffic from all directions
- we are considering whether junction 23 should be retained, but with new access made provided from Kyminster to junction 22. Further discussion could be made for a possible future link to the A120 improvement proposed by Essex County Council, subject if the funded through a future Road Investment Strategy.



Option preference

- Option 1
- Option 2
- Option 3
- Option 4

Public consultation feedback from 2017 We listened

In 2017 we consulted all our stakeholders to widen the A12 from Chelmsford to the A120 (the 'one to go' and 'go and go' routes) and gather valuable feedback. The options for the preferred route take into account the views we received on sections, as well as economic investment about a Riverhall End bypass being able to be achieved.

We carefully considered many factors when we selected the preferred route, including safety, value for money, environmental issues and the overwhelming support for creating a bypass at Riverhall End.

ES&S posted what our stakeholders said we received 007 responses, of which 67% were positive, 20% people provided letters (and 13% were...

A12 junctions 23 to 25 Options A and B (north of Prested Hall)

Over the next two periods we will show you the four route options we are presenting at the consultation:

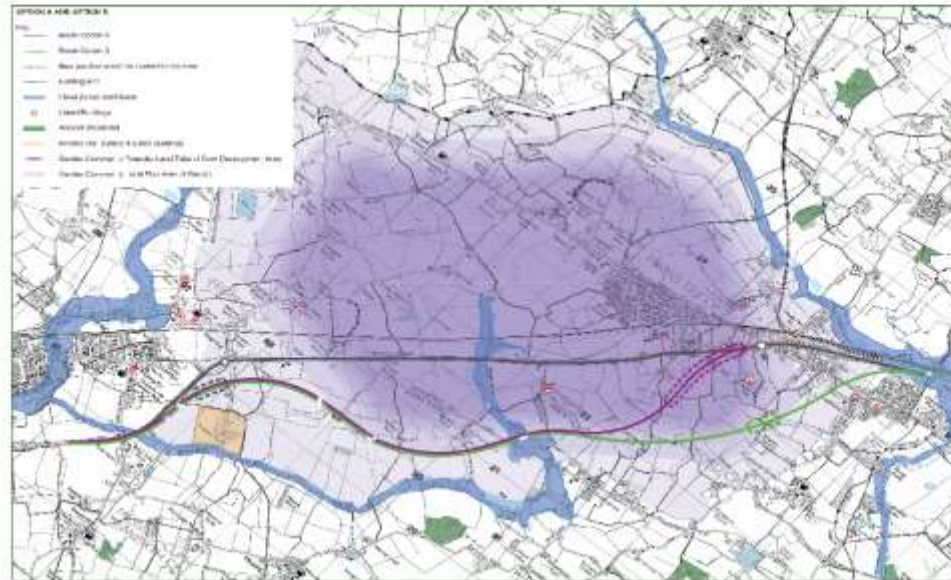
Options A and B both follow the existing A12 between junctions 23 and 24, widening it to three lanes in each direction. They leave the current road to the south of the existing junction 24, creating a new three-lane bypass in each direction, and crossing the drive to Prested Hall before bearing south to avoid the proposed garden community.

Option A

After crossing Easthorpe Road and Dormsey Brook, Option A bends northwards where a new junction will be created to the south of the existing junction 25.

Option B

After crossing Easthorpe Road and Dormsey Brook, Option B continues eastwards along the boundary of the proposed garden community. A new junction 25 will be created to the south of its current location. Option B would continue through the new junction joining the existing A12 after passing through land to east of Copford.



A12 junctions 23 to 25 Options C and D (south of Prested Hall)

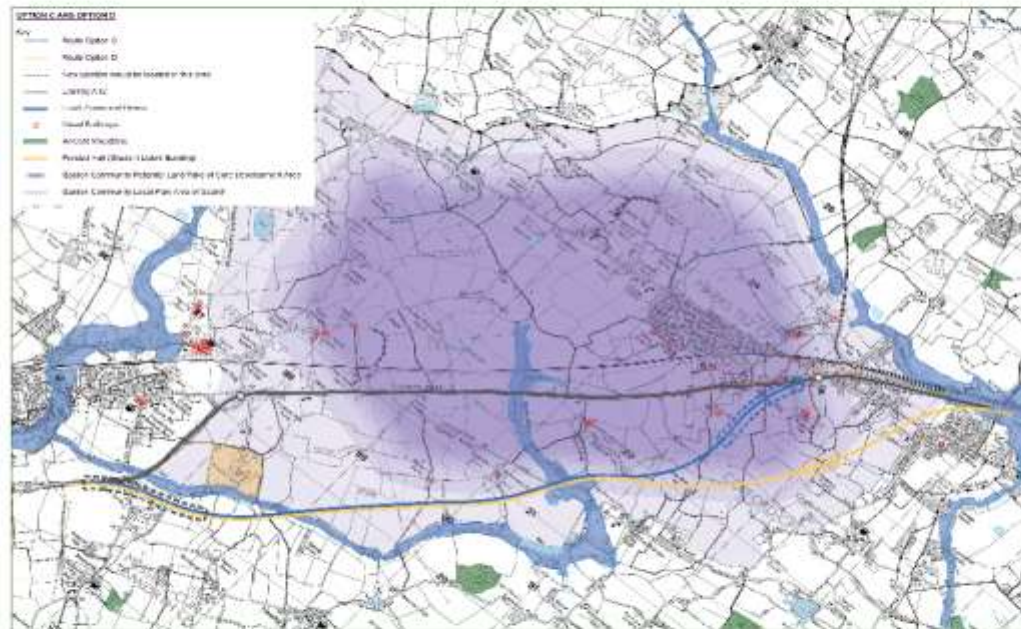
Options C and D both follow the existing A12 between junctions 23 and 24, widening it to three lanes in each direction. They leave the current road some distance to the south of the existing junction 24, creating a new three-lane bypass in each direction, and passing to the south of Prested Hall.

Option C

After crossing Eastharp Road and Downy Brook, Option C bends northwards where a new junction will be created to the south of the existing junction 25.

Option D

After crossing Eastharp Road and Downy Brook, Option D continues eastwards along the boundary of the proposed garden community. A new junction 25 will be created to the south of its current location. Option D would continue through the new junction joining the existing A12 after passing through land to west of Copford.



A12 Chelmsford to A120 widening



Project update

We've announced our preferred route for junctions 18 to 23 of the A12, following our 2017 public consultation.

But we want your views on four new route options between junctions 23 and 25 which would allow for the proposed Colchester Tranree Borders Garden Community if it goes ahead.

Have your say:

● Online

Complete the response form online at
www.highwaysengland.co.uk/a12widening

● By post

Complete a consultation response form and return it to:
Freepost A12 WIDENING

● In person

Complete the response form available here today
and leave it with a member of the team.

Alternative formats of the brochure and response form,
such as braille, are available on request.

Contact us

- A12chelmsfordA120wide@highwaysengland.co.uk
- 0300 123 5000

A12 Chelmsford to A120 widening



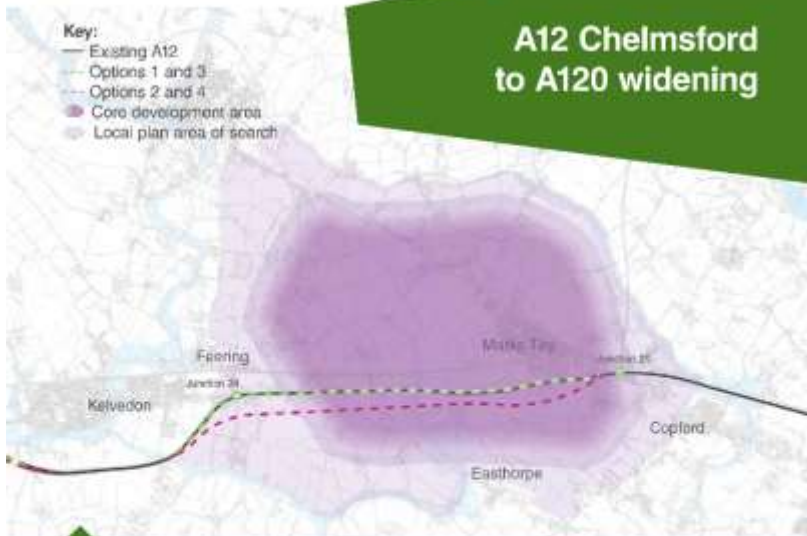
The benefits

The A12 is a vitally important economic link. However, the high volume of traffic often causes congestion and delays.

Our road improvements will:

- improve safety
- increase the capacity of the road
- reduce congestion
- make journey times more reliable
- take lorries and long-distance traffic off the local roads and back onto the A12 where they belong
- ensure the road can cope with the predicted increase in traffic from more jobs and homes in the area
- improve connections and safety for walkers, cyclists, horse-riders and bus users, for more enjoyable journeys
- save over an hour of travel time each week

A12 Chelmsford to A120 widening



2017 consultation route options

Background

In 2017 we consulted on widening the A12 from Chelmsford to the junction with the A120.

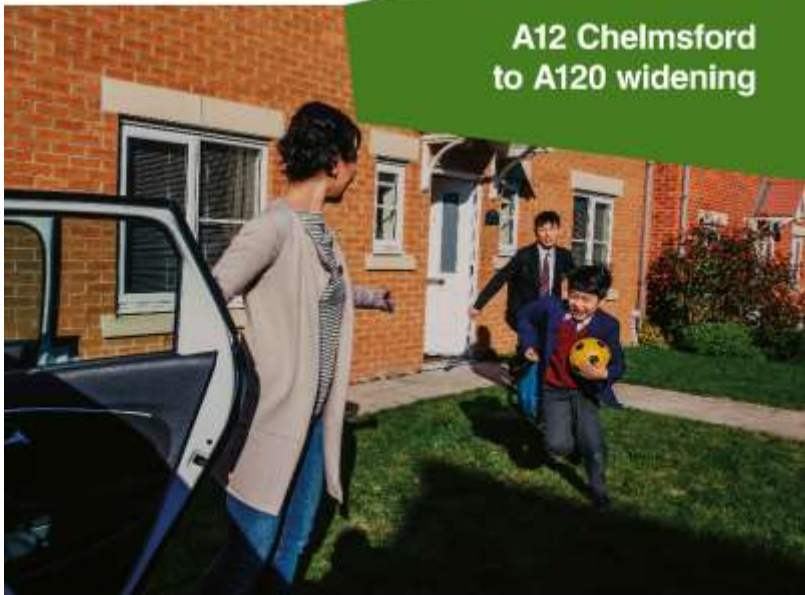
Since then, Colchester, Braintree and Tendring local authorities have a joint Local Plan which proposes several garden communities. This is undergoing public examination.

We need to ensure that the A12 meets the future needs of the area.

If the proposed Colchester Braintree Garden Community goes ahead, one of the new options is likely to be used.

If the proposed Colchester Braintree Garden Community does not go ahead, the route between junctions 23 and 25 will be based on a route from our 2017 consultation, shown above.

We will also need to consider if a fourth lane is needed between junctions 23 and 24.



Journey time savings

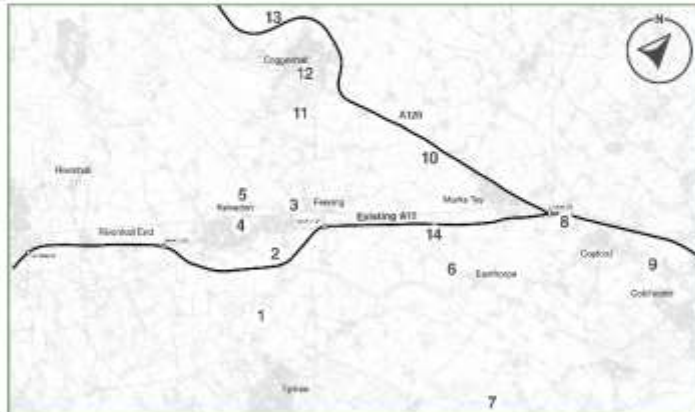
Our improvements will increase safety and average speeds, so that someone travelling on the A12 daily will save over an hour of travel time each week.

The table below shows the estimated journey times between junctions 23 and 26 when the new road opens. It shows the journey time saved by each option compared to not improving the A12.

	Option A	Option B	Option C	Option D
Morning rush hour				
Time saved travelling northbound	1 minute 55 seconds	2 minutes 1 second	2 minutes	2 minutes 8 seconds
Time saved travelling southbound	2 minutes 47 seconds	3 minutes 2 seconds	2 minutes 52 seconds	3 minutes 3 seconds
Evening rush hour				
Time saved travelling northbound	2 minutes 6 seconds	2 minutes 14 seconds	2 minutes 12 seconds	2 minutes 24 seconds
Time saved travelling southbound	1 minute 37 seconds	1 minute 48 seconds	1 minute 44 seconds	1 minute 54 seconds
Combined time savings				
The maximum savings will come for a driver travelling southbound in the morning and then northbound in the evening	4 minutes 53 seconds	5 minutes 16 seconds	5 minutes 4 seconds	5 minutes 27 seconds

*We measure savings to junction 26 rather than junction 25 to ensure that each option is fairly judged and considers the different potential locations of a new junction 25.

A12 Chelmsford to A120 widening



Predicted changes to traffic volumes on local roads

The table below shows how traffic volumes would change at various locations as a result of the A12 improvements, for each of the four options. The forecast traffic volumes shown are during the morning peak period in the first year of opening the improved road.

Road	Traffic volume without A12 improvements (vehicles per hour)	Option A	Option B	Option C	Option D
1 Inworth Road, Inworth B1023	700	+26	+9	+1,032	+1,049
2 Inworth Road, Kelvedon B1023	700	+26	+9	-242	-239
3 Coggeshall Road, Feering	514	-100	-109	-44	-53
4 Feering Hill, Kelvedon B1023	823	-247	-148	-285	-220
5 Coggeshall Road, Kelvedon B1023	460	-222	-210	-156	-136
6 Easthorpe Road, Easthorpe	27	+424	+391	+407	+334
7 Maldon Road, Birch B1022	1,050	-166	-180	-323	-375
8 London Road, Copton B1408	1,133	-157	-136	-188	-54
9 London Road, Stanway B1408	166	+12	+342	+18	+313
10 Coggeshall Road, A120 Marks Tey	1,742	+35	-65	+45	-44
11 Coggeshall Road, Coggeshall	532	+207	+247	+126	+184
12 East Street, Coggeshall	675	-180	-134	-141	-110
13 A120, Coggeshall	1,457	+6	-98	+22	-36
14 Existing A12	6,642	-6,546	-6,345	-6,303	-6,375

A12 Chelmsford to A120 widening



Next steps

We will continue to develop our designs for the A12 between junctions 19 and 23, and carry out further surveys and investigations. Following this consultation, we will review all feedback and expect to announce our preferred route for junctions 23 to 25 in summer 2020.

We will then consult again on the whole project from junctions 19 to 25 before applying for the necessary development consent.



