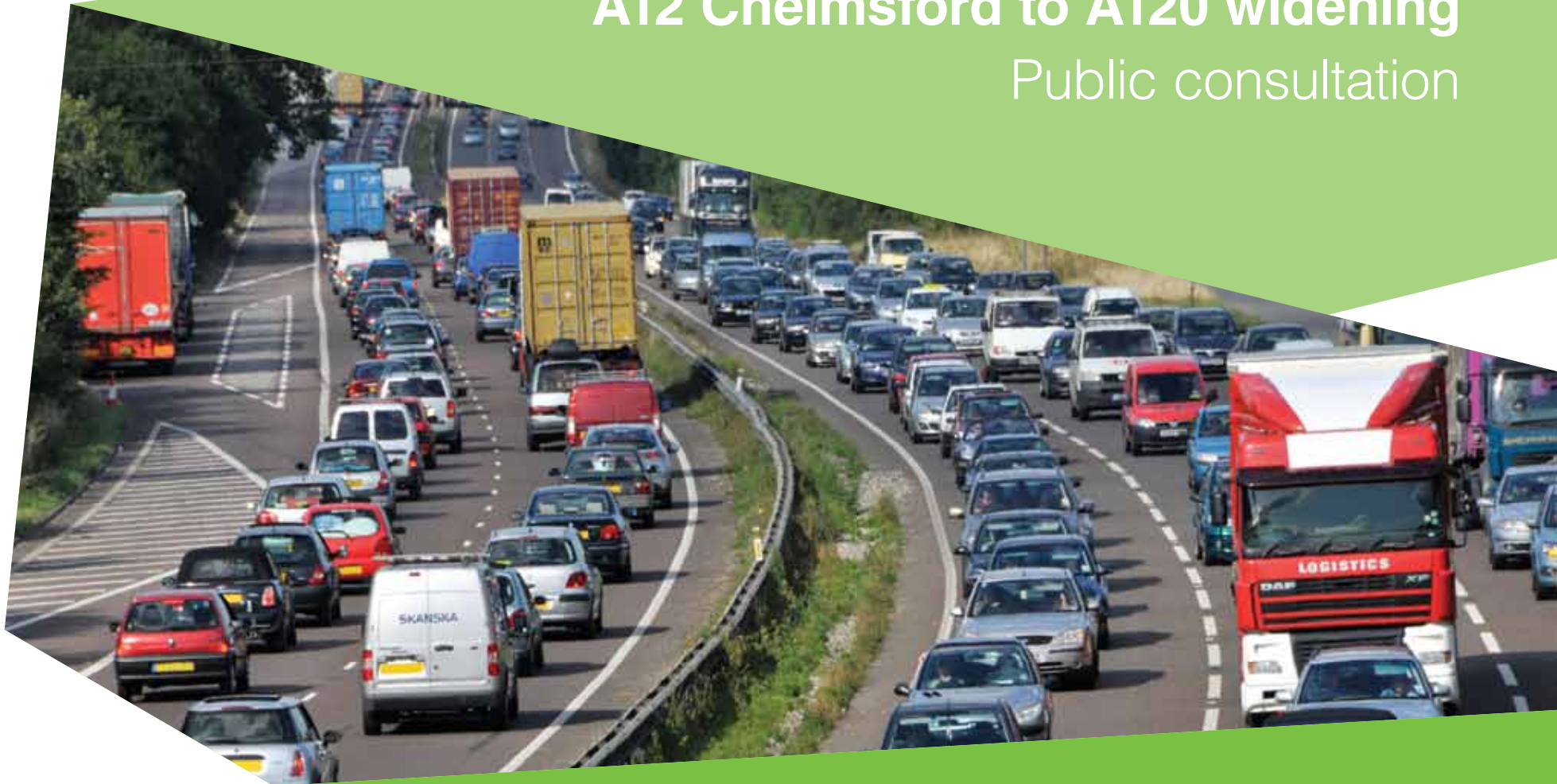


A12 Chelmsford to A120 widening Public consultation



We are improving the A12 from junctions 19 (Boreham interchange) to 25 (Marks Tey interchange) to create better, safer journeys.

Contents

| Chapter | | Page |
|---------|---|------|
| 1 | Introduction | 4 |
| 2 | A12 and the region | 6 |
| 3 | Developing our proposals | 8 |
| 4 | Benefits of the scheme | 12 |
| 5 | Engagement to date | 16 |
| 6 | Options for consultation | 18 |
| 7 | Comparison of the environmental factors | 28 |
| 8 | Economic case and construction | 32 |
| 9 | Your views on junction improvements | 34 |
| 10 | Next steps | 38 |
| 11 | Public information events | 40 |
| 12 | How to respond | 42 |

1

Introduction

About us

Highways England is the government company responsible for operating, maintaining and improving England's motorways and major A roads. Formally the Highways Agency, we became a government company in 2015.

We want your views

We are consulting on proposals to widen the A12 to three lanes between junction 19 (Boreham interchange) and junction 25 (Marks Tey interchange).

We are at an early stage of developing the scheme and in this consultation we are seeking your views on a range of options.

It is important to note that further work is needed to assess the feasibility of all the options in this consultation, including traffic modelling, environmental survey work and economic assessments.

However your views at this early stage of scheme development are important to us.

Your comments will help us to develop our proposals and understand what is important to our customers and local communities. There will be a further public consultation before any scheme is finalised.

The consultation will run for six weeks from **Monday 23 January** until **Friday 3 March 2017**.

What happens next?

Highways England will consider the consultation responses and your views will help inform the decision on the proposed solution. We expect the preferred route to be announced in summer this year.

After the preferred route is announced, further detailed work will take place. This will include:

- Continued engagement with local communities.
- Further investigations into environmental effects, including additional surveys.
- Further design work and traffic modelling.
- Investigating mitigation.
- Investigating additional or improved paths/routes for cyclists, pedestrians and equestrians.
- Investigating local access onto the A12.

We will hold a more detailed public consultation on the preferred route, ahead of any Development Consent Order planning submission, to give local communities and all other interested parties the opportunity to see the detailed design and have their say.

For full details of our scheme, please refer to our web page: www.highways.gov.uk/A12chelmsfordA120widening

A12 and the region

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 a number of problems. By tackling these problems, we will be:

- Improving safety for drivers, especially at the junctions and slip roads through better design
- Reducing the congestion routinely experienced by today's drivers by increasing capacity
- Ensuring that the road can cope with predicted increases to traffic by increasing capacity. Forecasts show that by 2038, the road will operate above the capacity it was ever designed to handle if no improvements are made
- Improving facilities for cyclists, equestrians, pedestrians and bus users to provide better connectivity and safer, more enjoyable journeys.

Essex County Council's proposals to improve the A120

Highways England is working closely with Essex County Council who are undertaking a feasibility study into improving the A120. We recognise the close interaction between the 2 road improvement schemes and the importance of working together to achieve the best results. In autumn last year, we ran several joint forums, highlighting the importance of the regional network.

We will continue to work closely together to ensure that our improvements to the A12 could facilitate the proposals on the A120.

This consultation is on the A12 Chelmsford to A120 widening scheme.

For more information on the A120 consultation by Essex County Council:

[www.a120essex.co.uk/](http://a120essex.co.uk/)



3

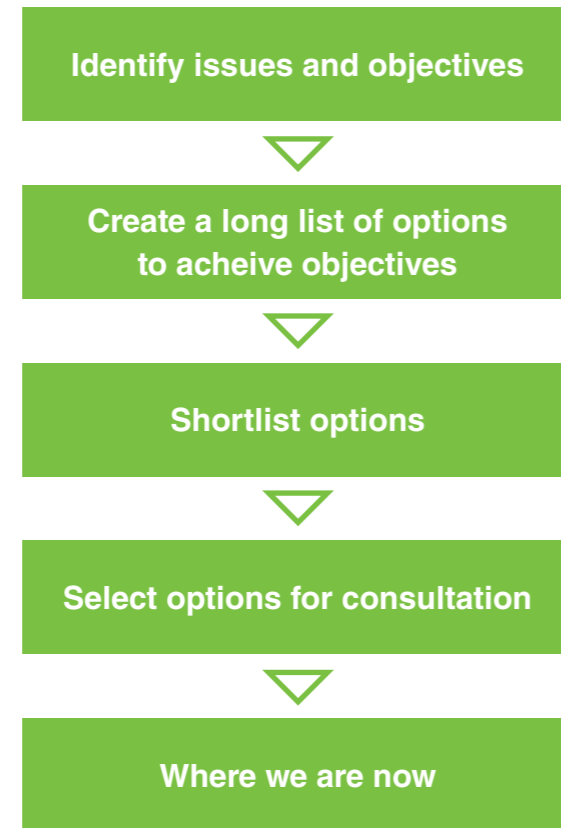
Developing our proposals

In March 2015, the Government published its first Roads Investment Strategy (RIS1) with the simple premise: “a modern country needs modern roads”.

The strategy states that England’s strategic road network requires upgrading and improving to ensure it can support the nation in the 21st Century. The strategy announced £15.2 billion investment in England’s motorways and major A roads. In the east, over £2 billion is being invested to create better and safer journeys across the region, with improvements to the A12 and other vital transport links. In addition, the strategy includes proposals to widen the A12 from the M25 to Chelmsford (J11-J15) and the A12 Colchester bypass (J25-J29) in future road periods.

Since the Government’s announcement, we have been looking at suitable solutions to address the problems on the A12 between junction 19 (Boreham interchange) and junction 25 (Marks Tey interchange).

The flow chart below shows the process we used to get to the options presented in this consultation.



Identify issues and objectives

A number of studies and consultations have taken place over the last decade on the A12, including the A12 Commission Inquiry (2008) and 2 studies by Highways England; A12/A120 Route Based Strategy 2013 and East of England Route Strategy, 2015. These all recognised the need to improve the A12, noting the following issues; congestion, safety, resilience and reliability, substandard junctions, holding back economic growth and lack of provision for non-motorised users.

Against these issues 6 initial objectives for the scheme were set:

- Making the network safer.
- Improving user satisfaction.
- Supporting smooth traffic flow.
- Encouraging economic growth.
- Delivering better environmental outcomes.
- Helping cyclists, walkers and other vulnerable users on the network.

Long list of options

Once we understood the issues and objectives, we started to develop solutions with technical specialists and local authorities in summer 2015. This resulted in 15 highway improvement options, 5 public transport options and 3 collision reduction and incident management options.

Shortlisting options

We assessed each option against the objectives to see which ones performed best. The first sift eliminated the 5 public transport options and 3 more efficient use of the current highway options. While these options could compliment any scheme taken forward, they did not meet the scheme objectives in their own right.

The collision reduction and incident management options were also eliminated. These options included safety improvements, the removal and diversion of public rights of way and access for emergency vehicles but did not meet the scheme objectives in their own right.

9 highways options were also eliminated, including:

- A new parallel offline route from junction 19-25.
- A parallel motorway M12 scheme.
- Improving the existing carriageway and central reservation barriers.
- Improving lay-bys and the existing road.

The remaining 6 options were then assessed in more detail against further criteria such as:

- Is it the right strategic fit?
- Does it show value for money?
- Is there a financial and commercial case for doing it?
- Can it be delivered?

We eliminated the options that did not give the whole route improvements that were necessary.

Another option eliminated was similar to Option 2 in this document but did not offer the same value for money.

The full sifting exercise can be viewed in our Options Assessment Report. The report identifies the best performing options that provide good value for money, improved journey times and overall benefits for our customers.

Select options for consultation

As more information became available, we reviewed and updated the scheme objectives. We identified new options which we assessed against the objectives. From the sifting process, 4 options came out:

Option 1 – this option widens the existing A12 corridor (the online option). This is now a consultation route, referred to as option 1.

Option 2 – This option includes 2 new bypasses.

Option 3 – This option is a variation of Option 2 and includes 1 new bypass.

Option 4 – This option is a variation of Option 2 and includes 1 new bypass.

You can find out more information on the options in section 6.



4

Benefits of the scheme

We have heard through early discussions with local communities, elected officials and technical specialists and seen through the work we have done to date that there are many issues that need to be addressed. The options all provide an opportunity to address these issues and create long term benefits for our customers and meet the scheme objectives:

A more free flowing network
Increasing the resilience of the transport network to cope with incidents such as collisions, breakdowns, maintenance and extreme weather. The improvements will also take into account the impact of other schemes developed in the region.

Congestion can reduce economic growth, affects productivity and is frustrating for customers. Logistics and freight companies have longer transport times and commuters have to factor delays into their daily commutes. Reduced congestion also brings benefits to the local residents and businesses that rely on the A12.

A safe and serviceable network
Improving safety for road users, road worker safety, removing private access to the A12 and providing alternative access to local roads.

The scheme will tackle the safety issues for all road users and for road workers.

Supporting economic growth
Supporting local growth plans by reducing congestion related delay, improving journey time reliability, increasing the overall capacity of the A12 and improving traffic flow across the highway network.

Connectivity enables economic growth. Improved journey times and reliability brings people and businesses closer together, creates job opportunities and long term sustainable growth. Increasing road capacity now will also help to meet predicted demand in the future.

An improved environment
By improving the environmental impact of transport on those living along the existing A12 and by reducing the impact of new infrastructure on the natural and built environment.

A more accessible and integrated network
By providing a safe route between communities for cyclists, walkers, equestrians and other non-motorist user groups and address separation of communities and improve safety and access for public transport users.

Customer satisfaction
Improve customer satisfaction and support for the scheme and ensure that our Key Performance Indicators are achieved. Improved journey times and a better driver experience overall will lead to greater customer satisfaction.

Listening to what is important to our customers should lead to a better road for all road users and higher customer satisfaction.

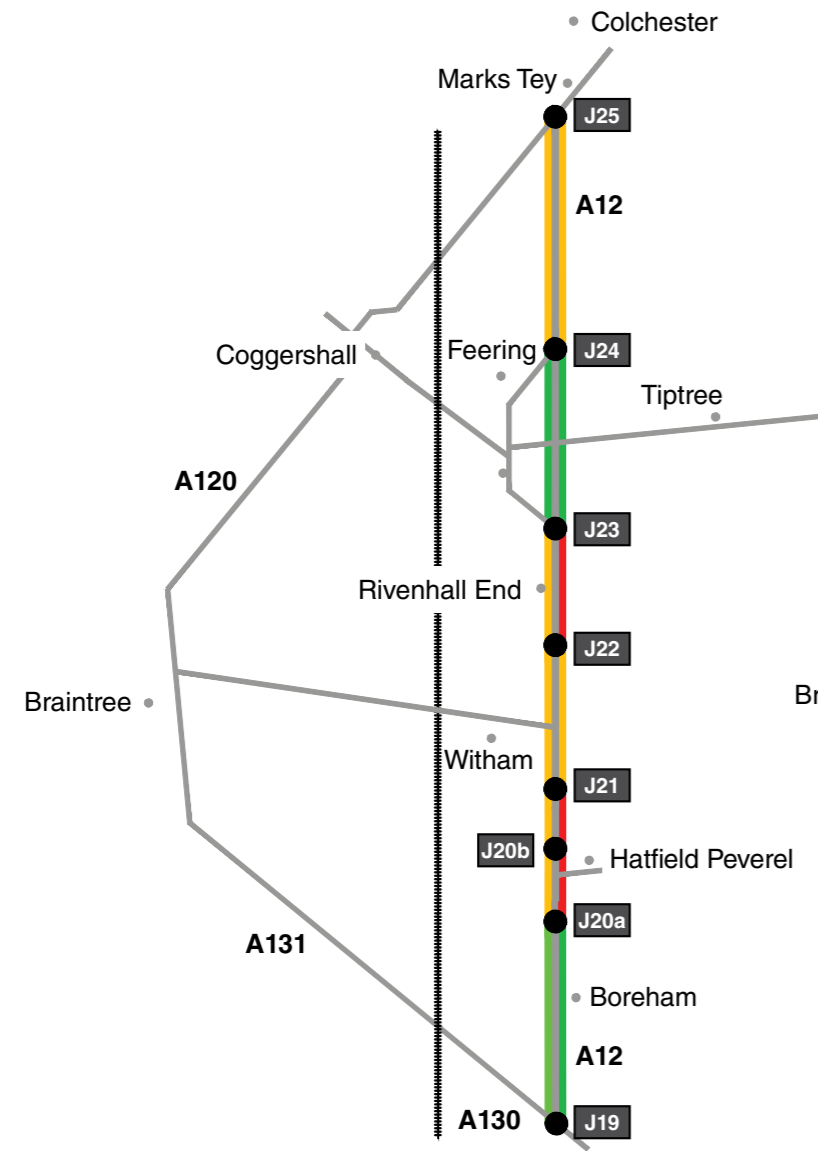
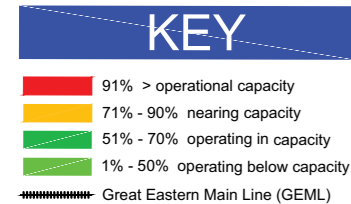


4

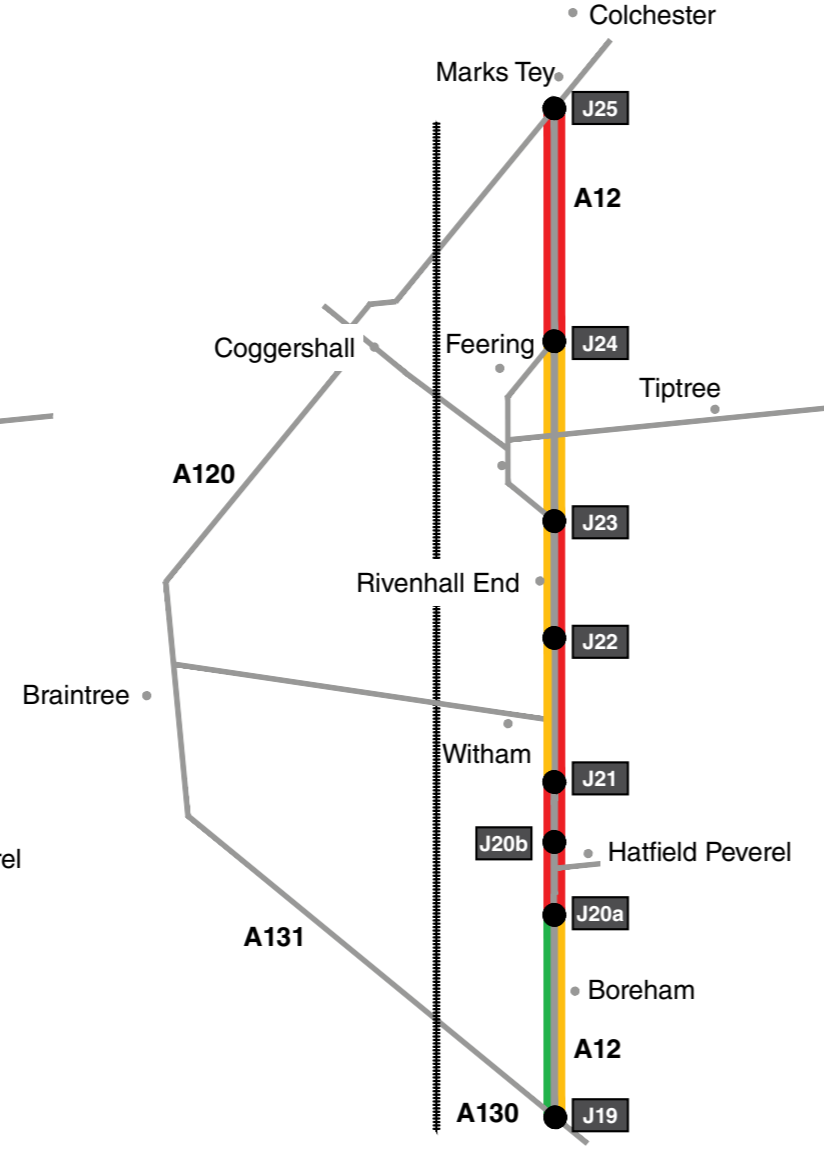
Current and future congestion

The A12 is often congested which impacts on businesses, communities, commuters and other road users. The diagrams show the current and future volume of traffic in the morning and evening rush hours, demonstrating how close the road is to reaching its capacity. As the road reaches capacity, road users will see congestion increase.

By 2038, we predict that traffic will increase and congestion will get worse if nothing is done.

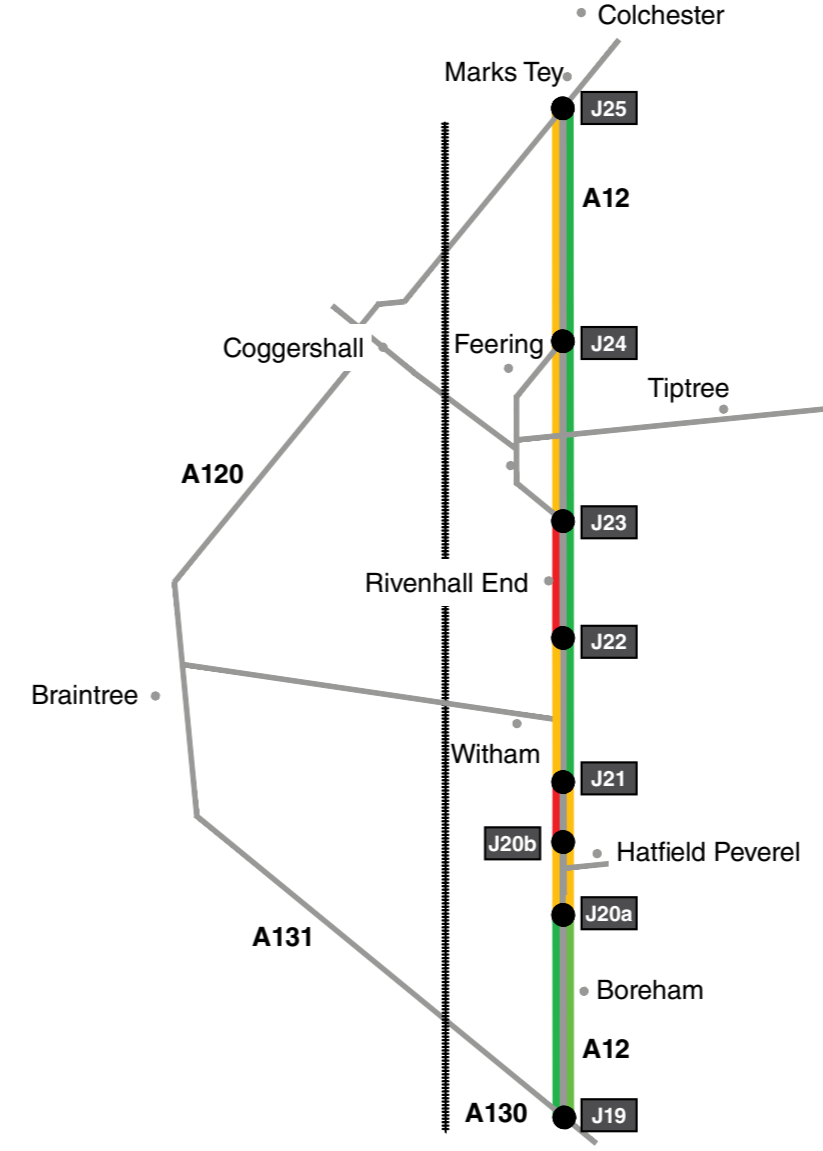


Current congestion (am)



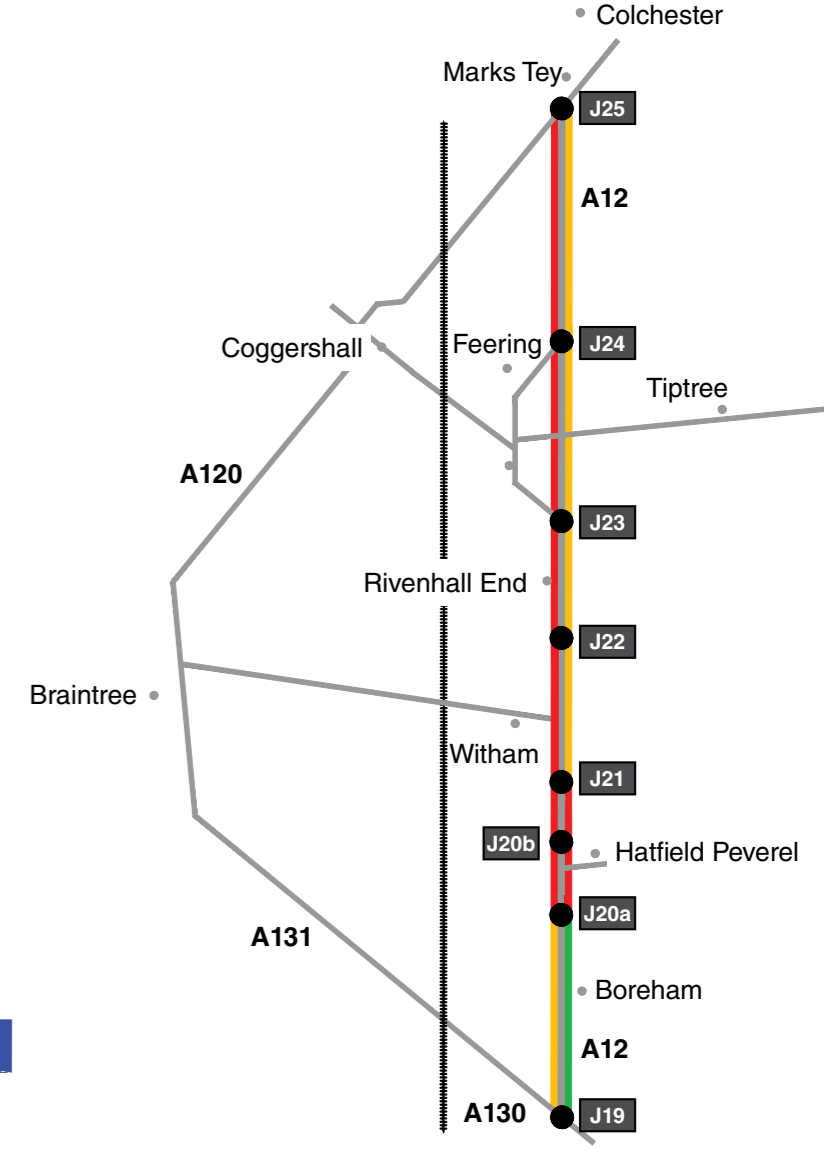
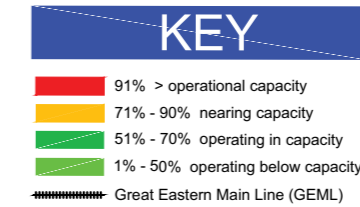
Predicted congestion by 2038 (am)

A12 Chelmsford to A120 widening public consultation



Current congestion (pm)

A12 Chelmsford to A120 widening public consultation



Predicted congestion by 2038 (pm)

5

Engagement to date

Over the past 6 months, we have run a series of forums and workshops with a range of organisations and representatives to understand local views. The overriding consensus is that the problems on the A12 between junctions 19-25 are well recognised locally. All agree that not only is action necessary but that any improvements to the road must resolve the problems in the long term and bring benefits to local communities.

Our forums

Members

Members of Parliament, council members from Essex, Colchester, Chelmsford, Braintree, Maldon and Brentwood.

Braintree and Chelmsford

Parish council representatives from the district of Braintree and city of Chelmsford.

Colchester and Maldon

Parish council representatives from the borough of Colchester and the district of Maldon.

Environmental

Local authorities, and local and national environment groups.

Economics

Local authorities, Chamber of Commerce, local enterprise partnership and local business interests.

Key issues that have come out of the forums

- Slip roads and junctions are poor and need to be improved.
- The scheme should consider the proposals in local plans.
- Cyclists, pedestrians and equestrians need a road that better supports their needs.
- Local road connection and access for private properties or business, need to be considered.
- Local representatives would like to continue to be involved throughout the whole process.
- Where possible, reduce impacts, such as air and noise pollution on local communities.
- Improvements need to support economic growth, not just for Essex but across the region.
- Improve safety and access for public transport users.



Over the past 6 months, we have run a series of forums and workshops with a range of organisations and representatives to understand local views.

6

Options for consultation

Option 1 The online option (widening the existing A12)

Option 1 would follow and widen the existing A12 corridor to three lanes in each direction between junctions 19 and 25. It would require land within the existing highway boundary and could require land immediately next to it, particularly between junctions 22-23 and 24-25. This option is likely to remove all direct access points onto the A12 (not including the main junctions) therefore alternative access arrangements would be needed. Details will be developed after further studies and in collaboration with the affected residents and landowners. This option would increase capacity on the road network and will meet predicted demand.

We need to understand the views of everyone who may use or be affected by the scheme. We are asking you:

- Which is your preferred route option and why?
- For your views on improvements to the junctions between 19 (Boreham interchange) and 25 (Marks Tey interchange).

The consultation questionnaire can be found at the back of this document.

Option 2 Rivenhall and Marks Tey bypass

Option 2 would widen the existing A12 corridor between junctions 19-22 to three lanes in each direction as with Option 1. At junction 22, it leaves the existing corridor and creates a new 3 lane bypass to the south, running in parallel with the existing A12. At around junction 23, it would re-join the current corridor. The existing A12 corridor between junction 23-24 would widen to 3 lanes in each direction. At junction 24, the road leaves the existing A12 and creates a second 3 lane bypass to the south, running in parallel with the existing A12, re-joining at junction 25.

This option is likely to provide the most capacity of all the options and will meet predicted demand. It would require land within the existing highway boundary and could require land immediately next to it. It would also require significant land in the locations of the 2 proposed new bypasses.

As with Option 1, where the route widens the existing corridor, any current direct access onto the A12 (not including the main junctions) is likely to be removed. Alternative access arrangements would be needed. Details will be developed after further studies and in collaboration with the affected residents and landowners.

Option 3 Rivenhall bypass

Option 3 would widen the existing A12 corridor between junctions 19-22 to three lanes in each direction as with Option 1 and 2. At junction 22, it leaves the existing corridor and creates a new 3 lane bypass to the south running in parallel with the existing A12 until junction 23 where it would re-join the current corridor. It then follows the existing A12 corridor between junction 23-25 which would widen to three lanes in each direction.

This option is likely to provide more capacity on the road network than Option 1 but less than Option 2. It will provide similar capacity to Option 4 and will meet predicted demand. It would require land within the existing highway boundary and could require land immediately next to it. It would also require land in the location of the proposed new bypass.

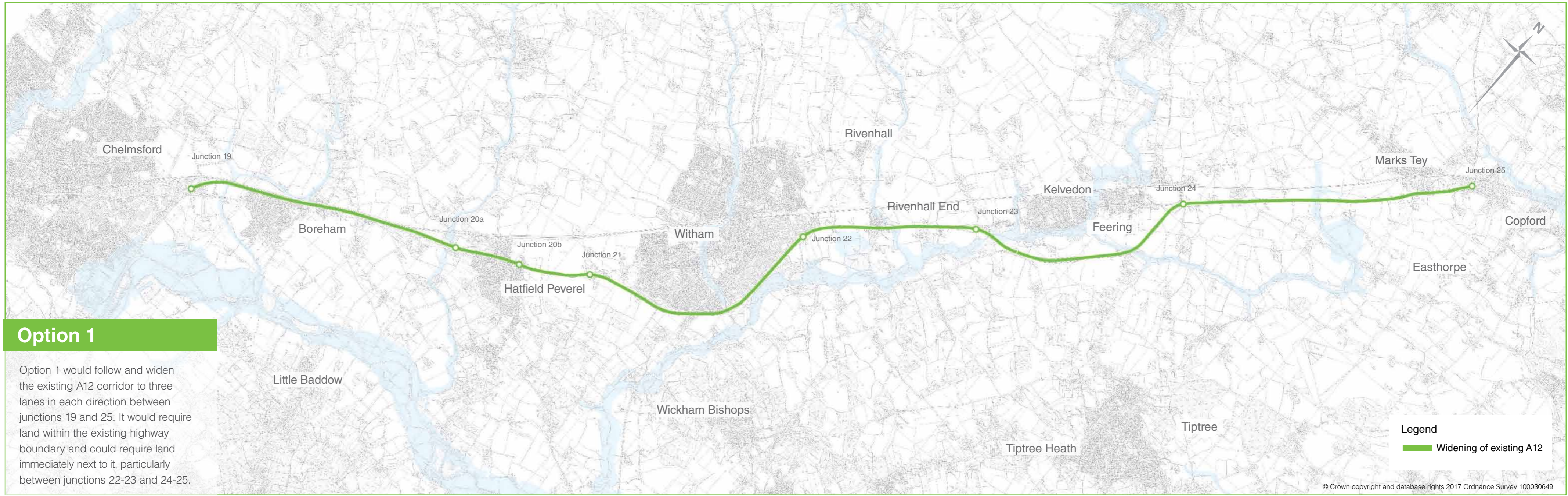
Where the route follows the existing corridor, any existing direct access onto the A12 (not including the main junctions) is likely to be removed. Alternative access arrangements would need to be provided. Details will be developed after further studies and in collaboration with the affected residents and landowners.

Option 4 Marks Tey bypass

Option 4 would widen the existing A12 corridor between junctions 19-24 to three lanes in each direction as with Option 1. At junction 24 it leaves the existing corridor and creates a new 3 lane bypass to the south, running in parallel with the existing A12 until junction 25 where it would re-join the current corridor.

This option is likely to provide more capacity on the road network than Option 1 but less than Option 2. It provides similar capacity to Option 3 and will meet predicted demand. It would require land within the existing highway boundary and could require land immediately next to it. It would also require land in the location of the proposed new bypass.

Where the route follows the existing corridor, any current direct access onto the A12 (not including main junctions) could be removed. Alternative access arrangements would need to be provided. Details will be developed after further studies and in collaboration with the affected residents and landowners.



Option 1

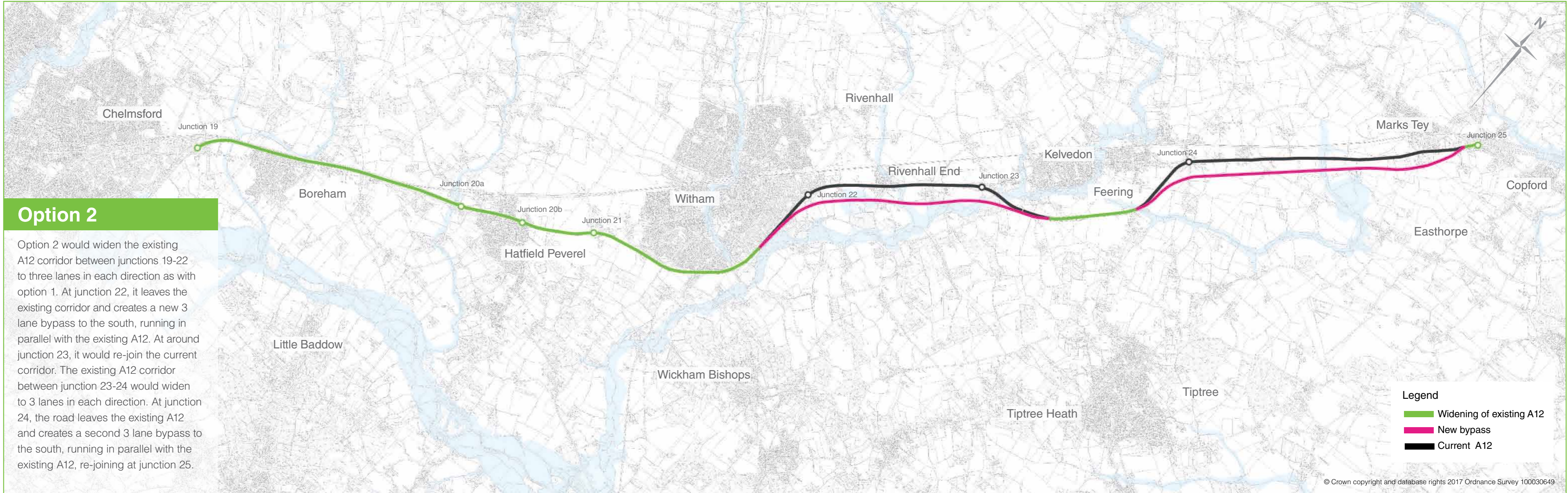
Option 1 would follow and widen the existing A12 corridor to three lanes in each direction between junctions 19 and 25. It would require land within the existing highway boundary and could require land immediately next to it, particularly between junctions 22-23 and 24-25.

Legend
█ Widening of existing A12

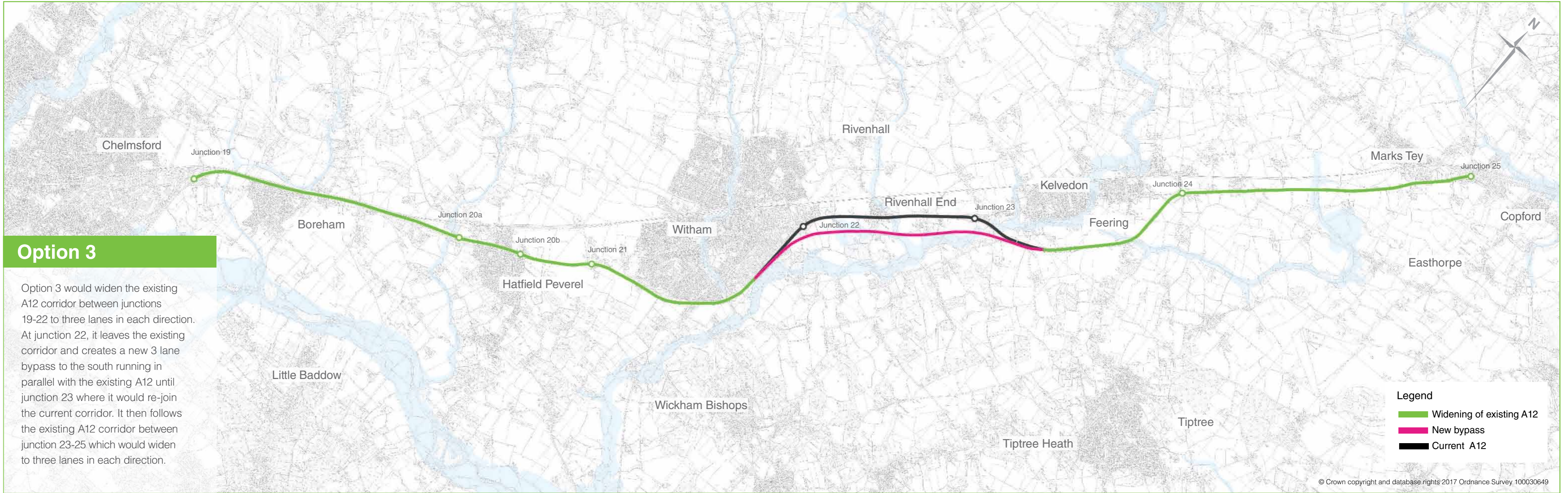
© Crown copyright and database rights 2017 Ordnance Survey 100030649

Option 2

Option 2 would widen the existing A12 corridor between junctions 19-22 to three lanes in each direction as with option 1. At junction 22, it leaves the existing corridor and creates a new 3 lane bypass to the south, running in parallel with the existing A12. At around junction 23, it would re-join the current corridor. The existing A12 corridor between junction 23-24 would widen to 3 lanes in each direction. At junction 24, the road leaves the existing A12 and creates a second 3 lane bypass to the south, running in parallel with the existing A12, re-joining at junction 25.



© Crown copyright and database rights 2017 Ordnance Survey 100030649



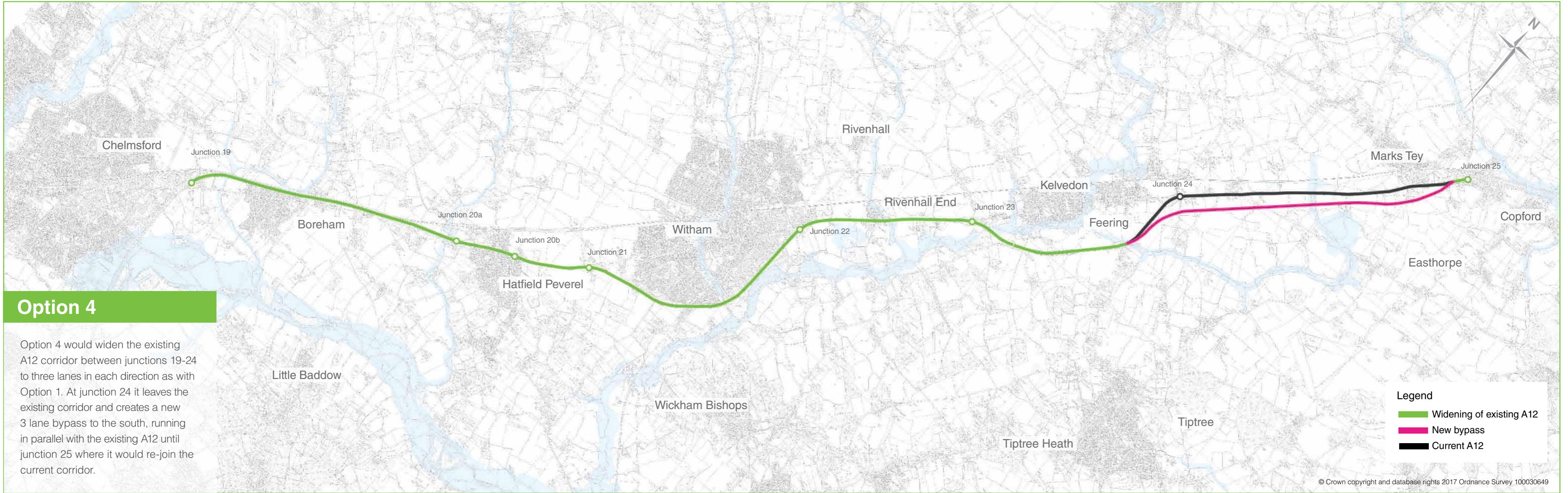
Option 3

Option 3 would widen the existing A12 corridor between junctions 19-22 to three lanes in each direction. At junction 22, it leaves the existing corridor and creates a new 3 lane bypass to the south running in parallel with the existing A12 until junction 23 where it would re-join the current corridor. It then follows the existing A12 corridor between junction 23-25 which would widen to three lanes in each direction.

Legend

- █ Widening of existing A12
- █ New bypass
- █ Current A12

© Crown copyright and database rights 2017 Ordnance Survey 100030649



Option 4

Option 4 would widen the existing A12 corridor between junctions 19-24 to three lanes in each direction as with Option 1. At junction 24 it leaves the existing corridor and creates a new 3 lane bypass to the south, running in parallel with the existing A12 until junction 25 where it would re-join the current corridor.

Legend

- █ Widening of existing A12
- █ New bypass
- █ Current A12

© Crown copyright and database rights 2017 Ordnance Survey 100030649

7

Comparison of the environmental factors

Below are our early assessments of the environmental issues that may affect where the road could go. As the scheme develops, the level of detail and understanding of the environment around the A12 will develop too. More technical work will be done to establish the likely impact on traffic and safety.

| | Option 1 The online option | Option 2 Rivenhall and Marks Tey bypass | Option 3 Rivenhall bypass | Option 4 Marks Tey bypass |
|-------------|--|--|---|---|
| | Widens the existing A12 corridor and will be within the boundaries or next to the existing highway from junctions 19-25. | Widens the existing A12 corridor from junctions 19-22. Creates a bypass between junctions 22-23. Rejoins the existing A12 between junctions 23-24. Provides a second bypass between junctions 24-25. | Widens the existing A12 corridor from junctions 19-22. Creates a bypass between junctions 22 and 23. Widens the existing A12 corridor from junctions 23-25. | Widens the existing A12 corridor from junctions 19 to 24. Creates a bypass between junctions 24-25. |
| Air quality | Congestion may reduce but the volume of traffic could increase as more drivers use the free flowing A12. | | | |
| | Air quality could worsen slightly between junctions 19-25. | Air quality along the current A12 may improve slightly between junctions 22-23 and 24-25. | Air quality along the current A12 may improve slightly between junctions 22-23. | Air quality along the current A12 may improve slightly between junctions 24-25. |
| | Air quality is likely to worsen in the area surrounding the proposed new bypass/bypasses | | | |

| | Option 1 | Option 2 | Option 3 | Option 4 |
|---------------------------------|--|--|--|---|
| Cultural heritage | The increased footprint of the road could potentially impact on archaeological assets. Further detailed work would need to be undertaken to establish the extent of these impacts. | | | |
| | May also have an impact on the historic park of Boreham House, as well as the setting of listed buildings, scheduled monuments and 5 conservation areas. Current access to Prested Hall and Marks Tey Hall could be affected, which may impact on their setting. | | | |
| | | The increased footprint created by the bypass/bypasses could result in significant effects on archaeological assets. | | |
| Landscape | | In the Rivenhall area, previous studies have indicated that there are a number of archaeological assets. The bypass between junctions 22-23 could pass within 50 metres of the Rivenhall Long Mortuary Enclosure which could have a significant effect on its setting. | In the Rivenhall area, previous studies have indicated that there are a number of archaeological assets. The new bypass could pass within 50 metres of the Rivenhall Long Mortuary Enclosure which could have a significant effect on its setting. | |
| | May have a significant visual effect, particularly at Boreham House and New Boreham Hall, as well as on residential properties, places of work and public and private open space. | The new bypass/bypasses will create a new feature in the landscape, which could have more visual impacts than Option 1. | | |
| Ecology and nature conservation | | More visual impact on the River Blackwater Valley, Rivenhall Long Mortuary Enclosure, Prested Hall and Marks Tey Hall. | More visual impact on River Blackwater Valley and Rivenhall Long Mortuary Enclosure. Less of an impact on Prested Hall and Marks Tey Hall. | More visual impact on River Blackwater Valley, Prested Hall and Marks Tey Hall. Less of an impact on Rivenhall Long Mortuary Enclosure. |
| | The widening will be within or near the existing highway boundary. Where there is land required next to the existing highway there is likely to be an impact on habitats and wildlife. | Could have a more significant effect on habitats and wildlife than Option 1 due to additional land required and the creation of a new barrier to species within the landscape. | | |

| | Option 1 | Option 2 | Option 3 | Option 4 |
|---------------------|--|--|---|---|
| Geology and soils | Impacts could be limited to land within or next to the existing highway boundary. | Requires more land and there may be additional loss and severance to agricultural land than Option 1. | | |
| Noise and vibration | Noise is likely to decrease due to reduced congestion and better road surfacing. However, the improvements could encourage more drivers to use the freer flowing road. Therefore, properties alongside the existing A12 corridor may experience a slight worsening of noise levels. | | | |
| | | New noise impacts could be created in the area of the new bypass. | | |
| | | Noise along the current A12 between junctions 22-23 and 24-25 is likely to improve. | Noise along the current A12 between junctions 22-23 is likely to improve. | Noise along the current A12 between junctions 24-25 is likely to improve. |
| | Noise fencing or other measures would mitigate the effects if relevant. | | | |
| Rights of way | It is assumed that all public rights of way could be accommodated. In addition, it is a scheme objective to improve the existing network of public rights of way, where possible. Widening the A12 could remove the existing pedestrian footpath adjacent to the road. Alternative facilities would be investigated. | | | |
| | | If existing rights of way are removed in the location of the new bypass/bypasses, alternative crossing and routes would be provided. | | |
| Water environment | The current A12 crosses several rivers and floodplains. The widening of the A12 would require improvements to new crossings and drainage. Areas of additional floodplain may be required to compensate any loss. | | | |
| | | As the new bypass/bypasses would increase the overall footprint of the road, the impacts could be more significant at the location of the bypass/bypasses. | | |

| | Option 1 | Option 2 | Option 3 | Option 4 |
|----------------------|--|--|----------|----------|
| People and community | Could result in the removal of current direct access (not including main junctions) onto the A12. The upgraded A12 will be closer to properties and businesses. Residential properties along the upgraded A12 could experience negative effects with worsening views, increased noise and direct access removal. These impacts would be reduced through mitigations such as landscaping, the provision of alternative access and noise mitigation. | | | |
| | | As traffic moves onto the new bypass/bypasses this could reduce "passing trade" for business on the current A12. | | |
| | | It is likely that direct access for properties on the current A12 will be maintained where traffic moves onto the new bypass/bypasses. | | |
| | | Properties adjacent to the new bypass could experience negative effects associated with worsening views, increased noise and removal of current access. These impacts would be reduced through planting schemes, noise mitigation and provision of alternative access if relevant. | | |
| | | Properties along the current A12 could see reduced noise levels and improved air quality along the sections of road where traffic moves onto a new bypass/bypasses. | | |
| | Requires the acquisition of the most properties. | Requires the least properties. | | |
| | Further detailed design is required to understand numbers and location, or whether we can avoid acquisition. | | | |

8

Economic case and construction

At this stage, all of the above options show good value for money and a positive benefit cost ratio. As the scheme develops and more information is gathered, the precise figures will become available. We will also need to show value for money at each stage to progress the scheme.

Due to the length of the scheme (approximately 15 miles), it is expected that we will phase the construction which will help manage the impact on the local area.

The details of the construction and its phasing will be identified after a decision is made on the preferred route.



Your views on junction improvements

The 8 junctions on the A12 from junctions 19 (Boreham interchange) to 25 (Marks Tey interchange) suffer from a number of problems including:

- Short distance between some junctions means there is reduced space for drivers trying to merge onto the A12 before other drivers may want to exit.
- Some slip roads are below current design standards.
- Private accesses on several slip roads.
- Slip roads at the same level as the A12 that do not give enough room for drivers to accelerate onto the A12.
- Insufficient slip road capacity which can cause tailbacks.

Junction improvements could range from a partial upgrade to a total re-design. Our initial assessment shows that there may be a benefit in merging junctions 20a (Hatfield Peverel South) and 20b (Hatfield Peverel North) into a single new junction (exact location yet to be determined).

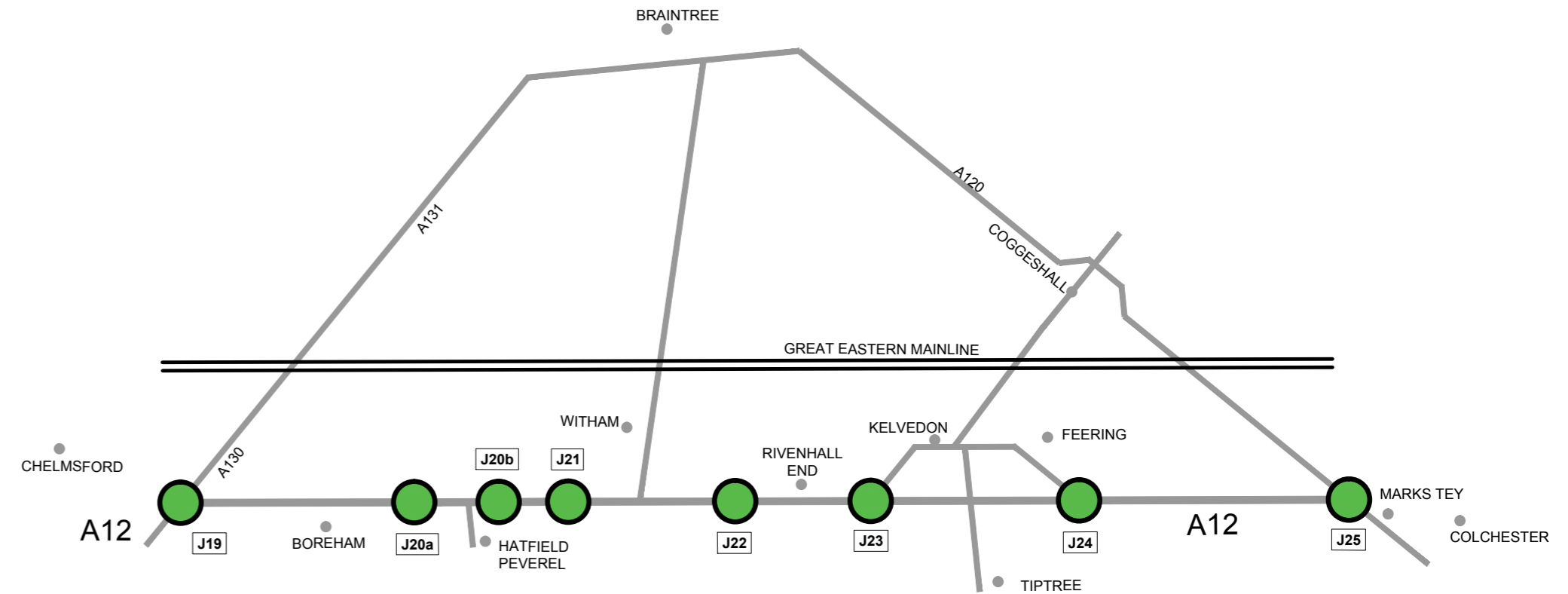
The reasons for this are:

- Junctions 20a and 20b have substantially substandard slip roads.
- Private access onto the current slip roads at these junctions.
- Short acceleration and deceleration space for road users entering and exiting the A12.

Further design and technical assessment is required to determine the final strategy.

Following this consultation, we will continue to review the junctions, putting forward plans for improvements that take your feedback into account.

Junctions on the A12 from junctions 19 (Boreham interchange) to 25 (Marks Tey interchange)



Safety and performance of junctions

| | | Junctions | | | |
|---|------------------------------|---|--|--|---|
| | | 19 | 20A | 20B | 21 |
| Junction description | | Boreham interchange is at the north east of Chelmsford between Springfield and Boreham. | Hatfield Peverel South is at the west end of The Street, Hatfield Peverel. | Hatfield Peverel North is at the east end of The Street, Hatfield Peverel. | Lynfield Motors interchange is to the south west of Witham. |
| Roads served by junction | | Main Road, Winsford Way, A130, A138 and Generals Lane. | (B1137) The Street. | (B1137) The Street. | (B1389) Hatfield Road. |
| Current traffic flows (average number of vehicles over 24 hours) | Leaving the junction | 26,306 | 3,733 | 5,244 | 10,310 |
| | Entering the junction | 17,999 | 3,817 | 4,681 | 10,298 |
| | Total | 44,305 | 7,550 | 9,925 | 20,608 |
| Safety (last five years) | | 24 collisions: 4 serious 20 slight | 16 collisions: 1 serious 15 slight | 9 collisions: 1 serious 8 slight | 10 collisions: 1 serious 9 slight |

| Junctions | | | |
|--|--|--|--|
| 22 | 23 | 24 | 25 |
| Colemans interchange is to the north east of Witham. | Kelvedon south interchange is to the south west of Kelvedon. | Kelvedon north interchange is to the north east of Gore Pit. | Marks Tey interchange. |
| (B1389) Colchester Road, Little Braxted Lane and Eastways. | (B1024) London Road and Cranes Lane. | (B1024) London Road. | (A120) Station Road, (B1408) London Road. |
| 9,301 | 4,170 | 4,267 | 15,379 |
| 9,145 | 4,380 | 3,983 | 16,112 |
| 18,446 | 8,550 | 8,250 | 31,491 |
| 11 collisions: 1 fatal 2 serious 8 slight | 6 collisions: 1 fatal 5 slight | 6 collisions: 1 serious 5 slight | 19 collisions: 1 fatal 2 serious 16 slight |



10

Next steps

Your views are important to us.

We will consider all the responses to this consultation. Your feedback will help inform the decision on the preferred solution.

Here's our key milestones and the steps we must take before we start construction:



Public information events and pick up points

Join us at one of our events. Members of our team will be on hand to answer your questions. Some of these events will be held with Essex County Council's consultation on the A120.

Events

| Location | Date | Time | Address |
|------------------|-----------------------|------------|--------------------------|
| Boreham | Saturday 4 February | 11am – 5pm | Boreham Village Hall |
| Rivenhall | Monday 6 February | 1pm – 8pm | Rivenhall Hotel |
| Marks Tey | Tuesday 7 February | 1pm – 8pm | Marks Tey Parish Hall |
| Colchester | Friday 10 February | 1pm – 8pm | Charter Hall |
| Witham | Saturday 11 February | 11am – 5pm | Spring Lodge Centre |
| Feering/Kelvedon | Tuesday 14 February | 1pm – 8pm | Feering Community Centre |
| Chelmsford | Wednesday 15 February | 1pm – 8pm | Civic Centre |

Alternatively, pick up a brochure and questionnaire from:


Pick up points


| Location | Address |
|----------------------------|---|
| Essex County Council | County Hall, Market Road, Chelmsford, CM1 1QH. |
| Chelmsford City Council | Duke Street, Chelmsford, CM1 1JE. |
| Braintree District Council | Causeway House, Bocking End, Braintree, Essex, CM7 9HB. |
| Maldon District Council | Council Offices, Princes Road, Maldon, Essex, CM9 5DL. |
| Colchester Borough Council | Rowan House, 33 Sheepen Road, Colchester, Essex, CO3 3WG. |
| Tiptree Library | Rectory Road, Tiptree, Colchester, CO5 0SX. |
| Hatfield Peverel Library | The Street, Hatfield Peverel, Chelmsford, CM3 2DP. |
| Kelvedon Library | Aylett's Foundation School, Maldon Road, Kelvedon, CO5 9BA. |
| Witham Library | 18 Newland Street, Witham, CM8 2AQ. |


12

How to respond

Please only respond using one of the following channels, which have been set up for the specific purpose of this consultation:

 www.highways.gov.uk/A12chelmsfordA120widening

 A12chelmsfordA120wide@highwaysengland.co.uk

 You can post paper copy responses to:
Freepost A12 Chelmsford to A120 Widening

We cannot accept responsibility for ensuring responses that are sent to addresses other than those described above are included in the consultation process. All responses must include at least your postcode. Please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of an organisation, please make it clear who the organisation represents and, where applicable, how the views of members were assembled.

Confidentiality and data protection

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want any information that you provide to be treated as confidential, please be aware that under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

For more information about what information can be requested under the FOIA, see:

 <https://ico.org.uk/for-the-public/official-information>

Highways England will process your personal data in accordance with the DPA and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

The final date we will accept consultation responses will be no later than 11:59pm on Friday 3 March 2017.

For further information about the scheme or this consultation, please call the Highways England Customer Contact Centre on **0300 123 5000**.



A12 Chelmsford to A120 widening Questionnaire

Please tell us your views by completing this questionnaire.

If you're returning this to us by post, please follow the folding instructions on the back page of the questionnaire and pop it in the post.

The consultation will run from **23 January to 3 March 2017**

The closing date for responses is 11.59pm on 3 March 2017

Please complete your contact details below.

Name:

Address:

..... Postcode:

Telephone (optional): email (optional):

Organisation (if applicable)

Section 1: A12 widening options

1. Maps 1 - 4 shows 4 route options to widen the A12. Please indicate your preferred route option
 a. Option 1 b. Option 2 c. Option 3 d. Option 4 e. None preference

Please explain the reason for your response:

Section 2: Junction improvements (Please refer to junction diagram on page 35)

2. Do you think that improvements are needed to junction 19? Yes No

Please explain the reason for your response:

3. Please indicate your preferred option at junction 20a and 20b

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

Please explain the reason for your response:

4. Do you think that improvements are needed to junction 21? Yes No

Please explain the reason for your response:

5. Do you think that improvements are needed to junction 22? Yes No

Please explain the reason for your response:

6. Do you think that improvements are needed to junction 23? Yes No

Please explain the reason for your response:

7. Do you think that improvements are needed to junction 24? Yes No

Please explain the reason for your response:

8. Do you think that improvements are needed to junction 25? Yes No

Please explain the reason for your response:

9. Please provide any further comments regarding existing and/or new junctions along the route

Section 3: Can we do better?

10. How did you find out about this consultation? Your local council Highways England website or twitter Newspaper Poster
 Letter through the door Word of mouth Other (please specify)

11. Have you any suggestions about how we can communicate better with you?

Section 4: Equality and diversity (optional)

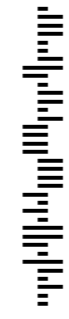
| | | | | | | | |
|---|-------------------------|-----------------------|-----------------------|-------|-------|-------|-----|
| Gender (please circle) | Male | Female | Prefer not to say | | | | |
| Age (please circle) | 16-25 | 26-35 | 36-45 | 46-55 | 56-65 | 66-75 | 75+ |
| Ethnicity (please circle) | White British | Black / Black British | Asian / Asian British | | | | |
| | White Other | Black Other | Asian Other | | | | |
| | Mixed ethnic background | | Prefer not to say | | | | |
| Other (please state) | | | | | | | |
| Do you consider yourself to have a disability? (please circle) | Yes | No | Prefer not to say | | | | |

Thank you for completing this questionnaire.

You can submit your response:

- **Online:** www.highways.gov.uk/A12chelmsfordA120widening
- **Email:** A12chelmsfordA120wide@highwaysengland.co.uk
- **Post:** You can post paper copy responses to: See over

Fold B



Freepost

A12 Chelmsford to A120 Widening

Fold A

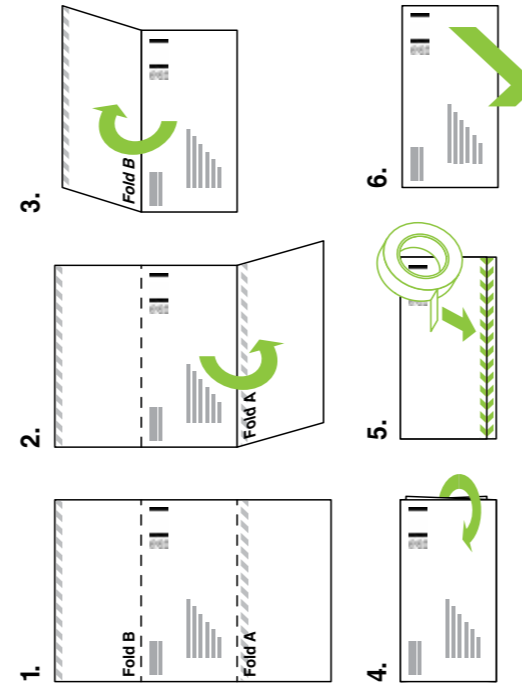


Folding instructions

Once you've completed the questionnaire please follow these instructions before returning it to us:

1. With the return address facing you...
2. fold the bottom part backwards along Fold A;
3. fold the top part backwards along Fold B;
4. turn the folded questionnaire over; and
5. secure it by sticking clear tape along the length of hatched area.

6. There's no need for a stamp, just pop it in the post.



If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

© Crown copyright 2017.

You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence: visit www.nationalarchives.gov.uk/doc/open-government-licence/ write to the **Information Policy Team, The National Archives, Kew, London TW9 4DU**, or email psi@nationalarchives.gsi.gov.uk.

If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000***. Please quote the Highways England publications code **PR187/16** Highways England Creative job number N160362

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls.

These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
Highways England Company Limited registered in England and Wales number 09346363