

A12 Chelmsford to A120 widening traffic management during construction factsheet



A12 scheme summary

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

- improvements to junctions 19 and 25
- widening of the dual carriageway from two to three lanes in each direction from Hatfield Peverel to Marks Tey
- removal of existing junctions 20a, 20b and 23
- construction of new junctions 21, 22 and 24 providing access to the A12 both northbound and southbound
- creation of two bypasses, one between junctions 22 and 23 and another between junctions 24 and junction 25
- new and improved existing walking, cycling and horse-riding routes

Our commitment to you

- We exist to connect the country, and customer service is one of our priorities
- Customer satisfaction and safety are critical components of our vision for the future
- We care about our customers and are committed to improving our service to you
- We're committed to improving our customer experience through roadworks by maximising safety (for both road users and road workers) and minimising disruption caused by roadworks schemes



What is traffic management

Traffic management is where the traffic is directed around disruption so that it can continue to flow as freely as possible during the construction of large infrastructure projects, like the A12 Chelmsford to A120 proposed widening scheme.

It can include:

- narrowing of road lanes and some speed restrictions so that traffic can continue to pass while work is carried out
- diversions which take traffic away from construction areas
- where construction of new roads or bypasses are needed, the new elements are completed first and traffic continues on existing roads
- night-time road and slip road closures or occasional weekend closures with local diversions for traffic travelling at off-peak time to allow for safe construction work on bridges

How we will communicate traffic management during construction

The A12 Chelmsford to A120 widening is a major infrastructure project and involves an investment of around £1 billion. When the proposed scheme is in its construction phase, we will use a range of traffic management measures to help keep traffic moving throughout the local area.

- When road works are required, we will give customers, drivers, businesses and residents as much notice as possible of up and coming roadworks so they can plan ahead
- We plan to keep two lanes open in each direction on the A12 during the day, when the road is busier
- We will use clear signage and electronic signs to ensure people are aware of roadworks
- We will use 'travel time' message signs so you are kept up to date while on your journey and aware of any delays on the route
- Speed restrictions will be put in place from when construction starts until completion on the main A12 carriageways requiring upgrading
- Where needed, lane closures or full road closures will be in place overnight as these are the times when traffic levels are lower
- All diversion routes for full road closures will be pre-signed and advance warnings signs will be installed before any closure dates
- There will be announcements on our website and on social media on all traffic management measures and diversions

What to expect

We are sorry for any inconvenience and disruption to our customers which is likely to be caused when we are undertaking improvements of this scale and size. We will only close the road when we really need to for the safety of our road workers and motorists.

Whenever required and to minimise disruption to our customers, we'll work overnight from 8pm to 6am, when there are fewer vehicles on the road. Sometimes we'll be working seven days a week to complete the work as quickly as possible. Generally, we will mainly be working Monday to Friday but weekend working will also be required. During the day, we will keep the carriageway open as usual.

On the existing A12 carriageway

Where widening work needs to take place, narrowed lanes and speed restrictions would be needed to enable the central reserve to be upgraded and the verges widened if required.

On local access roads

Where work is to be carried out on local roads, two-way traffic lights/temporary lights might have to be put in place.

On new bypass sections between junctions 22 and 23, and junctions 24 and 25

New bypasses would be constructed first. Afterwards, our intention is for the bypassed sections of the former A12 road to be passed over to Essex County Council (subject to their agreement), for use by local traffic. This is called de-trunking.

In order to connect the new road sections to the existing road sections safely, temporary traffic lights and overnight/weekend closures will be required while that work is carried out.

On the existing road between junctions 24 and 25

Temporary slip roads are likely to be required along the existing A12 southbound carriageway between junction 24 and 25. These will link side road diversions to the A12. The temporary slip roads would then be built into the permanent roundabout arrangements during the de-trunking of the road.

Traffic management at junctions 19

Construction of the symmetrical widening to the junction 19 bridge requires the central reserve to be upgraded. This may need to be carried out under full weekend/overnight closures of the carriageway and possible lane closures. 24-hour narrow lanes would be introduced to the northbound carriageway and then switched to the southbound carriageway. Installation of the bridge surface would require full night-time carriageway closures.

Hatfield Peveler

Hatfield Peveler is linked by three bridges which, as part of the scheme, will be taken down and reconstructed. Most of the bridge construction work is expected to be carried out off site to minimise disruption to road users and local residents. Traffic will be able to get to both sides of the village, as we will aim to keep at least one bridge open at all times and a diversion route will be in place when required.

The existing central reserve of the A12 will be hardened to create additional space for construction traffic. 24-hour narrow lanes would also operate by moving all four lanes as close to the northbound verge as possible to provide space to construct the southbound carriageway. Traffic would then be switched to the opposite side to construct the northbound carriageway. The traffic in each direction would be divided by temporary barriers. Temporary lower speed limits with speed cameras will be in place. Bridge construction and demolition are likely to take place under full weekend carriageway closures and local road closures.

Junction 21

The junction will mostly be constructed away from the existing carriageway. Only work on the slip roads and the joining of the old and new road will need local road weekend/overnight closures. Some weekend and overnight closures will be required for bridge construction.

Once the new junction is fully operational, one lane of both northbound and southbound A12 traffic would be diverted to use slip roads to allow the main carriageway widening to be carried out.

Junction 22

The construction of the new junction will require phased traffic management to maintain traffic flows. This is likely to be a mix of 24-hour narrow lanes and some overnight/weekend carriageway closures to join the old road sections to the new junction and to the new section of the A12 carriageway. Access to the quarry and Little Braxted lane will be open throughout the construction period.

Junction 24

The construction of this new junction is key to the scheme, as the junction slip roads will be used to divert A12 traffic while the new underpass structure is constructed. Weekend/possible night closures will be required to join the old and the new sections at junction 24. Temporary barriers and lower speed limits with speed cameras will be in place in this section.

Junction 25

A temporary southbound entry slip road would be constructed so that the existing A12 can be kept for use for local traffic. This will require a mix of 24-hour narrow lanes and overnight/weekend carriageway closures.

When the Marks Tey roundabout and London Road is re-configured, it will require phased traffic management to maintain traffic flows. This may mean some night-time closures and narrower traffic lanes.

When technology and drainage are installed, some full night-time closures may be required to install ducts and crossings under the existing A12 carriageway.

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