



**A12 Chelmsford to A120 widening
junctions 23 to 25
Consultation brochure**



October 2019



Investing in your roads

At Highways England we believe in a connected country.

Our road network allows these connections to happen. We strive to improve our major roads and motorways - engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and, most importantly, safe. That is why we are making a multi-billion pound investment in our network – the largest for a generation. The A12 Chelmsford to A120 widening is a critical part of this investment and will improve journeys between junction 19 (Boreham interchange) and junction 25 (Marks Tey interchange), boosting the local and regional economy. We are proposing to widen the A12 to three lanes in each direction between these junctions.

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Why do we need to improve the A12?

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. The resulting congestion leads to delays and means that, during the morning commute, a driver's average speed is particularly slow in both directions for an A-road.

Heavy goods vehicles are between 9% and 12% of the traffic on this section due to its important freight connection, especially to Felixstowe and Harwich ports. It is also an important commuter route between Chelmsford and Colchester.



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.

Background

What's happened so far

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**. The joint Local Plan is currently subject to a public examination.

It's important to ensure that our ambitions for the A12 meet the future needs of the area. However, it's for the Planning Inspector to decide whether the Local Plan is sound. The Planning Inspector has asked for more evidence from the councils to back up their joint Local Plan.

For our part, a key piece of evidence is to show how the A12 between junctions 24 and 25 could be moved to consider the Colchester Braintree Borders Garden Community if it were to go ahead.

If the 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 North) and junction 25 (Marks Tey interchange). We have therefore been reconsidering the possible road routes between these junctions. Also, a fourth lane in each direction between junctions 23 (Kelvedon South) and 24 (Kelvedon North) may be required.

A120 improvement proposals: in addition to the A12, the Planning Inspector identified the importance of the A120 improvements. The government is currently considering whether the proposed A120 scheme will be funded in a future period of investment. The latest information on the A120 can be found at: www.a120essex.co.uk

*A Local Plan is drafted by a local planning authority and sets out planning policies to control development and allocate sites to influence what will be built where.

**Garden communities are planned new settlements which are intended to be attractive places to live, work and visit, with a strong emphasis on sustainability. The councils' aim for garden communities is to create new housing, infrastructure, jobs and services. For more information, please visit www.ne-gc.co.uk

Our commitment to supporting new housing growth

In its 2017 White Paper, 'Fixing our Broken Housing Market', the government was clear about the importance of putting in place infrastructure to support housing growth: **"The government expects infrastructure providers to deliver the infrastructure that new housing needs in good time so that development is not delayed."**

Our 'Road to Growth Plan' outlines our clear commitment to stimulating and supporting the sustainable development of new homes and employment sites. It is therefore right that where we can support housing growth, we do so.

We are committed to delivering the much-needed improvements to the A12, from Chelmsford to the A120. To help do this, we are now seeking your views on four options which consider the proposed Colchester Braintree Borders Garden Community. **These options focus only on the section of the A12 between junctions 23 and 25.**

If the proposed Colchester Braintree Borders Garden Community goes ahead, one of the options in this consultation is likely to form part of the A12 Chelmsford to A120 widening project.

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

Please note 

You can find out more information on the Colchester Braintree Borders Garden Community proposals at www.ne-gc.co.uk



How to respond

We would like to hear what you think, so please share your views, ideas or any local knowledge that you may have.

The consultation will run for six weeks from Monday 21 October to Sunday 1 December 2019 and there are lots of ways you can tell us what you think.

Your comments will help us better understand the local area and any potential impacts the A12 widening may have on the community. We will listen to and consider everyone's feedback before we select a preferred option, if we need to accommodate the garden community.

Please respond by 11:59pm on **Sunday 1 December 2019** using one of the following methods:

-  **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**
Visit one of our consultation events and fill out a form (see page 10 for details).

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



Come and visit an event to find out more

One of the best ways to find out more about our proposals is to come along to one of our public consultation events. Here you can find out more about the A12 widening and speak to members of the project team who will be happy to answer any questions you may have.

Consultation events

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

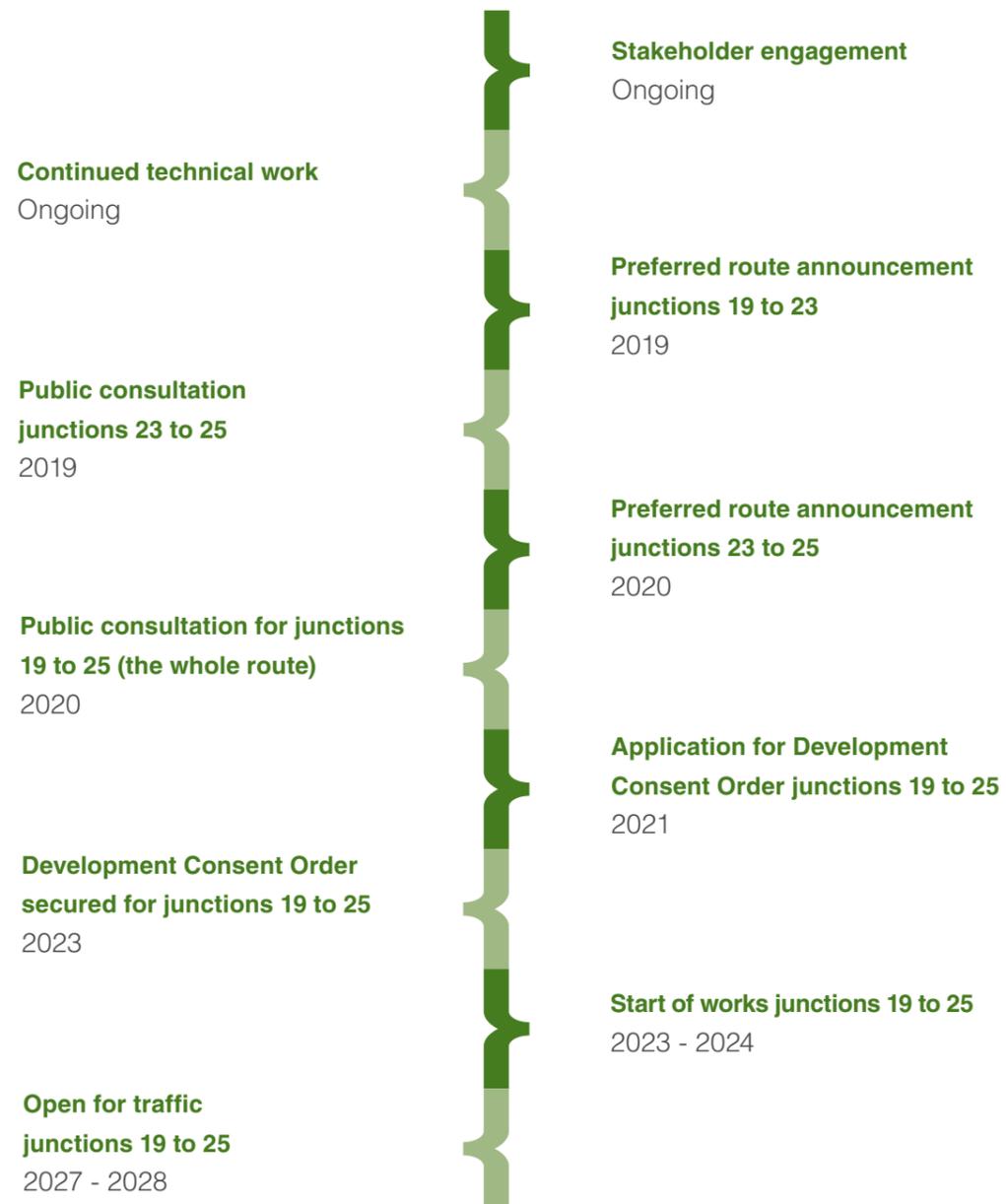
Public information points

We have several public information points where copies of our consultation documents are available.

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, Essex, 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, Essex, 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



What happens next?



Development Consent Order

The A12 widening is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008. This means that we are required to make an application for a Development Consent Order to obtain permission to construct the road.

Our application for development consent will be made on the full route, from junctions 19 to 25.

The application will be made to the Planning Inspectorate, who will examine the application. The examination process is likely to involve public hearings. Following the examination, the Planning Inspectorate will make a recommendation to the Secretary of State for Transport, who will decide whether the project will go ahead. We intend to submit our application in 2021 and if approved, we expect to start construction in 2023.

For more details on the project, please visit our web page: www.highwaysengland.co.uk/a12widening





About the previous 2017 consultation

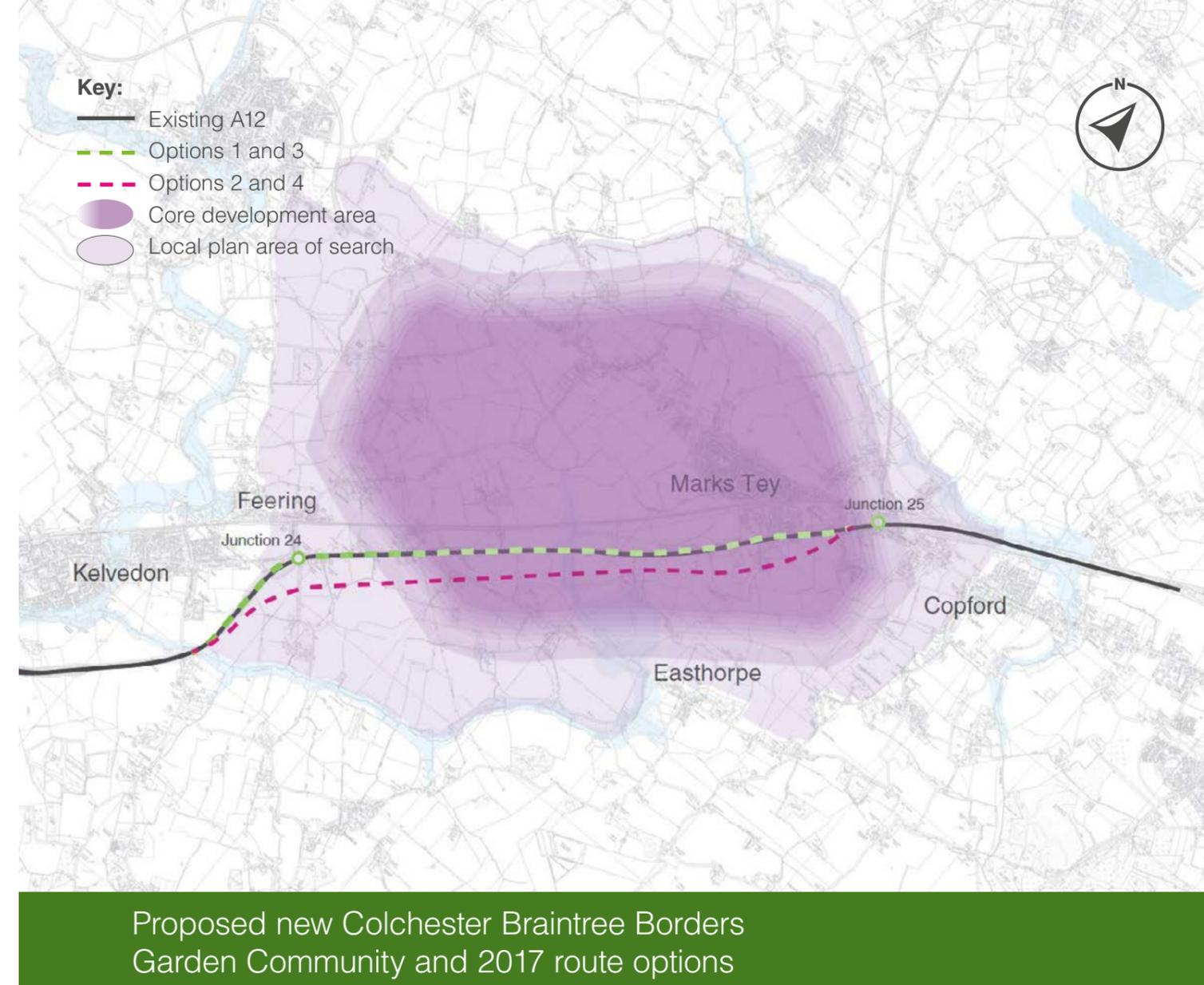
In 2017, we consulted on four options to widen the A12 from junctions 19 to 25. We held seven public events to tell people about the consultation and we received 907 responses.

You can read more about the 2017 consultation and its route options at: www.highwaysengland.co.uk/a12widening

Since the 2017 consultation we have continued with our technical work and have been considering your feedback.

We have also been working closely with the local authorities of Colchester, Braintree and Tendring as they progress their joint Local Plan, as well as with Essex County Council.

This work has focused on the proposals for the Colchester Braintree Borders Garden Community (see image 1) and how it relates to our 2017 consultation options.



Proposed new Colchester Braintree Borders Garden Community and 2017 route options

Image 1

The map shows the area where the proposed garden community could be developed, and the route options that we consulted on in 2017.



What we're consulting on now

Junction 23 (Kelvedon South) to junction 25 (Marks Tey interchange)

We are committed to providing a road that delivers the much-needed improvements to the A12, from Chelmsford to the A120.

It is important that we consider these alternative routes, as they help to ensure that we are in the best position to accommodate the proposed garden community, if it goes ahead.



Have your say

We would like your views on these four new route options. They are listed as Options A to D on page 18 - 21. Your comments will help us refine our thinking whilst we develop our proposals and continue to understand what is important to residents and local communities.

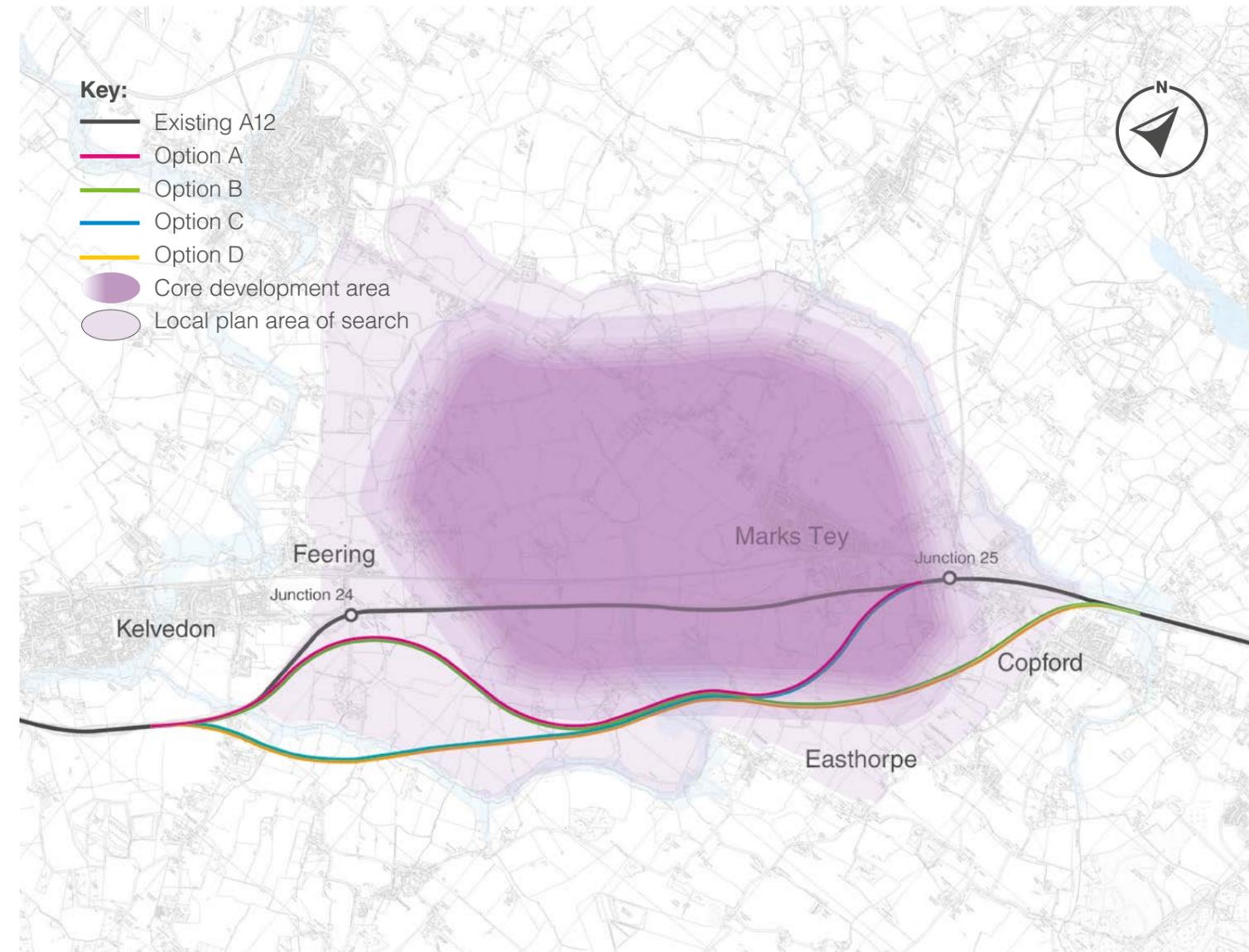


Image 2

The four route options for junctions 23 to 25

Four options are being presented in this consultation. More work is being done to understand whether the road might require a fourth lane in each direction between junctions 23 and 24 to accommodate traffic if the nearby A120 improvements and proposed garden community do go ahead. If a fourth lane in each direction is required, it would be applied to every option and as such, would not be a deciding factor between them.

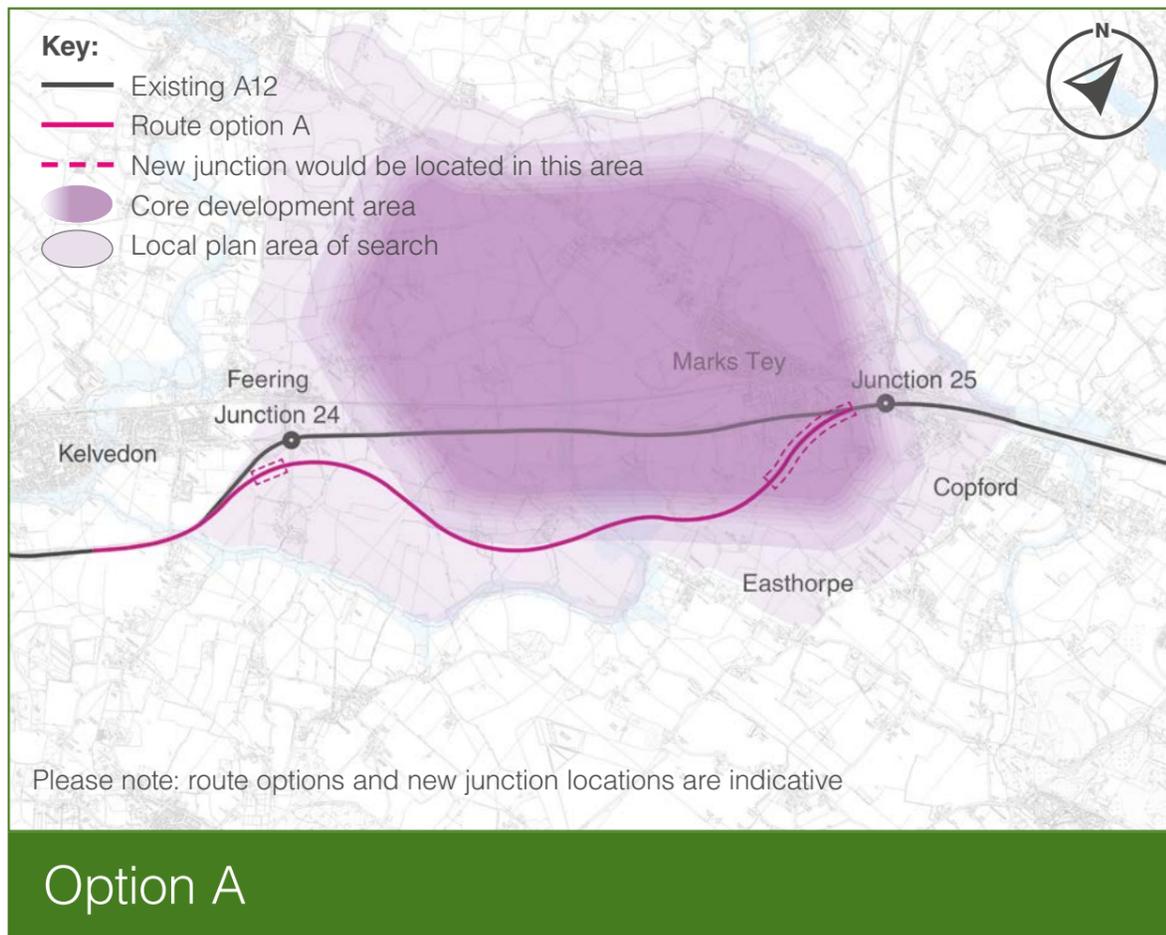


Image 3

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.

Note: The existing A12 road will be retained and detrunked, for use by local traffic.

* A fourth lane in each direction between junctions 23 (Kelvedon South) and 24 (Kelvedon North) may be required.

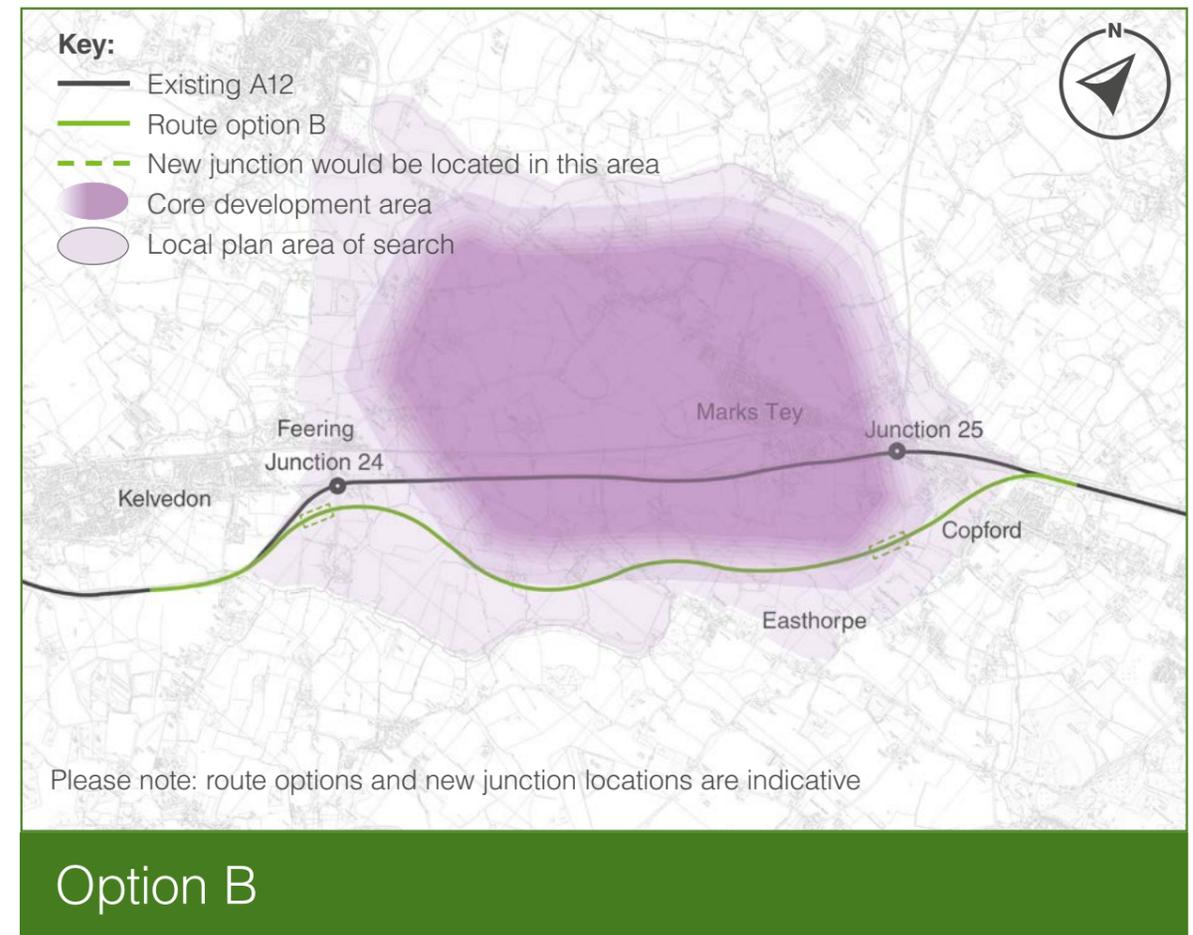


Image 4

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.

Note: The existing A12 road will be retained and detrunked, for use by local traffic.

* A fourth lane in each direction between junctions 23 (Kelvedon South) and 24 (Kelvedon North) may be required.

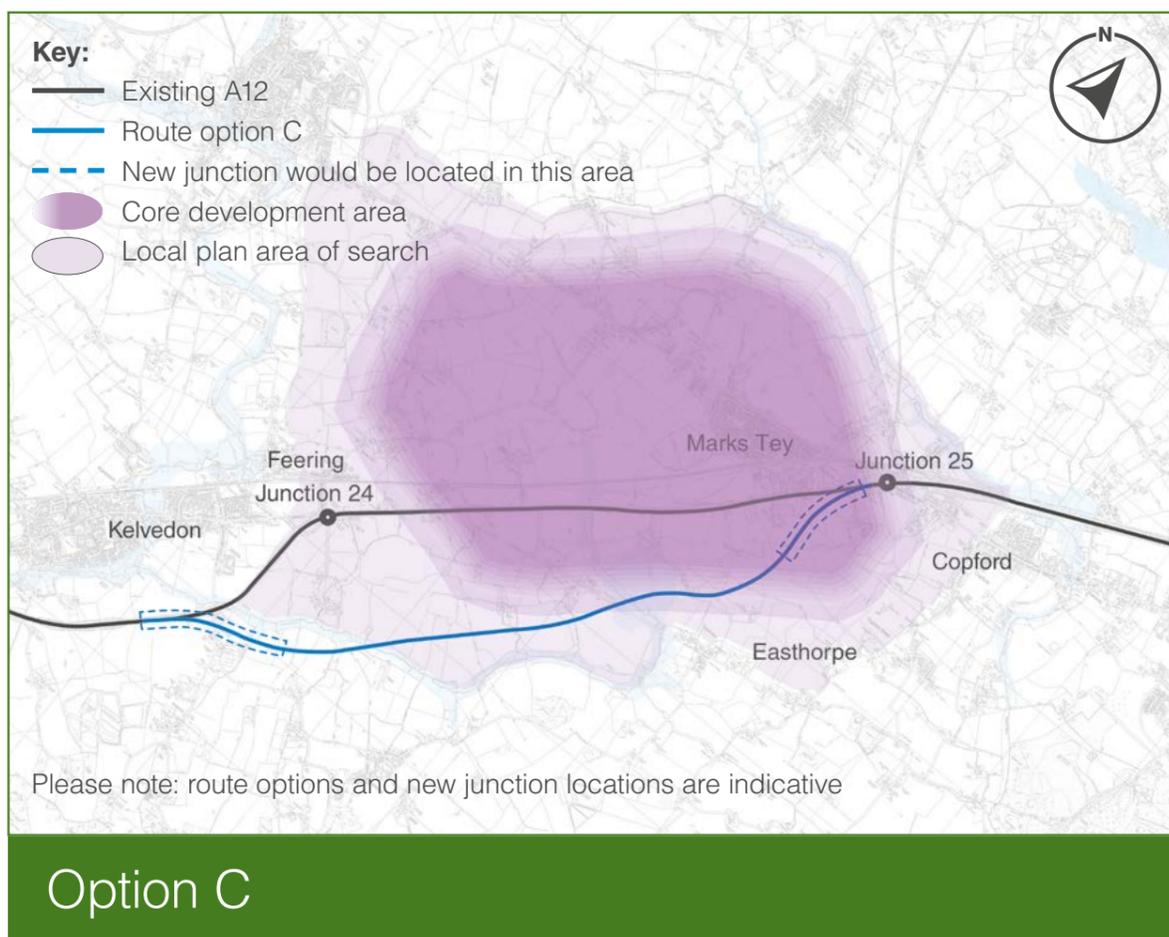


Image 5

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.

Note: The existing A12 road will be retained and detrunked, for use by local traffic.

* A fourth lane in each direction between junctions 23 (Kelvedon South) and 24 (Kelvedon North) may be required.

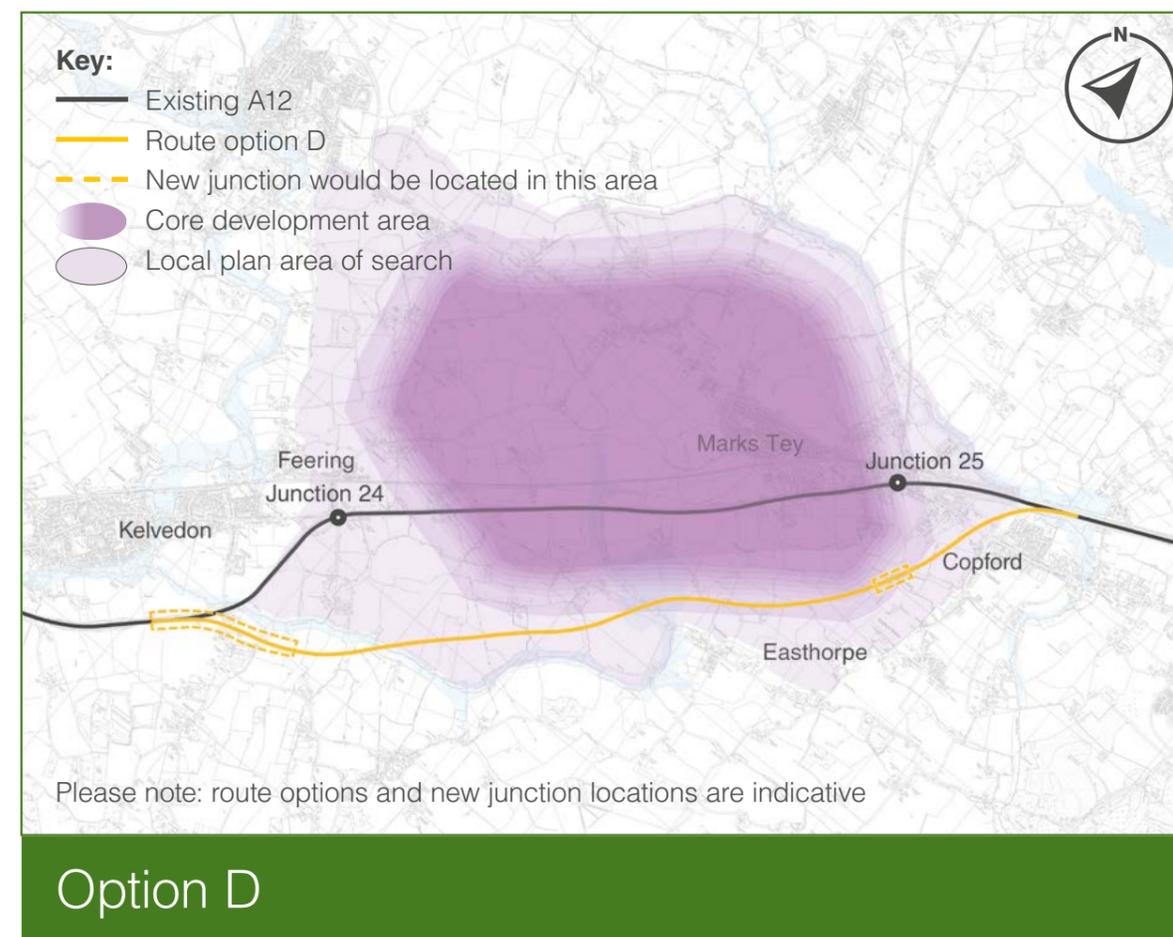


Image 6

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.

Note: The existing A12 road will be retained and detrunked, for use by local traffic.

* A fourth lane in each direction between junctions 23 (Kelvedon South) and 24 (Kelvedon North) may be required.

Comparison of key environmental factors

We've included our early assessments of the environmental impacts of the proposed options A to D. We are still at an early stage of our plans. As the project develops, the level of detail and understanding of the environmental factors will increase.

Air quality

Congestion may reduce but the volume of traffic could increase as more drivers use the free flowing A12. Air quality could improve along the existing A12, as traffic moves away from this area and would worsen in the area surrounding the proposed new bypass.

Cultural heritage

All options cross the Roman Road and large areas of greenfield sites which may contain buried archaeology. Further investigation work would be needed to establish the extent of these impacts.

Option A	Option B	Option C	Option D
<p>This option would cross the avenue leading to Prested Hall, which is a grade II listed building. It would also affect the setting of the estate.</p>	<p>This option would cross the avenue leading to Prested Hall, which is a grade II listed building. It would also affect the setting of the estate.</p>	<p>This option passes close to and could affect the setting of three listed buildings, including Badcocks Farm which is a grade II listed building.</p>	<p>This option passes close to and could affect the setting of seven listed buildings, including Badcocks Farm which is a grade II listed building.</p>
<p>This option also passes close to a further three listed buildings and could affect the setting of these, including Badcocks Farm which is a grade II listed building.</p>	<p>This option also passes close to a further six listed buildings and could affect the setting of these, including Badcocks Farm which is a grade II listed building.</p>		

Landscape

The new bypass will create a new feature in the landscape, which is likely to have significant visual impacts.

Option A	Option B	Option C	Option D
The avenue at Prested Hall is an important feature in the local landscape. This option is more likely to affect the views from properties to the west of Marks Tey.	The avenue at Prested Hall is an important feature in the local landscape. This option is more likely to affect the views from properties to the east of Marks Tey and at Copford.	This option is more likely to affect the views from properties to the west of Marks Tey.	This option is more likely to affect the views from properties to the east of Marks Tey and at Copford.

Biodiversity

The new bypass is likely to have a significant effect on habitats and wildlife due to the loss of habitat areas and the creation of a new barrier to species within the landscape.

Option A	Option B	Option C	Option D
This option is likely to result in the loss of three areas of priority habitat and impact the edge of a further area.	This option is likely to result in the loss of four areas of priority habitat and impact the edge of a further two areas.	This option is likely to result in the loss of two areas of priority habitat and impact the edge of a further two areas.	This option is likely to result in the loss of three areas of priority habitat and impact the edge of a further four areas.

Geology and soils

All options would affect land classified as the Best and Most Versatile land under the agricultural land classification. All options pass through areas identified as having mineral potential and could result in some loss of potential.

Option A	Option B	Option C	Option D
as above	This option would pass through a historic landfill site, which would potentially need treatment to avoid contamination risks to adjacent land and water.	as above	This option would pass through a historic landfill site, which would potentially need treatment to avoid contamination risks to adjacent land and water.

Noise and vibration

Noise along the current A12 could improve. New noise impacts could be created in the area of the new bypass where previously there was no road. All options are considered equal due to the balancing out of the impacts.

People and communities

All options will require additional land and are likely to sever existing field parcels and access routes. Properties adjacent to the new bypass could experience negative effects associated with visual impact, increased noise and removal of current access.

These impacts would be reduced through planting schemes, noise mitigation and provision of alternative access if relevant.

Option A	Option B	Option C	Option D
This option is likely to have greater disruption on properties and residents of Marks Tey.	This option is likely to have greater disruption on properties and residents to the east of Marks Tey and west of Copford.	This option is likely to have greater disruption on properties and residents of Marks Tey.	This option is likely to have greater disruption on properties and residents to the east of Marks Tey and west of Copford.

Water environment

The widening of the A12 would require new crossings and drainage. Areas of additional floodplain may be required to compensate any loss.

Option A	Option B	Option C	Option D
This option crosses the floodplain of the Domsey Brook.	This option crosses the floodplains of the Domsey Brook and the Roman River.	This option crosses the floodplain of the Domsey Brook.	This option crosses the floodplains of the Domsey Brook and the Roman River.

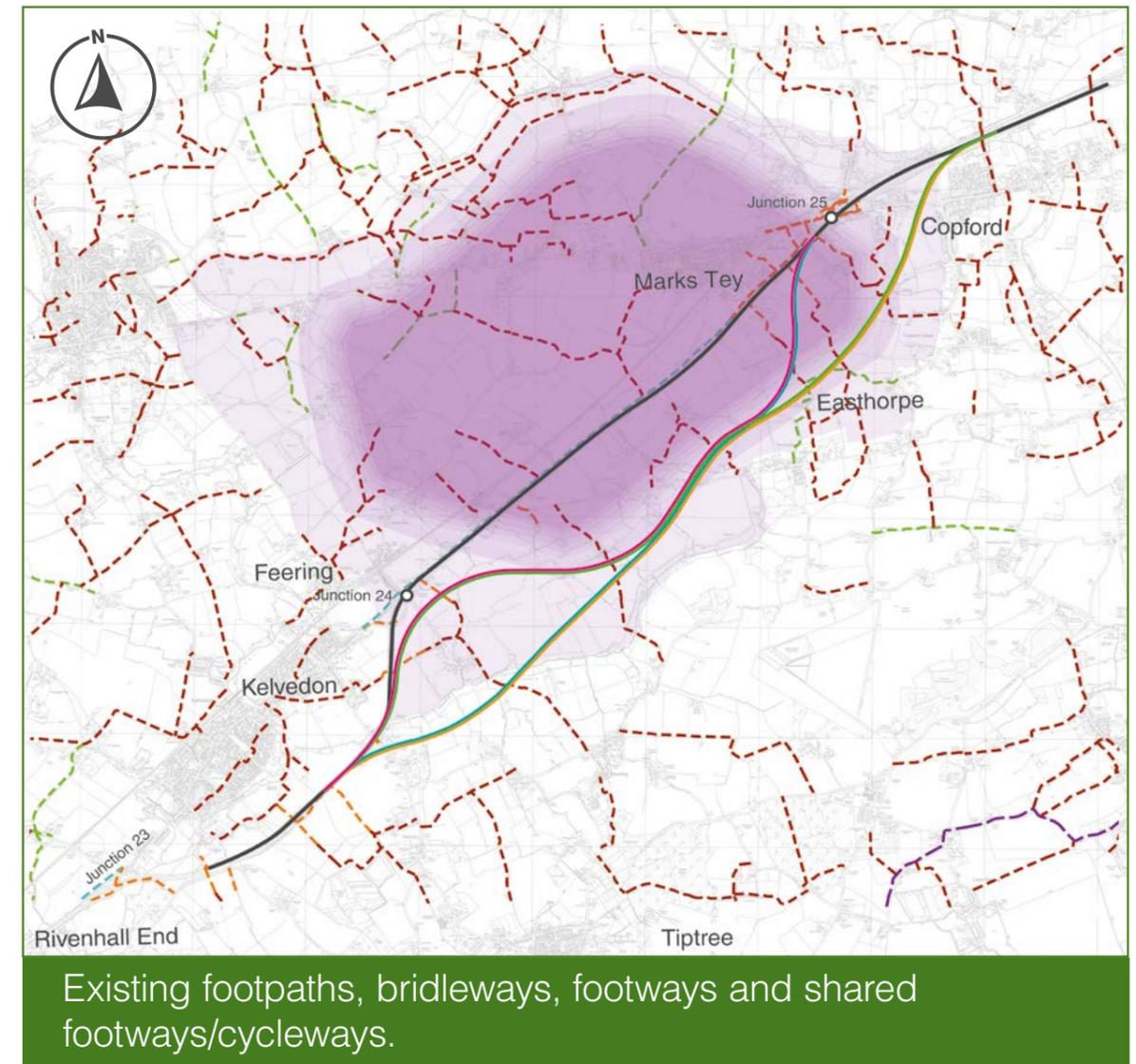
We are interested in the views of walkers, cyclists and horse riders, and making sure that the changes to the A12 suit everyone's needs.



Walkers, cyclists and horse riders and public rights of way

All options will have an impact on public rights of way. We will provide alternative routes where any public rights of way are removed. We would also look to correct historic and existing severance for walkers, horse riders, cyclists and public transport users where we can.

Option A	Option B	Option C	Option D
The existing junction 25 creates significant severance for walkers, horse riders, cyclists and public transport users. While we would make some improvements to facilities, the fundamental issue of severance would remain.	as above	The existing junction 25 creates significant severance for walkers, horse riders, cyclists and public transport users. While we would make some improvements to facilities, the fundamental issue of severance would remain.	as above



Key:

- Existing A12
- - - Existing footpath
- - - Existing bridleway
- - - Existing footway
- - - Existing shared footway/cycleway

- Option A
- Option B
- Option C
- Option D
- Core development area
- Local plan area of search

Image 7



Safety

One of the key objectives is to improve safety for road users and for road workers. The A12 widening will include specific aspects to help increase safety.

The table below provides an assessment of the safety performance of each of the options we're consulting on.

All options will improve safety for road users and will improve road worker safety.

All options bypass the existing road, so the safety concerns attached to having direct access from businesses and other premises onto the existing A12, along with the interaction of traffic with walkers, cyclists and horse riders will be addressed.

Option A	Option B	Option C	Option D
While road user and road worker safety will improve, space restriction in the area around junction 25 may limit the extent of those improvements.	as above	While road user and road worker safety will improve, space restriction in the area around junction 25 may limit the extent of those improvements.	as above



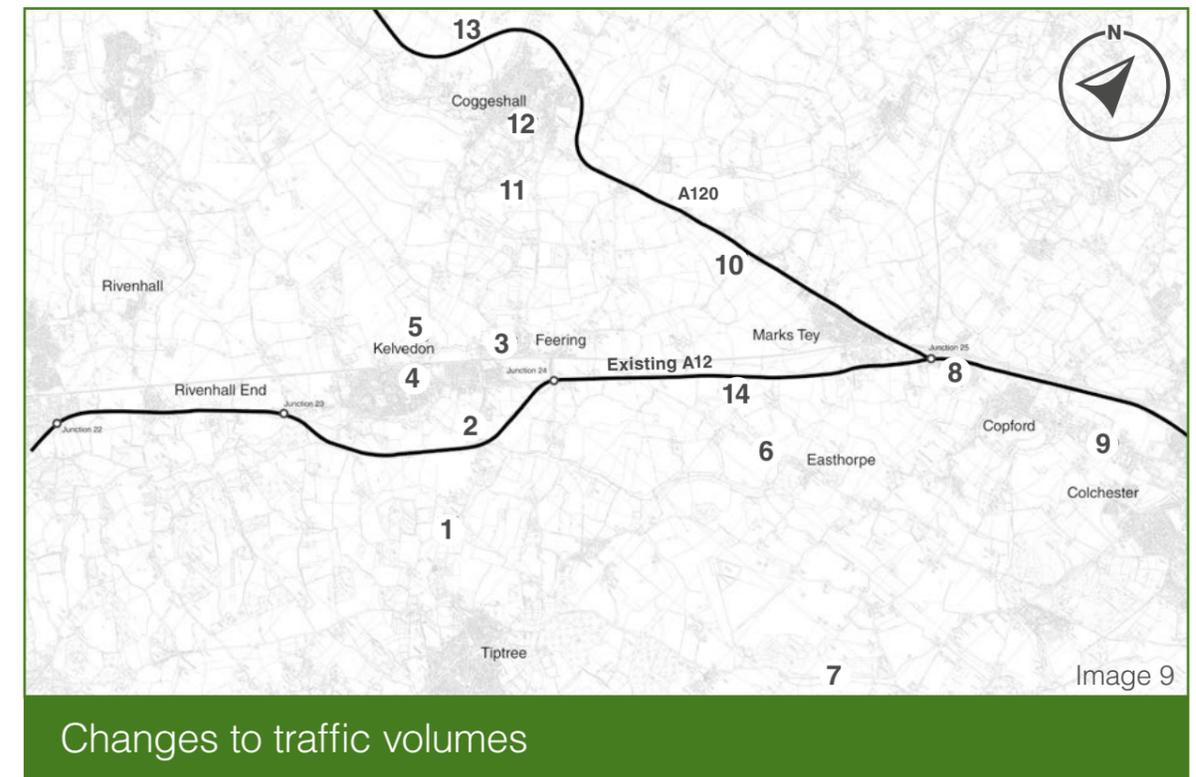
Image 8
Key:
 ● Slight injury collision
 ● Serious injury collision
 — Existing A12

Traffic flows

Image 9 shows the effect that each of the four options may have on traffic flow on local roads. The information is taken from our traffic model simulation.

A traffic model simulation is used to predict how road users will react to changes to roads. It uses information and insights on how people currently use roads to understand how drivers may respond to changes in road layouts. For example, if you close a junction then it is likely that fewer drivers will continue to use the roads that lead to that junction. A brand-new junction is likely to be popular with drivers and as such, more of them will use the roads that lead to that new junction.

We are exploring where our traffic model simulation shows increases in traffic on local roads, such as London Road (B1408) and 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, environmental or other issues.



This table shows how traffic volumes would change at various locations as a result of the A12 improvements, for each of the four route 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	821	-247	-148	-285	-220
5 Coggeshall Road, Kelvedon B1023	460	-222	-210	-156	-138
6 Easthorpe Road, Easthorpe	27	+424	+391	+407	+334
7 Maldon Road, Birch B1022	1,050	-166	-180	-323	-375
8 London Road, Copford B1408	1,133	-167	-139	-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	-6,548	-6,345	-6,303	-6,373

* The existing A12 will be kept and detrunked, for use by local traffic



Journey time savings

When the new A12 road layout has been completed, a driver travelling from junction 19 to junction 26 can expect to save eight minutes off their current journey time.

For the purpose of this consultation, the table below focuses only on the estimated journey times between junctions 23 and 26 when the new road opens in 2027.

The table 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



Please respond by 11:59pm on **Sunday 1 December 2019.**

For more information about the A12 widening please visit our website where you can also sign up for email alerts:
www.highwaysengland.co.uk/a12widening

-  **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**
Visit one of our consultation events and fill out a form (see page 10 for details).

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

Contact us

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

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