

A12 Chelmsford to A120 widening scheme

TR010060

5.2 Consultation Report

Annex Q: Independent Reports on Statutory and Supplementary Consultations

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5.2 Consultation Report

Annex Q: Independent Reports on Statutory and Supplementary Consultations

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A12 to A120 Public Consultation

Statutory Consultation Responses Summary Report

01/10/2021



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Executive Summary

From 22 June 2021 to 16th August 2021, National Highways (formerly Highways England) consulted on proposed changes for the A12 Chelmsford to A120 widening between junctions 19 and 25.

A total of 794 responses were received during the consultation period, 36 from prescribed consultees (as specified in Section 42a and 42b of the Planning Act 2008, which includes local authorities), 83 from Persons with an Interest in Land, or 'PILs' (as specified under Section 42d of the Planning Act 2008) and 675 from the members of the public, local communities and other stakeholders (as specified in Section 47 of the Planning Act 2008).

Comments on junctions

Junction 19

Responses to the closed question (2a) suggest that most respondents are neutral about the about the proposed changed, with a slightly smaller number expressing support or strong support. A smaller number oppose or strongly oppose the proposals.

In discussing junction 19, respondents express support for the design and the safety aspects of the proposals and the perceived benefit of improving traffic congestion, improvements to cycle paths, footbridges and bridleways, and the potential for improvements to safety and modal shift to non-car modes.

Key areas of concern identified by respondents include:

- A lack of impact on traffic congestion, or that this may worsen, with impacts on air quality, noise, and the health of local communities;
- Negative impacts on local people, businesses and wildlife during construction from noise impacts, poorer air quality and environmental disruption;
- The proposed use of land for compounds would isolate areas and potentially impact future development;
- The proposed controlled crossings and footbridge and widening of the B1337 would increase risk to safety for all road users;
- The proposed changes will affect access to land, journey times and local businesses;
- Lack of provision for walkers and cyclists; and
- A lack of detail in the information provided.

Suggestions made by respondents include additional measures to protect local wildlife during construction, potential improvements for walking and cycling and horse-riding, additional safety measures, design changes to reduce current congestion, future proofing, and specific changes to minimise impacts and disruption.



Junction 21

In responding to the closed question (2c), many respondents support or strongly support the proposed scheme design at junction 21. A slightly smaller number of respondents are neutral in their support for the proposed scheme design. A smaller number of respondents oppose or strongly oppose the proposed scheme design.

Respondents express support for the potential of the proposals for Junction 21 to alleviate congestion, improve safe access to the A12, improve safety and measures to mitigate impacts on local people and the environment. In some cases, this support is caveated by requests to provide a bypass between the A12 and Maldon and the number of crossings required for walkers and cyclists and noting potential impacts on residents of Inworth Road and Tiptree.

Concerns expressed by respondents include:

- Increased congestion along the B1337 and impacts on journey times, in particular from the removal of junctions 20a and 20b;
- Impacts from potential noise, light and air pollution;
- Lack of detail in the information presented;
- Restricted access for local people and emergency vehicles;
- Impacts on safety from construction traffic;
- Disruption during construction and the length of the construction period;
- Impacts on local wildlife, cultural heritage and emissions; and
- Impacts on safety from increased congestion on local roads;

A small number of respondents suggest that the proposed changes are not needed. Respondents also comment that they felt the proposals lacked detail.

Respondents suggest a bypass between Maldon Road and junction 21, the inclusion of further environmental and noise mitigation measures, traffic calming measures, improvements to routes for walkers and cyclists and alternative design options, including the retention of junctions 20a and 20b.

Junction 22

In responding to the closed question (2e) many respondents support or strongly support the proposed scheme design at junction 22. The same number of respondents are neutral in their support for the proposed scheme design. A smaller number of respondents oppose or strongly oppose the proposed scheme design.

Respondents express general support for the proposed improvements to junction 22, with some identifying potential reductions in traffic congestion along the A12 and improved access and overall safety.



Concerns expressed by respondents include:

- Potential for HGVs to enter Little Braxted;
- Confusion for road users;
- A lack of clarity regarding junction 23 and pedestrian connections;
- Loss of woodland;
- Risk of crime associated with the proposed compound;
- Environmental impacts, including loss of land, noise and air pollution, and impacts on local ecology and wildlife;
- Worsening local congestion, in particular from increased HGV traffic;
- Impacts on access, in particular Little Braxted Lane, Braxted Road, Rivenhall End and the existing A12;
- A lack of improvement to safety of the junction; and
- A lack of detail in the information provided.

Respondents suggest design amendments to provisions for cyclists, to ease traffic congestion (including limiting HGV access), to improve safety and minimise environmental impacts.

Junction 24

In responding to the closed question (2g) many respondents support or strongly support the proposed scheme design at junction 24. A slightly smaller number of respondents are neutral in their support for the proposed scheme design. A slightly smaller number of respondents oppose or strongly oppose the proposed scheme design.

Respondents who express support for the proposals identify potential reductions in congestion, improvements to safety and access to Kelvedon and Tiptree and minimal impacts on local properties.

Concerns expressed by respondents include:

- Potential negative impacts on the villages of Inworth and Messing, including access issues;
- Increased congestion, including impacts on listed buildings along the B1023, or a lack of impact on current congestion;
- Impacts on existing roads, including the grade 2 listed Hinds Bridge;
- The proposed permanent and temporary land acquisition;
- Impacts during construction;
- Impact on nearby properties from air pollution and noise during construction;
- Noise, light and air pollution;
- Impacts on safety for local people;
- Impacts on access to properties along the B1023;
- Poor value for money; and
- A lack of detail in the information provided, including local transport



provision, environmental mitigation and potential upgrades to Inworth road.

Respondents suggest amendments to the design of the proposals, including:

- An additional link to the former railway line between Tiptree and the proposed junction 24;
- Further noise mitigation measures;
- Minimising land acquisition;
- Moving footpaths and cycleways away from the main carriageway; and
- Measures to reduce risk of flooding

Junction 25

In their responses to the closed question (2i), many respondents are neutral in their support for the proposed scheme design at junction 25. A slightly smaller number of respondents support or strongly support the proposed scheme design. Fewer respondents oppose or strongly oppose the proposed scheme design.

Respondents express support for the proposed improvements to junction 25 on the basis of the potential improved local access, improvements to walking, cycling and bridleway routes, reductions in congestion and improvements to safety.

Concerns expressed by respondents include:

- Loss of local access;
- Impacts on local residents resulting from increased noise, declining air quality and loss of land;
- That traffic modelling information is outdated;
- Worsening traffic congestion;
- A lack of improvements to pedestrian access
- Environmental impacts, including impacts on the water supply, noise and light pollution, decreasing air quality, and loss of visual amenity and countryside; and
- Complex design resulting in congestion and confusion for road users.

Respondents make suggestions about maintaining access, in particular for sustainable transport modes, further environmental mitigation (including relocating location of mitigation), minimising access impacts during construction, improving pedestrian access to local amenities, and encouraging greater sustainable travel.

Comments on other parts of the design

Respondents' comments in support for other parts of the design include access improvements at junctions 22 and 24 and the removal of junction 23, improvements to safety, reductions in congestion and encouraging use of



non-motorised travel modes.

Concerns expressed by respondents include:

- Lack of improvement in or increased traffic congestion, with associated environmental impacts from noise and declining air quality on local communities and wildlife;
- Impacts on access between local villages and to properties along the route;
- permanent land acquisition;
- Impacts on quality of life due to visual impacts and disruption during construction;
- Impacts on property prices;
- Impacts on safety for all road users from increased congestion
- Maintenance of the old A12, the removal of junction 23 and lack of service stations; and
- Lack of detail, in particular about impacts on local communities.

Respondents suggest:

- Alternative design suggestions, including the inclusion of bypasses for Hatfield Peverel and Hinds Bridge and a straight-line bypass between Witham and Kelvedon;
- Further environmental and noise mitigation to protect wildlife and local communities;
- Extending the public transport expressway to Colchester; and
- Further traffic surveys

Environment

Respondents express support for the structure and scope of the PEIR and the range of environmental assessments and consideration of potential environmental impacts, including protected species, the water environment and health (including mental health). They also support the proposed mitigation measures, referencing those to protect the historic environment, and consideration of biodiversity net gain.

Where respondents express concerns about the PEIR and wider environmental elements, these include:

- A lack of detail and inconsistencies relating to environmental impacts, including flood risk, light pollution, and plans to culvert watercourses
- Cumulative impacts;
- The methodology of assessments and the resulting forecast impacts
- Impacts on cultural heritage and the landscape;
- Potential negative impacts of the scheme, such as increased air pollution, nitrogen dioxide levels, noise and vibration, and impacts on wildlife and habitats;



- Impacts on local communities, including access to health care and planned demolitions; and
- The effectiveness of proposed mitigation measures.

Respondents suggest additional assessments or additional information and data that should be considered in the Environmental Statement; additional mitigation measures or approaches to minimise impact on the local environment and local communities; and additional provisions for walking, cycling and horse riding and to support local businesses.

Walkers/Cyclists/Horse riders

In their responses to the closed question (4a), many respondents express support or strong support for the proposed alterations to public rights of way, walking, cycling and horse-riding routes and National Cycle Route 16. A smaller number of respondents are neutral and fewer respondents oppose or strongly oppose the proposed scheme design.

Respondents' comments in support of the proposals identify potential benefits to cyclists, walkers and equestrians, including the access created by the proposed design, and the potential to encourage more sustainable and active travel. Respondents also support the potential for the design to enhance safety for non-motorised road users.

Respondents' concerns about the proposals include:

- Impacts on local footpaths, with the location of the planned footbridge at Paynes Lane being identified;
- Safety concerns about the potential interactions between motorised and non-motorised users;
- That sufficient consideration has been given to non-motorised access to local amenities;
- The impact of potential increases in congestion on walkers, cyclists and horse-riders;
- That the design does not sufficiently promote walking, cycling and horse-riding and does not align with local plans and wider standards;
- Overlooked locations such as Inworth, Easthorpe, junction 24 and junction 25;
- That proposals mitigate potential negative consequences without providing additional benefits and that the wider proposals may discourage walking, cycling and horse-riding;
- that the design of the scheme and its walking, cycling, horse-riding provisions may cause access issues;
- The design and cost of the scheme, including surfacing of the proposed routes, as well as doubts about the improvements being delivered and some doubts that the proposals are needed;
- Impacts local communities and property owners; and
- Lack of detail about the proposals, including access, whether separate



routes will be provided for walkers, cyclists and horse-riders and provisions during construction.

Respondents make a wide range of specific suggestions in relation to improving access, accessibility and safety, covering both planned and existing walking, cycling and horse-riding routes. These include segregation of the three user types, maintaining access during construction, ensuring that the routes form a cohesive network, providing suitable lighting, and traffic calming measures in areas of shared use with motorised road-users.

Bypass routes & Other side roads

In responding to the closed question (5a) many respondents are neutral in their support for the proposed scheme design at junction 25. A slightly smaller number of respondents support or strongly support the proposed scheme design. Fewer respondents oppose or strongly oppose the proposed scheme design.

Comments in support of the proposed changes and improvements to the existing A12 road and local roads identify the potential for improved access and connectivity, safety and reduced disruption from congestion, particularly for Rivenhall End and Marks Tey.

Concerns expressed by respondents include:

- The proposed design would not improve or may worsen traffic congestion, particularly along Easthorpe Road;
- Potential negative impacts on residential access and pedestrian and cyclist safety on Easthorpe Road;
- A lack of detail in the consultation document on environmental mitigation measures, timescale and traffic data; and
- Environmental impacts, including decreased air quality, light and noise pollution, visual impacts, wildlife impacts from the removal of trees and risk of flooding;

Respondents suggest further improvements for cyclists and pedestrians, additional traffic calming, noise and environmental mitigation, design changes to reduce congestion through Easthorpe, economic and environmental impacts and impacts on local communities.

Construction

In responding to the closed question (6a) on the proposed construction methodology, responses are broadly balanced, with slightly more respondents being neutral, a slightly lower number expressing support or strong support and the lowest number expressing opposition or strong opposition.

Where respondents provide comments in support of the proposed methodology, they identify the attention to sustainable construction, maintaining the functionality of the A12 during construction, thoughtful attention to mitigating impacts during construction, and the approach to



obtaining land for compounds. Some respondents comment that plans have been well thought out and that National Highways delivered previous road improvements well.

Concerns expressed by respondents in relation to construction include:

- Potential negative impacts on the village of Hatfield Peverel resulting from road users seeking alternative routes;
- Increased congestion and resulting delays for road users;
- Disruption during construction to local property owners, communities and businesses;
- Impacts from land loss on landowners, and restoration of land following construction;
- Safety impacts from additional construction traffic, in particular on narrow roads in the area;
- Flood risk from construction, in particular relations to borrow pits.
- Impacts on access during construction; and
- Environmental impacts of construction, including impacts on local wildlife, light and noise impacts.

Respondents make the following suggestions in relation to construction:

- Considering potential impacts on existing energy infrastructure, and seeking input from the relevant organisations;
- Managing risk of crime appropriately during construction;
- The location of compounds;
- Ensuring communication and engagement with those likely to be impacted;
- Alternative routes to maintain access;
- Additional measures to enhance sustainability, including the use of electric vehicles for local transport provision and sustainable supply chains and materials;
- Completing construction as quickly as possible and implementing additional measure to mitigate disruption; and
- Suitable routes for construction traffic and diversion routes

Overall Scheme

Some respondents make comments about the scheme as a whole.

Respondents make general comments in support of the potential to improve traffic congestion, reduce journey times, improve safety and provide economic benefits to the local area.

Where respondents raise concerns, these include:

- That the overall scheme would be ineffective in its aims to alleviate traffic congestion and improve local connectivity;
- Potential negative impacts on future local development, including



railway expansion;

- The close proximity of key infrastructure, such as electricity lines, to the proposed construction area;
- Impacts for local businesses from loss of links to the railway;
- Potential environmental impacts, in particular on local water quality, air quality, noise and loss of land;
- That the benefits do not outweigh the impact and use of resources, and that the scheme offers poor value for money; and
- Lack of detail in the information provided

Respondents suggest that further information is provided to support assessment of the proposals. They make a number of suggestions on the design of the proposals, including future proofing, accommodating sustainable transport, and additional safety measures. Respondents also suggest that the proposals should support improvements to public transport and maintenance of the wider local road network.

Consultation

Those respondents who comment about the delivery of the consultation primarily identify concerns, however a few respondents support the commitment to involving local communities in the consultation and consistent communication, the quality of the materials and information provided, and the quality of the events held, noting the knowledgeable team and helpful and professional delivery.

Concerns raised about the consultation delivery include inconsistency or inaccuracies in the materials, insufficient detail, the timing of the consultation and release of information, poor communication. A few respondents suggest that the consultation was biased towards a predetermined design.

Respondents suggest that additional consultation and engagement may be needed, and that additional detail should be provided to stakeholders and all information should be made available online.



1. Introduction and Methodology

Background to the project

The consultation

From 22 June 2021 to 16th August 2021, National Highways (formerly Highways England) consulted on proposed changes for the A12 Chelmsford to A120 widening between junctions 19 and 25.

This was a statutory consultation, in line with the requirements of the Planning Act 2008 (the Act) for Nationally Significant Infrastructure Projects (NSIPs). The purpose of this statutory consultation was to seek public and stakeholder views on the proposal to inform National Highways' development of the scheme prior to submission of their application for a Development Consent Order (DCO) under the Act.

Purpose of this report

This report provides a summary of the responses received to this consultation.

This report does not include any views or response from National Highways to the points raised or potential amendments to the proposals in response to the consultation. These will be addressed in the full consultation report and its annexes. All responses to the consultation have been reviewed and considered by the project team for the A12 to A120 widening proposed scheme, this will support the DCO application.

Feedback received

A total of 794 responses were received. Table 1 below shows the formats in which the responses were received.

Type of response	Number of responses
Online consultation webform	442
Emails	217
Hardcopy - response form and letters	135
Total	794

Table 1: Overall number of responses received

The consultation response form contained ten open questions using a text box and eight closed questions where respondents could select from a list of responses. An additional nine questions sought demographic information about the respondent and their views about the consultation process. Table 18 in Appendix A sets out the questions asked, and the number of responses received to each question, separated by stakeholder type.



Participation

To provide a clear understanding of different stakeholder views, responses from different stakeholder groups under the Planning Act 2008 have been reported in three separate categories. The applicable categories from the Act for this consultation are:

1. Sections 42(a) and S42(b): Responses from statutory consultees, also called prescribed consultees. These are organisations and groups prescribed under section 42 of the Planning Act 2008, which the applicant (in this case National Highways) has a duty to consult. This stakeholder category also includes responses from relevant local authorities (as defined in the Act).
2. Section 42(d) People with an Interest in Land (PIL's): These are responses from people who own, occupy or have another interest in the land affected by the proposals, or who could be affected by a project in such a way that they may be able to make a claim for compensation (as defined in the Act)
3. Section 47 Members of the public: These responses are from those who do not fall within the other two categories, primarily members of the public and local community groups.

The number of responses received is broken down under stakeholder type in table 2 below.

Respondent type	Number of responses
<i>Prescribed consultees (Section 42(a) and (b))</i>	37
<i>Persons with an Interest in Land (PILs) (Section 42(d))</i>	82
<i>Public – local communities and other stakeholders (Section 47)</i>	675

Table 2: Number of responses by respondent type

Methodology

Receipt and processing of feedback

Letters and paper response forms were received either by National Highways or at a consultation freepost address, these were processed by Adetiq (Traverse's data processing contractor) and transferred to Traverse for coding and reporting. Emails were received by National Highways and transferred to Traverse. Responses received through the National Highways response webform were downloaded by Traverse. All responses were then imported into a single database for analysis by Traverse.



For responses which did not follow the format of the response form (such as emails and letters) codes were applied in line with open text responses. Comments not fitting into any of the question themes are summarised in chapter 7 'Comments on the overall scheme'. All responses were analysed and are included in this report.

Analysis of closed questions

Responses to closed questions were analysed and are presented throughout using tables and charts.

Analysis of open text responses

A coding framework was created to code responses to open text questions. This comprised natural language phrases reflecting the full range of comments and themes provided in responses. For example, one code might be 'environment - air pollution' for comments about the perceived positive or negative effects of the proposed scheme on emissions and pollution. The purpose of the framework was to enable coders to identify and group the themes and issues raised in responses, to capture and report on the full range, detail and nuances of responses.

In order to develop the coding framework for this consultation, an experienced coder reviewed an early set of responses and designed an initial framework of codes. A four-tier approach was taken to coding, starting with high-level themes corresponding to the response form questions, and then developing specific codes within these themes reflecting the range of issues and views on that theme. The coding framework along with the numbers of responses tagged under each code, can be found in appendix D.

Each code represents a specific issue or argument raised in responses. Natural language codes (rather than numeric codes) are applied as this allows coders to suggest refinements and additional issues and aids quality control and external verification.

Codes were applied to part of a response by highlighting the relevant text and recording the selection under the coding framework. A single submission could receive multiple codes. Where similar issues were raised, care was taken to ensure that these were coded consistently.

The coding process enabled all responses to be indexed according to the issues raised by respondents, supporting the reporting process.

Reading this report

Structure of the report

The response form collected information and views on current proposals and feedback on the consultation and public consultation events. The report covers each of these areas in turn.

Each chapter reports on responses to questions (and relevant comments



from responses that did not follow the response form structure such as emails and letters), presenting the comments by stakeholder type, key themes emerging (such as environment, design, or safety), supportive or opposing comments and suggestions for changes to the proposals. The themes used to group responses within each chapter reflect the issues raised in responses, rather than a standard set of sub-headings within each chapter.

- Chapter 2 summarises feedback on the scheme design, including the proposals for each of the junctions 19, 21, 22, 24, 25 and any other comments the designs, such as the sections between junctions. This chapter addresses issues relevant to questions 2a-k.
- Chapter 3 summarises feedback on the Preliminary Environmental Information Report, in addition to wider environmental points raised by respondents. This chapter addresses issues relevant to question 3.
- Chapter 4 summarises feedback on the scheme's proposed changes and improvements to; public rights of way, existing walking, cycling and horse-riding routes and the National cycle route 16. This chapter summarises issues relevant to questions 4a and 4b.
- Chapter 5 relates to the proposed bypasses between junctions 22 and 23 and between junctions 24 and 25. The chapter summarises respondents' feedback from questions 5a and 5b, on proposals for the bypasses and other side routes.
- Chapter 6 summarises feedback on the construction methodology, and the local impacts of construction. The related questions for this chapter are 6a and 6b.
- Chapter 7 summarises overall feedback on the proposals. This includes comments of support, concern, and suggestions that did not relate specifically to one of the questionnaire sections.
- Chapter 8 summarises feedback on the consultation process, including information, communication and the overall process. This chapter addresses issues relevant to questions 7a-c.
- Appendix A - This appendix details the number of responses to each question, broken down by stakeholder type.
- Appendix B – This appendix contains a list of all of the prescribed consultees who responded to the consultation.
- Appendix C This appendix summarises information about the types of respondents.
- Appendix D – Details the coding framework and the number of highlights under each code.
- Appendix E – Provides a copy of the consultation response form.



Use of numbers and quantifiers in the report

National Highways made significant efforts to reach out to local stakeholders, however the number of responses to the consultation is highly dependent on whether those stakeholders chose to respond. As with all consultation activities, it should be noted that those who chose to submit feedback constitute a self-selecting sample. This means they have chosen to reply, as opposed to having been selected to do so as part of a sample designed to be representative of an area or population. Their decision to do so may be affected by any number of factors, including awareness of the feedback process, involvement with a local organisation, experience of using certain roads or their property being potentially affected by the proposals. As such, the feedback gives a useful reflection of the views of those who have chosen to reply (797 responses) but cannot be taken to be a representative cross-section of the local community.

Interpreting charts

This is particularly important in relation to the analysis of responses to closed questions in the report. The proportions shown in charts can only be taken to apply to those who responded to these questions and not generalised to any community more widely.

The following considerations should be borne in mind when considering the data in the charts in this document:

- As a consultation process is self-selecting (that is anyone is free to respond, or not, as they choose), those who respond cannot be considered a representative sample.
- The values shown in the charts represent those who completed the relevant closed questions in the online or paper response form. Responses received in other formats (non-fitting responses) are not included in charts as there is no way to interpret the response that they might have provided.
- Even within the subset of respondents who responded using the response form, some respondents choose not to answer some of the closed questions on the response form. Likewise, these responses are not included in the charts which report on those closed questions.

The proportions shown in the charts cannot be considered fully representative of all respondents who participated in the consultation, much less of any wider community or population.



Open questions and use of quantifiers

When summarising feedback from open questions under each section of the report, quantifiers such as 'many', or 'a few' have been used to provide a sense of the frequency with which issues have been raised in relation to other issues within a given question to give a sense of proportion and balance. This approach follows good practice in reporting qualitative data from open questions.

<i>Quantifier</i>	<i>Frequency of response</i>
<i>Few</i>	<i><6%</i>
<i>Some</i>	<i>Between 6% and 25%</i>
<i>Many</i>	<i>Between 26% to 50%</i>
<i>Most</i>	<i>>50%</i>

Table 3: Quantifiers used throughout open question narrative report

At the beginning of each question the total number of responses will be given, broken down by stakeholder type. The quantifiers used will therefore indicate the proportion of respondents by stakeholder type that held opinions or gave suggestions, in relation to these totals.

2. The proposed scheme designs

Section 2 of the consultation questionnaire (questions 2a – 2k) relates to the proposals to widen the existing A12 between junctions 19 and 25. Respondents were asked to respond to as many or as few of the junction questions as they liked, both by indicating their level of support, and to offer any comments or suggested changes. This section is separated by junction, with answers to the closed questions presented alongside a narrative report of respondents' comments.

2.1. Junction 19

There were 472 responses to the closed question which asked people if they support or oppose the proposed scheme design at junction 19. The open question, which asked for people's comments and potential considerations, received 180 responses.

2.1.1. Quantitative response

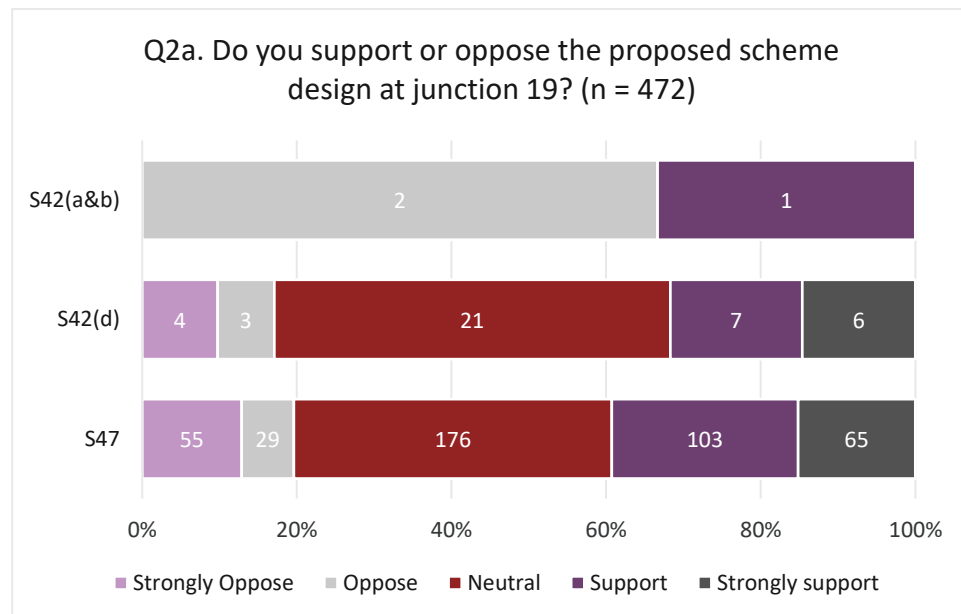


Figure 1: Response to question 2a by stakeholder type

Figure 1 above, shows that many respondents (197) are neutral in their support for the proposed scheme design at junction 19. A slightly smaller number of respondents (182) support or strongly support the proposed scheme design. A smaller number of respondents (93) oppose or strongly oppose the proposed scheme design.



2.1.2. Comments on junction 19

Stakeholder type	Number of responses
S42(a) & (b) – Statutory consultee (prescribed consultees and local authorities)	3
S42(d) – People with an interest in land (PIL's)	10
S47 – Public and local communities	167

Table 4: Number of comments received for question 2b by stakeholder type

2.1.3. Support for the proposed design

S42(a) & S42(b) respondents - Statutory consultees

Chelmsford City Council express support for the proposed design of junction 19 because they believe it would have no direct impact on local wildlife, in particular water voles living in ditches to the south of junction 19.

S42(d) respondents - PILs

Many PILs believe the proposed design for junction 19 has been well considered and will help to make the road safer and more efficient for locals.

S47 respondents - Public and local communities

Many respondents express support for the proposed junction 19 design because they feel this will alleviate traffic congestion, particularly during peak times, and result in fewer road accidents. The proposed improvements to cycle paths, footbridges and bridleways across the junction are supported by some respondents, particularly the proposed link to the new railway station, which they feel could encourage local people to use other modes of transport to access the railway and improve safety for pedestrians, cyclists and horse riders.

2.1.4. Concerns about the proposed design

S42(a) & S42(b) respondents - Statutory consultees

Chelmsford City Council express concern in general terms about the potential negative impact on local cultural heritage, particularly the former Generals Public House adjacent to the Boreham interchange and Boreham House which are Grade II and I listed respectively.

The potential negative impact on badger setts in close proximity to junction 19 construction works, is a concern for Chelmsford City Council.

Chelmsford City Council, Essex County Council and Springfield Parish Council, believe traffic in Boreham Village will worsen following the closure of J20a at Hatfield Peverel which could direct that traffic towards Boreham as road users seek to access the A12 via junction 19.



S42(d) respondents - PILs

Congestion

Some PILs express concerns that the proposed changes to junction 19 would offer no substantial improvements to traffic congestion in this area, particularly if additional housing development takes place in Chelmsford, resulting in further increases in traffic.

Construction

Many PILs voice concerns about the potential negative impacts of construction at junction 19 on residents of Paynes Lane, due to the proposed location of a compound. These include: noise pollution; access issues; security risks to their properties due to increased activity in the area; as well as health risks as a result of increased air pollution from construction traffic.

The potential negative impact of noise from construction works on wildlife local to Paynes Lane, such as nesting birds and bats is a concern for some PILs. Some other PILs express concern that construction at junction 19 would have potential negative impact on the nearby commercial willow plantation, particularly from root damage caused by excavations.

Land take

The proposed use of land for compound sites under temporary possession is a concern for some PILs, who feel this would leave isolated sections of land to the southwest of junction 19 and ultimately have potential negative impacts on the use of land for future development.

Safety

Most PILs feel that the proposed controlled crossings and footbridge at Main Road near Paynes Lane would increase the potential for road accidents involving both pedestrians and vehicles, due to this road having the national speed limit and hence higher speed traffic. These respondents feel drivers could be caught unaware by the proposed crossings leading to rear end shunt accidents.

Impact on people/communities

Some PILs voices concern that the junction 19 proposals could have potential negative impacts on the land located east of the A12 south of Boreham. This is because of land take proposals and changes in access at junction 19, which could have potential negative impacts on business operations taking place on the land at present and in future. Some other PILs express general concern that the Boreham Interchange Service Area would be negatively impacted by the proposals.

S47 respondents – Public and local communities

Effectiveness

Some respondents believe the proposed changes to junction 19 would not improve traffic congestion at the junction. This is both as result of increased



lane changing due to the proposed additional lane and potential bottlenecks at proposed roundabouts, particularly at the A130 junction. The proposed removal of junctions 20a and 20b is a concern for a few respondents, however they provide no further explanation.

Access

A few respondents express concern that the proposed changes at junction 19 would impact access to/from areas such as Chelmsford, Springfield, Heybridge and Maldon, resulting in longer journey times for locals.

Safety

A few respondents voice concerns that widening the B1337 would be dangerous to both drivers and pedestrians, due to the potential increase in traffic congestion and vehicles exceeding the speed limit. These respondents remark that the B1337 is a school bus route and believe increased traffic would be a risk to school children crossing this road.

Walkers and Cyclists

A few respondents are concerned that there would be insufficient provision of cycle and pedestrian routes along the B1337. These respondents feel current designs would be awkward for cyclists to use because of sharp corners and switchbacks, and remark whether current designs would link up effectively with existing paths.

Environment

Some respondents express concern that increased traffic congestion as a result of the proposal would have negative impacts on air quality, resulting in negative impacts to Boreham residents' health and the wider climate crisis. A few respondents feel increased road noise would negatively impact residents between the A12 and Main Road. A few other respondents believe the proposed construction work could have negative impacts on local wildlife, particularly dormice in the shrub lines along the A12 at Boreham. A few respondents comment that Church Road is listed as a Protected Lane and increased traffic along this route should be avoided to limit environmental damage.

Lack of detail

A few respondents express concern that there is a lack of detail in the proposals on a number of issues, including:

- how the proposed bridge to the train station links to junction 19;
- how bus routes would be incorporated into the design;
- environmental mitigation measures, including light pollution and replanting of trees; and
- how controlled crossings around the Boreham Interchange would work.



People and communities

Some respondents express concern about the nearby Boreham Village would face potential negative impacts from proposed changes to junction 19. These respondents feel residents of the village would experience a general deterioration of wellbeing due to emissions and increased safety risk from greater volumes of traffic along the B1337.

2.1.5. Suggestions

S42(a) & S42(b) respondents - Statutory consultees

Chelmsford City Council and Essex County Council, suggest in general terms that due to planned future development in North-East Chelmsford for 2500 more homes, junction 19 should be futureproofed to accommodate growing volumes of traffic. This is particularly in relation to the connection between junction 19 and the Chelmsford North-East bypass.

Chelmsford City Council believe that the culvert running underneath Main Road (B1137) should be considered in relation to the plan for excavation works during construction.

The creation of a green bridge at Paynes Lane to provide improved connectivity for wildlife is suggested by Chelmsford City Council. This respondent also believes the drainage features near junction 19 should be designed to encourage movement of the local water vole population.

Essex County Council feel that other improvements for motorised vehicles in the design should work around prioritised cycle paths and crossings, without further explanation.

S42(d) respondents - PILs

Some PILs suggests that cycle paths at junction 19 should be sufficiently offset from the carriageway with appropriate crossing points and width for cycle storage.

Direct access between Hammonds Farm and junction 19 is suggested by some PILs.

Some PILs suggests the planned compound at the end of Paynes Lane should be removed because of potential disruption to neighbouring properties. These respondents believe the proposed compound on the opposite side of the A12 is sufficient to service construction plans to build a footbridge at Paynes Lane. Some PILs feel that further environmental mitigation measures, such as visual screening, noise barriers and pollution filtering should be included in construction proposals.

Some PILs feel that alternative options for proposed areas of environmental mitigation land should be considered where current proposed land would be adversely affected in relation to existing and future use. In particular, these respondents mention land near the commercial willow plantation and behind the Millfield Cottages.



Some PILs suggest the speed limit on Paynes Lane should be reduced from 60mph to 40mph to allow pedestrians to cross safely at the proposed crossings.

S47 respondents – Public and local communities

Design

Some respondents make suggestions relating to potential design changes at junction 19 to help reduce current traffic congestion levels. These include:

- Continuation of 3 lanes onto A130 where it meets the A12;
- Addition of a flyover bypass from the A12 to the A138 to improve traffic flow towards Chelmsford;
- Widening of B1337 to accommodate potential increased traffic due to the proposed closure of junction 20a and 20b; and
- Further extend the slip road off the east bound carriageway at junction 19.

Safety measures

Some respondents suggest traffic calming measure that they feel should be applied to the B1337 through Boreham Village. These include: reducing the speed limit to 30mph; installation of speed bumps; as well as traffic lights at Waltham Road, Plantation Road and Church Road junctions. These respondents also comment that signage should be added to reduce any confusion to road users from proposed lane changes.

Walking, cycling and horse riders

A few respondents make suggestions relating to walking/cycling paths and bridleways. These include use: of all-weather surfacing on routes between Boreham and Beaulieu Park, addition of a crossing over Boreham Road near Paynes Lane, including access for pedestrians and cyclists to the crossing from Boreham along Boreham Road. A few respondents believe that proposed cycle paths should have access at the entrance to Boss Hogs food van and the car boot sale site.

Wildlife & ecology

A few respondents suggest extra measures to ensure local wildlife is protected from proposed construction works. In particular, drainage ponds with graduated sides to allow wildlife to get out and retention of the mature tree line along the A12 at Boreham to maintain habitats.

2.2. Junction 21

There were 469 responses to the closed question which asked people if they support or oppose the proposed scheme design at junction 21. The open question, which asked for people comments and potential considerations, received 256 responses.

2.2.1. Quantitative response

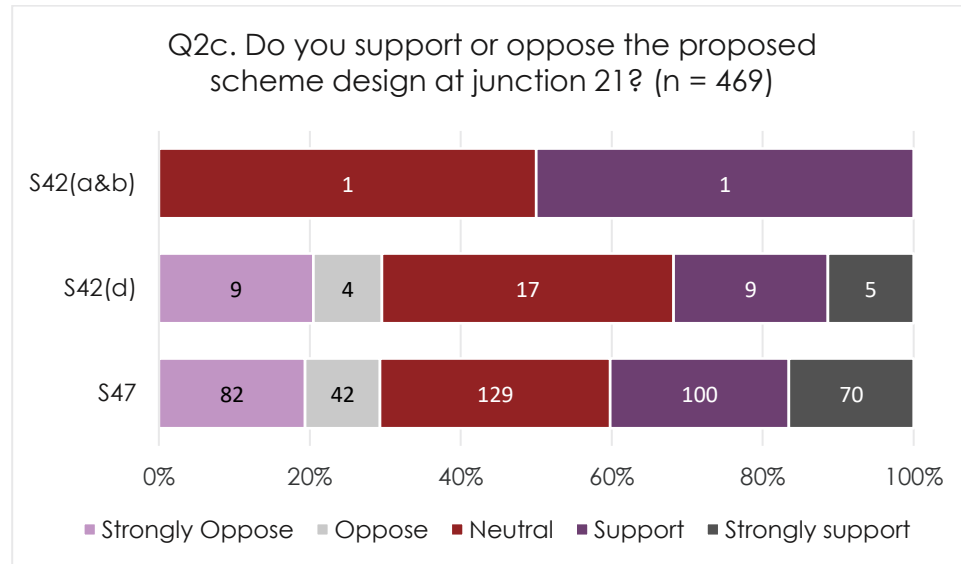


Figure 2: Response to question 2c by stakeholder type

Figure 2 above, shows that many respondents (185) support or strongly support the proposed scheme design at junction 21. A slightly smaller number of respondents (147) are neutral in their support for the proposed scheme design. A smaller number of respondents (137) oppose or strongly oppose the proposed scheme design.

2.2.2. Comments on junction 21

Stakeholder type	Number of responses
S42(a) & (b) – Statutory consultee (prescribed consultees and local authorities)	7
S42(d) – People with an interest in land (PIL's)	27
S47 – Public and local communities	256

Table 5: Number of comments received for question 2d by stakeholder type

2.2.3. Support for the proposed design

S42(a) & S42(b) respondents – Statutory consultees

Chelmsford City Council and Maldon District Council support the proposed design for junction 21 because they believe it would alleviate traffic congestion.

The proposed provision of a new bridge for cyclists and pedestrians is supported by Essex County Council, but they request further information on



how routes at this junction would connect with routes along the whole of the A12.

Braintree District Council supports the design of this route as it consolidates existing junctions, which would prevent unnecessary journeys through Hatfield Peverel and Witham.

S42(d) respondents - PILs

Most PILs support the proposed design of a new junction 21 because they believe that this would improve safe access to the A12 and alleviate congestion for Witham and Hatfield Peverel. A few PILs support the construction compound at junction 21 only requiring temporary possession of land. A few other PILs support the removal of junction 20b, without further explanation.

S47 respondents – Public and local communities

Some respondents express support for the replacement of junctions 20a and 20b with a new junction 21 because they feel this will alleviate traffic congestion on the A12 and through neighbouring areas, such as Hatfield Peverel and Witham. These respondents also feel the proposed changes would make the road safer for all road users joining the A12 at this junction.

A few respondents welcome the proposed sound barriers on the southbound embankment at junction 21, particularly because the proposed design would not involve the removal of existing trees along this stretch of road.

Support with caveats

A few respondents express support for the proposed removal of junctions 20a and 20b, but feel this would only be acceptable if a bypass between the A12 and Maldon was built to alleviate traffic using the B1019 as an alternative route through Hatfield Peverel. Additional cycling and walking routes around junction 21 are supported by a few respondents, but they express concern about the number of crossings required by walkers/cyclists to get across the junction. A few respondents believe that the proposed design for junction 21 is fair but feel there could be impacts to Inworth Road and Tiptree residents as a result.

2.2.4. Concerns about the proposed design

S42(a) & S42(b) respondents – Statutory consultees

Congestion

Hatfield Peverel Parish Council, Maldon District Council, Braintree District Council, Boreham Parish Council and Essex County Council, express concern that the proposed link between junction 21 and the Maldon Road/The Street mini roundabout would increase traffic congestion along the B1137 through Hatfield Peverel, limiting residential access to local amenities. These respondents also feel the removal of junction 20a and 20b would further exacerbate traffic congestion issues in the area. Maldon District Council



believes that the proposed design, especially during construction, would negatively affect journey times for all road users, particularly those travelling to schools.

Environment

The potential environmental impact of the proposed construction and the completed A12 widening is a concern for Chelmer & Blackwater Navigation Limited and Maldon District Council, who feel this would increase the potential negative impact of air and noise pollution in the areas surrounding junction 21. Chelmer & Blackwater Navigation Limited express general concern about the maintenance of proposed attenuation ponds.

Braintree District Council expresses concern that the project would negatively impact the character and setting of the village.

Lack of detail

Chelmsford City Council and Maldon District Council express general concern that the proposals lack detail and request further information before providing comment.

S42(d) respondents - PILs

Congestion

Most PILs express concern that the proposed removal of junctions 20a and 20b would increase traffic congestion in Hatfield Peverel along the B1137, particularly at the junction between The Street and Maldon Road. These respondents feel that Hatfield Peverel is likely to expand with future planned housing developments and removal of key access points could have a knock-on effect to traffic congestion through the village.

Access

Many PILs express concern that residential access in Hatfield Peverel would be negatively impacted by the proposed design, particularly to the Vineyards Estate and the train station. These respondents also feel a loss of access between Hatfield Peverel and the A12 via junction 20a and 20b is unacceptable.

Safety

Many PILs express concern that the safety of pedestrians along The Street, Maldon Road and Wellington Bridge would be compromised by the potential increase of construction vehicles accessing the compound at junction 21. These respondents also feel the speed limit on the B1137 should be reduced.

Walking, cycling and horse riders

Some PILs express concern that existing pathways providing access to the Vineyards Estate would be blocked by the proposed compound at junction



21. These respondents also express concern about the proposed controlled crossing on the B1137, without providing further explanation.

Construction

A few PILs express concern that the closure of Station Road Bridge during construction would limit all access and require long diversions, adding to journey times.

Environment

The potential negative impact of construction works on the local environment is a concern for many PILs, who feel noise and light pollution from the compound at junction 21 would disturb neighbouring properties. These respondents also comment that air quality in the surrounding areas could be negatively impacted, ultimately affecting the health of residents living in Hatfield Peverel and Boreham.

People & communities

Many PILs express concern that residents would face significant disruption as a result of proposed construction, particularly vulnerable residents living on The Vineyards Estate. These respondents also believe property prices could be negatively impacted. The loss of land as a result of proposed land acquisition is a concern for some PILs, because they feel this would limit future uses for the land, such as farming and local development.

Lack of detail

Some PILs express general concern that the proposals lack detail and request further information, specifically relating to haul road routes, HGV movement data, and borrow pits.

S47 respondents – Public and local communities

Congestion

Most respondents express concern that traffic congestion through Hatfield Peverel and Boreham would see no improvement and/or would potentially worsen as a result of the new junction 21 proposals, particularly due to the planned closure of junctions 20a and 20b. These respondents feel that despite proposed signage at the Duke of Wellington junction directing traffic to turn right towards the new junction 21, local commuters would continue to turn left to access A12 at junction 19 via the B1137 through Hatfield Peverel and Boreham. Of these respondents, some express concern that air and noise pollution could increase as a result of traffic congestion and the potential negative impact this would have on residents living along the B1137.

Construction

Some respondents believe the proposed period of construction is very lengthy and express concern that properties neighbouring the compound area at junction 21 would be negatively impacted by potential noise and



light pollution. These respondents also feel that construction-related diversions would increase congestion, and thus journey times, when travelling through local villages, such as Boreham and Hatfield Peverel. The removal of land as part of proposals for the A12 widening and new junction 21 is a concern for a few respondents who feel this land should be used for farming instead.

Environment

A few respondents feel the use of land for compounds and borrow pits could disturb wildlife habitats. A few other respondents express concern in general terms that encouraging longer travel via diversions would have potential negative impacts on climate change as result of increased emissions. A few respondents express concerns that land would not be returned to its current use following the completion of construction works. A few other respondents express concern that the proposed construction compound location at junction 21 and diverted access routes could have potential negative impacts on local cultural heritage, particularly along Terling Hall Road which has many listed buildings. Proposed transparent sound barriers are a concern for a few respondents because they believe they could be a risk to flying birds.

Impact on people & communities

Some respondents feel that increased traffic congestion in the villages of Hatfield Peverel and Boreham could affect the quality of life for residents as heavy traffic along the B1137 in Boreham limits access between the north and south side of the road, as residents would be required to cross an increasingly busy road to access important local amenities. Moreover, these respondents express concern that property prices in Hatfield Peverel could be negatively impacted by construction works. These respondents also feel the air quality in Hatfield Peverel and Boreham would face potential negative impacts as a result of construction, effecting the health of local residents.

Design

A few respondents express general concern that the proposed junction 21 would be confusing to road users and therefore not improve traffic congestion.

Access

Some respondents express concern that the proposed design could negatively impact access for emergency vehicles, properties off Station Road and links to neighbouring villages, such as Terling and Fairstead. These respondents also feel the proposed design limits local elderly residents who may want to avoid travelling along the A12 as vehicles would be directed onto the A12 for routes between local villages. A few respondents express concern that the proposed closure of Station Road Bridge would limit



pedestrian access to the train station. These respondents also express concern that the proposed temporary car park is too far away from the station and would negatively impact rail users, particularly those requiring disabled access. The removal of junctions 20a and 20b is a concern for a few respondents as they feel this would reduce access points to Hatfield Peverel. They comment that the village is growing as a result of housing developments and reduced access would be unacceptable.

Safety

Some respondents express concern that safety of road users, including pedestrians and horse riders, would be impacted a result of traffic congestion along local roads, such as Maldon Road, Main Road and routes via Terling and Witham to avoid the closure of Station Road Bridge.

Need

A few respondents feel that the proposed changes to junction 21 are not necessary. These respondents feel that the proposed land take as part of the A12 widening at junction 21 is unnecessary and the only improvements required are upgrades to road signage and lighting.

Lack of detail

Some respondents express concern that there is a lack of detail in the proposals, including:

- How long construction works at junction 21 specifically will take;
- What the proposed traffic diversion for the Station Road Bridge closure is and how pedestrians would access the station; and
- Further information on environmental mitigation measures.

2.2.5. Suggestions about the proposed design

S42(a) & S42(b) respondents – Statutory consultees

Essex County Council, Boreham Parish Council and Hatfield Peverel Parish Council, suggest that a bypass between Maldon Road and junction 21 should be added to the proposal to reduce traffic travelling through Hatfield Peverel. Improvements to the current proposed pathways along the A12 between Hatfield Peverel and Witham are suggested by Essex County Council and Boreham Parish Council. These respondents feel pathways should be set back from the carriageway and the speed limit along the B1137 should be lowered from 40mph to slow traffic down and reduce risk to pedestrians.

Chelmer & Blackwater Navigation Limited suggest that environmental mitigation measures should be included within the widening scheme, particularly additional planting and use of noise reducing road surface. Essex County Council feel that the proposed drainage ponds near the B1019 should be relocated to allow for the suggested Hatfield Peverel Bypass.



S42(d) respondents - PILs

Construction

Some PILs make a number of suggestions related to proposed construction plans at junction 21. These include:

- Moving the proposed compound further away from residential areas such as the Vineyards estate;
- An alternative route for construction traffic to avoid heavy vehicles travelling over the damaged Wellington Bridge and along Maldon Road, which already faces traffic congestion issues;
- Specification of working times and noise limits, particularly in relation to evening and overnight work to reduce potential negative impacts on neighbouring properties; and
- Installation of visual screening

Environment

Some PILs suggest provision of a sound barrier on the north side of the A12 between junctions 20b and 21 via tree planting and fence installation. Some PILs feel that the potential impacts on the future use of land identified for temporary possession should be considered further.

Impact on properties/landowners

Some PILs suggest that 2 years' notice should be given to any owners of land required for the A12 improvements that would necessitate relocation. These PILs also feel that the proposed borrow pit location at junction 21 should be moved elsewhere or at least to the perimeters of the current proposed land to reduce the impact on landowners.

Design

Some PILs suggest a bypass around Hatfield Peverel should be built to link the new junction 21 to Maldon Road, as this would alleviate traffic congestion through the village. Provision of an alternative route for local residents who regularly use Station Road Bridge for access is suggested by some PILs. Replacing the Wellington Bridge with a new link road to the north of the A12 is suggested by some PILs. Some PILs suggest that footpaths allowing access to the station should be retained during construction and that all proposed pathways should be available for use by all walkers, cyclists and horse riders. Alternative access and location for the compound at junction 21 is suggested by some PILs, who feel the current proposed location would negatively impact residential properties along The Vineyards. A few PILs feel that junction 20b should be retained without specifying further.

S47 respondents – Public and local communities

Noise mitigation

Some respondents suggest that a second sound barrier on the north side of the A12 should be installed and noise-reducing road surfacing should be



used to alleviate potential noise pollution from construction to neighbouring properties, particularly in Hatfield Peverel.

Wildlife & ecology

A few respondents believe the land marked for borrow pits and a construction compound at junction 21 should be used to create a nature park for residents of Witham and Hatfield Peverel after construction works are complete. A few respondents make suggestions for mitigating potential negative impacts on local wildlife as a result of construction. These include: coloured sound barriers to reduce bird deaths, graduated sides for drainage ponds to allow wildlife to exit; as well as maintaining tree lines where possible to minimise impact on habitats.

Retaining junction 20a/b

Some respondents suggest that junctions 20a and 20b should be retained to alleviate traffic travelling along the B1137 through Hatfield Peverel.

Traffic calming measures

A few respondents suggest a number of traffic calming measures should be implemented along the B1337 to slow down traffic and increase safety for all road users. These include reducing the speed limit to 30 or 40mph; additional mini roundabouts and/or environmentally sympathetic street furniture; as well as a controlled crossing at Church Road. Improvements to Holts Lane to reduce travel time for police vehicles accessing Waltham Road is suggested by a few respondents.

Walkers, cyclists, horse riders, public transport

A few respondents suggest routes for walkers and cyclists should be added along Latney's Bridge; Wellington Bridge, with a controlled crossing installed between the bridge and Maldon Road; as well as a route to Hatfield Peverel Sports Ground and Country Park for residents of Witham and Hatfield Peverel. 3 respondents suggest that the proposed cycling/walking route along the B1137 should be set back from the road to reduce safety risks to walkers and cyclists from increased traffic congestion along this road. Additional bridleway routes are suggested by a few respondents, particularly in Hatfield Peverel and along walking paths near junction 21 shown in yellow in the proposal.

Access roads

Some respondents suggest a bypass between the new A12 and Maldon should be included in proposals for junction 21 to alleviate traffic congestion through the village of Hatfield Peverel. A few respondents feel that alternative access should be created to account for the closure of Station Road Bridge during construction work with the creation of a link road between Bury Lane and the current station car park via the new housing estates. These respondents suggest this would alleviate long diversions for locals living either side of Station Road Bridge and reduce traffic travelling via

Terling or Witham on roads unsuitable for high volume traffic.

Alternative design

A few respondents suggest that the junction 21 proposals should be reconsidered to reduce any potential negative impacts to Boreham Village. Of these respondents a few suggest access along the B1337 should be removed at the proposed A12 junction as access to the A12 would be available via the Boreham Interchange. A few respondents suggest Wellington Bridge should be replaced to provide a 2-way access link to junction 21. These respondents feel the bridge should be angled to reduce sharp turns and have a speed limit of 40mph to alleviate the risk of road accidents. A few respondents feel that the new junction 21 should be located closer to the existing junctions 20a and 20b. A new link road between South Chelmsford and Felixstowe via West Maldon is suggested by A few respondents. A few respondents feel that, for the proposed junction 21 to be effective, the scheme should include improvement plans for the junction between Maldon Road and The Street.

2.3. Junction 22

There were 456 responses to the closed question which asked people if they support or oppose the proposed scheme design at junction 21. The open question, which asked for people comments and potential considerations, received 158 responses.

2.3.1. Quantitative response

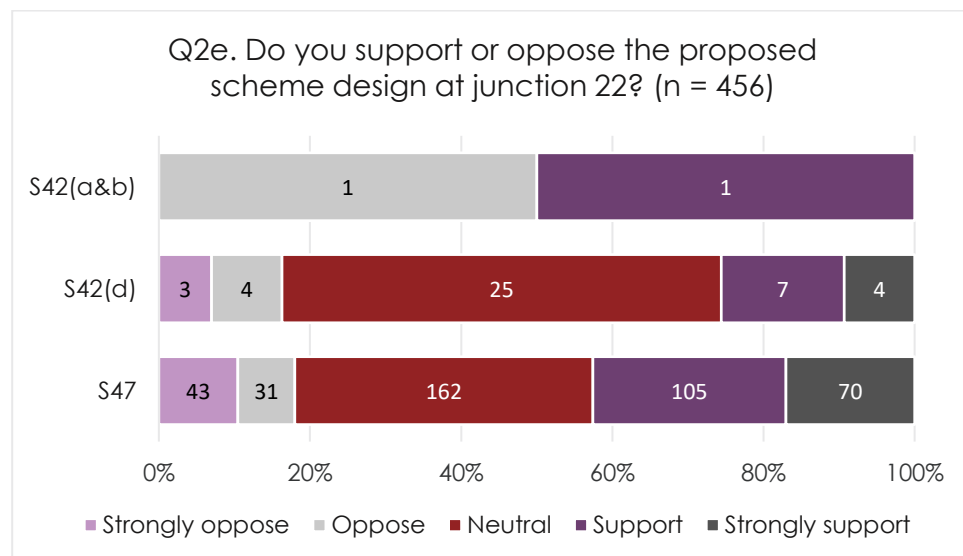


Figure 3: Response to question 2e by stakeholder type

Figure 3 above, shows that many respondents (187) support or strongly support the proposed scheme design at junction 22. The same number of respondents (187) are neutral in their support for the proposed scheme design. A smaller number of respondents (82) oppose or strongly oppose the proposed scheme design.



2.3.2. Comments on junction 22

Stakeholder type	Number of responses
S42(a) & (b) – Statutory consultee (prescribed consultees and local authorities)	7
S42(d) – People with an interest in land (PIL's)	12
S47 – Public and local communities	139

Table 6: Number of comments received for question 2f by stakeholder type

2.3.3. Support for the proposed design

S42(a) & S42(b) respondents – Statutory consultees

Little Braxted Parish Council and Rivenhall Parish Council express support for the proposed improvements at junction 22 and feel that the projected traffic increased is acceptable. Braintree District Council express support for the proposed improvement in principle.

S42(d) respondents - PILs

Some PILs express general support for the proposals at junction 22, without specifying further.

S47 respondents – Public and local communities

Most respondents express general support for the proposed improvements at junction 22. These respondents feel this would reduce traffic congestion along the A12 and provide improved access to Rivenhall, Witham and Tiptree. These respondents also feel the removal of the existing junction 22 southbound slip road would improve overall safety for all road users. A few respondents voice general support for the proposed footbridge between Witham and Little Braxted Lane.

2.3.4. Concerns about the proposed design

S42(a) & S42(b) respondents – Statutory consultees

Design

Rivenhall Parish Council, Essex County Council, Maldon District Council, Little Braxted Parish Council, voice concern that the link between Little Braxted Lane and the new junction 22 would cause confusion for HGV drivers who might try to turn down the lane. These respondents feel Little Braxted Lane would be unsuitable for HGVs and increased traffic congestion. Rivenhall Parish Council express concern that pedestrian connections to the east of Rivenhall End are not clear in the proposals and request further information. Essex County Council mention that further clarity about the future of junction 23 would be welcomed.



Environment

The loss of woodland, including the ancient woodlands at Kelvedon Hall, as a result of construction is a concern for Rivenhall Parish Council and Forestry Commission.

Congestion

Braintree District Council express concern that these proposals would not only fail to reduce congestion at Domsey Brook and Gore Pit Junction, but would in fact induce congestion during operation. Furthermore, they express concern that the proposal is not adequately future-proofed to deal with further traffic.

Construction

Essex Police express concern that the proposed compound would be at risk of crime and request a crime plan for the site.

S42(d) respondents - PILs

Most PILs express concern that loss of land as part of environmental mitigation measures, such as attenuation ponds, would have potential negative impacts on landowners and business sites around junction 22. These respondents also voice concern for the restoration of the quarry following the completion of construction at junction 22. Noise caused by the construction is a concern for some PILs.

Some PILs express concern that traffic congestion would worsen as a result of the proposals, particularly along Domsey Brook and Little Braxted Lane which they feel is unsuitable for heavy traffic and HGVs. Some PILs voice concerns that access to various areas would be lost or limited as a result of the new junction 22. This includes access to the quarry, local farms and through Rivenhall End.

Some PIL feel that the junction 22 proposals would not improve the safety of the junction, particularly when joining the A12 southbound. Some other PILs feel that proposed pathways should be open to all non-motorised travel not just pedestrians.

Some PILs express general concern that the junction 22 proposals lack detail and requests further information.

S47 respondents – Public and local communities

Some respondents believe that the junction 22 proposals would not improve or would worsen traffic congestion, particularly along Little Braxted Lane, which they feel would be unsuitable for heavy traffic and HGVs. These respondents believe this would pose a safety risk to all road users, particularly cyclists. These respondents also express general concern that the removal of junction 23 would increase traffic congestion through Tiptree.

Some respondents express general concern about the junction 22 proposals and feel that they would be confusing and offer no noticeable



improvements for road users. In particular, these respondents believe that access to a number of areas would be negatively impacted by the proposals. These include: Little Braxted Lane, Braxted Road, Rivenhall End and the existing A12. These respondents mention that a number of businesses are located along Little Braxted Lane and would be affected as result of access issues. A few respondents express general concern that the proposals for junction 22 would require too much loss of land.

Some respondents express concern that the junction proposals would have a negative impact of the environment, particularly noise and air pollution. This is both as a result of potential increased traffic congestion and construction works. They feel air pollution from vehicle emissions would have potential negative impacts on the health of nearby residents. These respondents also express general concern for the potential negative impacts the junction 22 proposals would have on local wildlife and ecology.

Some respondents voice general concern that increased congestion and access issues would negatively impact local communities.

A few respondents express concern that the proposals lack detail and request further clarity particularly on environmental mitigation measures.

2.3.5. Suggestions about the proposed design

S42(a) & S42(b) respondents – Statutory consultees

Little Braxted Parish Council suggest that signage at the quarry junction should be improved to ensure HGVs can only access the entrance and nothing further. Essex County Council suggest that the cycle crossing at Colemans junction should be straight across rather than staggered. They also suggest that the cycle bridge on the north side of the A12 should be one long ramp. Forestry Commission feel that additional areas of woodland for ecological mitigation should be incorporated into the proposals, particularly towards Rivenhall End.

S42(d) respondents - PILs

Some PILs suggest that at an additional link between Appleford Bridge and the Commodity Centre would ease traffic congestion on Inworth Road. Some PILs suggest that further environmental mitigation measures should be implemented, including the inclusion of noise barriers around the compound site and drainage plans for the link between Witham and Rivenhall End.

S47 respondents – Public and local communities

Some respondents suggest that the new A120 should join the A12 between the existing junctions 22 and 23 to avoid increased congestion along Church Road. These respondents also believe HGV access to Little Braxted Lane should be restricted and that the A12 speed limit should be 60mph during rush hours. A few respondents suggest that a controlled crossing should be install on London Road near the school to improve safety for school children.

Some respondents suggest that the Appleford Bridge should be upgraded to a two-way bridge to improve safety and access for all road users.

A few respondents suggest that proposed pathways and bridleways should be set back from the main carriageway to improve safety for pedestrians, cyclists and horse riders.

2.4. Junction 24

There were 466 responses to the closed question which asked people if they support or oppose the proposed scheme design at junction 24. The open question, which asked for people comments and potential considerations, received 280 responses.

2.4.1. Quantitative response

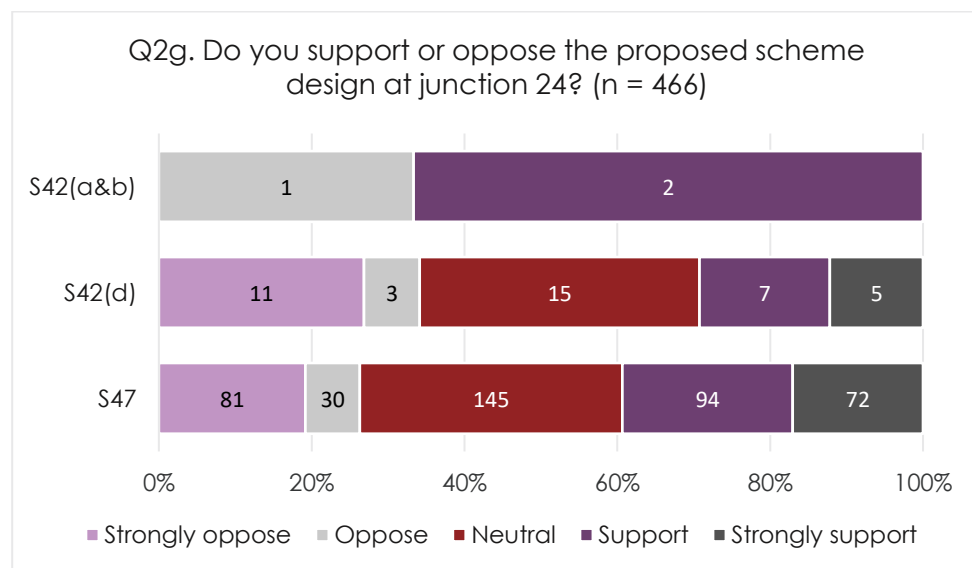


Figure 4: Response to question 2g by stakeholder type

Figure 4 above, shows that many respondents (180) support or strongly support the proposed scheme design at junction 24. A slightly smaller number of respondents (160) are neutral in their support for the proposed scheme design. A slightly smaller number of respondents (126) oppose or strongly oppose the proposed scheme design.

2.4.2. Comments on junction 24

Stakeholder type	Number of responses
S42(a) & (b) – Statutory consultee (prescribed consultees and local authorities)	9
S42(d) – People with an interest in land (PIL's)	21
S47 – Public and local communities	250

Table 7: Number of comments received for question 2h by stakeholder type



2.4.3. Support for the proposed design

S42(a) & S42(b) respondents – Statutory consultees

Essex County Council and (Wood Group UK limited on behalf of) The Crown Estate express general support for proposed design of junction 24.

Braintree District Council express support for the proposal on the grounds that it would reduce two-way and strategic traffic.

S42(d) respondents - PILs

Many PILs express support for the proposed junction 24 because they feel the design is reasonable and would reduce traffic congestion through Kelvedon and Feering.

S47 respondents – Public and local communities

Many respondents express support for the proposed junction 24 because they feel it would reduce traffic congestion, improve safety and provide direct access, particularly between the A12 and the surrounding areas of Kelvedon and Tiptree. These respondents also support the proposed design because they feel it would have minimal impact on local properties and reduce road noise for residents.

2.4.4. Concerns about the proposed design

S42(a) & S42(b) respondents – Statutory consultees

Design

Colchester Borough Council, Essex County Council, Copford with Easthorpe Parish Council, Feering Parish Council, Messing-cum-Inworth Parish Council, express general concern that the proposed junction 24 design would have potential negative impacts on the villages of Inworth and Messing, including access issues for properties and land off Inworth Road and increased traffic congestion posing safety risks to road users. These respondents also express concern about the safety of the B1023 Inworth Road, particularly the grade 2 listed Hinds Bridge and its suitability for increased traffic and HGVs. Access to the waste centre at junction 24 for HGVs is a concern for Essex Police. The Crown Estate voices general concern about the permanent and temporary land acquisition outlined in the proposals.

Lack of Detail

The Crown Estate and Feering Parish Council express concern that the proposals lack detail and request further clarity in relation to design.

S42(d) respondents - PILs

Congestion

Most PILs express general concern that the proposed junction 24 would increase traffic congestion along the B1023 and create potential access issues for properties located along that road, ultimately impacting safety for all road users.



People & Communities

Most PILs express concern that the junction 24 proposals would negatively affect adjacent properties and landowners as result of construction and permanent land acquisition. This is because of potential air and noise pollution caused by construction, which they feel would have potential negative impacts on residents' health, particularly those with asthma and where there is loss of land. These PILs also express concern that listed buildings along the B1023 would be affected by increased traffic congestion. A few PILs express a general concern about flooding without specifying further.

Lack of Detail

Some PILs believe the proposal's designs lack detail and request further information.

S47 respondents – Public and local community

Congestion

Most respondents express concern that National Highways have underestimated current traffic levels and that the proposals would not be effective in practice. These respondents believe that the proposed junction 24 would not improve, and may potentially worsen, traffic congestion along numerous roads, including Church Road through Tiptree; the existing A12; the B1023 through Inworth; as well as local roads through Kelvedon, Feering and Messing.

People & Communities

Some respondents express concern that traffic congestion caused by the proposals would have potential negative impacts on local communities, including wellbeing of residents in the nearby villages of Inworth and Kelvedon, as well as access to local businesses.

Environment

Some respondents express concern that increased traffic congestion and construction would have potential negative impacts on the surrounding environment. These include: light pollution; noise pollution; decreased air quality; loss of existing countryside and visual amenity; as well as an increased risk of flooding, particularly along the B1023. These respondents also voice concern that listed properties along the B1023 would be negatively impacted by the proposals, without specifying further.

Design

Many respondents express general concern that the proposed design would increase traffic congestion along the B1023, particularly at pinch points such as Hinds Bridge. These respondents believe this would create safety issues for pedestrians and cyclists along the B1023 as well as Church Road and Top Road, where residents are mainly elderly people or families with young



children. These respondents also voice concern that driveway access to properties along the B1023 would be negatively impacted by the proposals. 10 respondents voice opposition to the alternative road proposal presented by Messing-cum-Inworth Parish Council linking north Tiptree to the A12 via the old railway. A few respondents feel the proposals would be a waste of money and would offer no noticeable improvement for road users. Loss of land from temporary and permanent land acquisition is a concern for a few respondents.

Lack of Detail

A few respondents express concern that the proposals lack detail and request further information relating to a number of points, including: general improvements to bus infrastructure; environmental mitigation measures; and any potential upgrades to Inworth Road.

Construction

A few respondents express general concern that construction works would disrupt local communities without specifying further.

Cost

A few respondents voice concern that junction 24 would be a waste of money without specifying further.

2.4.5. Suggestions about the proposed design

S42(a) & S42(b) respondents – Statutory consultees

Design

7 respondents, including Feering Parish Council, The Crown Estate, Colchester Borough Council, Essex County Council, Messing-cum-Inworth Parish Council, suggest that an additional link along the former railway line between north Tiptree and the proposed junction 24 should be included in the proposals to reduce traffic congestion in Inworth and improve connectivity between Tiptree and the A12. Feering Parish Council suggest that improvements to the pedestrian/cycle paths along the B1023 as part of the proposals. Copford with Easthorpe Parish Council suggest that a by-pass should perhaps be considered.

Environment

The Crown Estate suggest that further noise mitigation measures should be considered as part of the proposals to reduce potential noise pollution on Feering.

Land Take

The Crown Estate suggest that permanent land acquisition should be kept to a minimum where possible, without specifying further.



S42(d) respondents - PILs

Most PILs suggest that an additional link along the former railway line between north Tiptree and the proposed junction 24 should be included in the proposals to reduce traffic congestion in Inworth and improve connectivity between Tiptree and the A12. Some PILs suggest that the A12 should be a two-lane road only and the speed limit reduced to 30 mph. A few PILs suggest that compensation should be given to properties directly affected by close proximity to construction work.

S47 respondents – Public and local communities

Many respondents suggest that an extra link between north Tiptree and the proposed junction 24 routed along the former railway line should be included in the proposals. This is to reduce traffic congestion in Inworth and improve connectivity between Tiptree and the A12. These respondents also suggest that Appleford Bridge should be upgraded to allow two-way traffic. 8 respondents believe the speed limit along the B1023 should be lowered to 30mph. A few respondents suggest that footpaths and cycleways between villages surrounding junction 24, such as Kelvedon, Witham, Inworth and Feering, should be moved away from the main carriageway to improve safety for pedestrians and cyclists.

A few respondents suggest that culverts should be improved and regularly maintained to reduce the risk of flooding at the junction. A few other respondents suggest that all drainage ponds should have graduated sides to allow wildlife to escape should they fall in.

A few respondents suggest that the creation of an embankment of either side of the A12 to reduce the potential negative impact of noise pollution on areas surrounding junction 24.

2.5. Junction 25

There were 459 responses to the closed question which asked people if they support or oppose the proposed scheme design at junction 25. The open question, which asked for people comments and potential considerations, received 147 responses.

2.5.1. Quantitative response

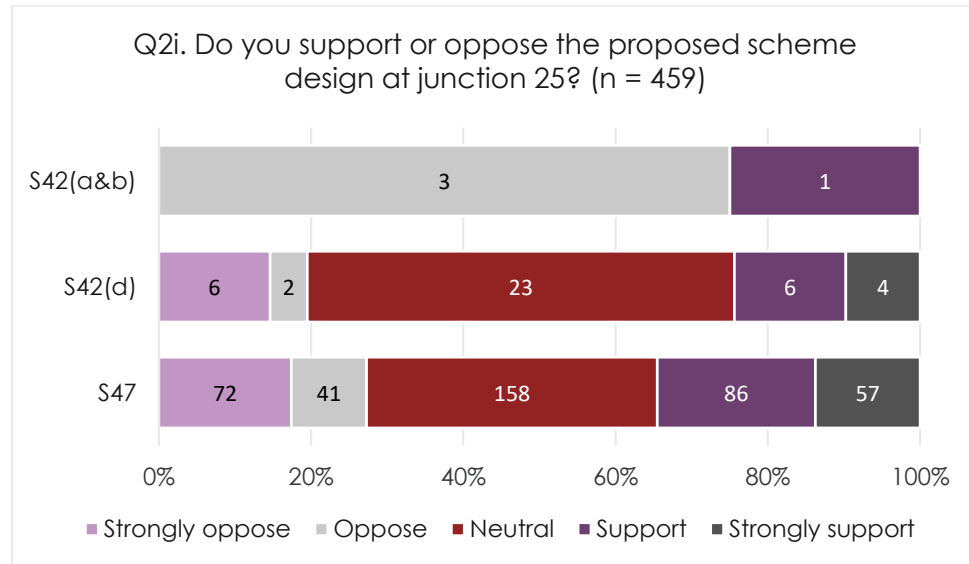


Figure 5: Response to question 2i by stakeholder type

Figure 5 above, shows that many respondents (181) are neutral in their support for the proposed scheme design at junction 25. A slightly smaller number of respondents (154) support or strongly support the proposed scheme design. Fewer respondents (124) oppose or strongly oppose the proposed scheme design.

2.5.2. Comments on junction 25

Stakeholder type	Number of respondents
S42(a) & (b) – Statutory consultee (prescribed consultees and local authorities)	8
S42(d) – People with an interest in land (PIL's)	12
S47 – Public and local communities	127

Table 8: Number of individual respondents for question 2j by stakeholder type

2.5.3. Support for the proposed design

S42(a) & S42(b) respondents - Statutory consultees

Essex County Council, Colchester Borough Council, and Marks Tey Parish Council express general support for the proposals on the basis that access between the existing A12 and new A12 would be improved. These respondents also welcome the proposed provisions for walking/cycling routes and bridleways.



S42(d) respondents - PILs

Many PILs express general support for the proposals on the grounds that they could alleviate traffic congestion and improve access to properties adjacent to junction 25. These respondents also voice support for the proposed improvements for pedestrians and cyclists, such as the controlled crossing at Marks Tey Roundabout and the footbridge over the A12.

S47 respondents – Public and local communities

Some respondents express general support that the proposals as they feel that the proposals would ease traffic congestion and improve safety for all road users. These respondents also welcome the additional controlled pedestrian crossings as they believe this would allow walkers and cyclists to navigate the junction more easily.

2.5.4. Concerns about the proposed design

S42(a) & S42(b) respondents – Statutory consultees

Design

Colchester Borough Council, Copford with Easthorpe Parish Council, Marks Tey Parish Council and Essex County Council voice general concern that access between the A120 and A12 would only be available via Marks Tey and that this would have potential negative impacts for residents, particularly from decreased air quality, noise pollution, and loss of visual amenity. Access to new housing developments off the Old London roundabout is also a concern for these respondents. Copford with Easthorpe Parish feel that traffic modelling information included in the consultation is outdated and that traffic congestion would worsen, specifically through Copford. Colchester Borough Council and Marks Tey Parish Council, express general concern that the proposed footbridge would not provide any improvements for pedestrian access to local amenities.

Lack of detail

Colchester Borough Council, Essex County Council, Essex Police, and Marks Tey Parish Council, express concern that the proposals lack a general level of detail and request further information.

S42(d) respondents - PILs

People and communities

May PILs express general concern that the proposals would have potential negative effects on the local community, arising from proposed land take and proximity of the proposed roads to adjacent properties and businesses.

Design

Many PILs voice concern that access between the new A12 and the existing A120 would only be available via Marks Tey. These respondents feel that residents could be impacted by noise and decreased air quality as a result of increased traffic congestion.



Lack of detail

Many PILs voice concern that the proposals lack detail and request further information on a number of points:

- How the proposed pedestrian/cycle routes would connect with existing routes between London Road and Marks Tey;
- Further clarification of design details regarding drainage and verge landscaping; and
- Clarification of temporary and permanent land acquisition proposals.

Environment

Some PIL expresses general concern that the water table would be negatively impacted by the proposals, affecting the water supply to local properties.

S47 respondents – Public and local communities

Design

Most respondents voice general concern that the proposals could increase traffic congestion, specifically along the A120, London Road, and through Copford and Marks Tey. They feel that the design is too complex and would confuse drivers. These respondents also believe access to local facilities would not be improved as result of the proposals.

A few respondents feel that the traffic modelling in the consultation is outdated.

People and communities

Some respondents express concern that the proposals would negatively impact quality of life for local residents, specifically those in Marks Tey, Copford and Easthorpe, due to decreased air quality and potential noise, light and water pollution, and loss of visual amenity as a result of increased traffic congestion. These respondents also believe that the proposals would result in the unnecessary loss of countryside.

Lack of detail

A few respondents voice general concern that the proposals lack detail, specifically relating to environmental mitigation measures and provisions for walkers, cyclists and horse riders.

2.5.5. Suggestions about the proposed design

S42(a) & S42(b) respondents – Statutory consultees

Marks Tey Parish Council, Colchester Borough Council and Essex County Council, make a number of suggestions relating to local access. These include:

- Retaining the existing line of the proposed footbridge between the A120 and London Road, but extending it to the railway station to allow



ease of access for residents to local amenities;

- Retaining access for buses to Marks Tey via Coggeshall Road to allow public transport services for Marks Tey and the surrounding villages; and
- Additional access from the proposed roundabout at Old London Road to future housing developments located nearby.

These respondents also believe any road changes should maintain good access for sustainable modes of transport via sufficient bus stops and cycle paths. Network Rail suggest that relevant stakeholders should be consulted where the proposed design runs parallel to other national infrastructure such as the Marks Tey train station.

S42(d) respondents - PILs

Environment

Some PILs suggest that further environmental mitigation measures should be included in the proposals, specifically to ensure that surrounding land has sufficient provisions for surface water drainage. These PILs also suggest areas of environmental mitigation land should be relocated to land south of the proposed new junction 25.

Design

Most PILs suggest that further consideration of proposed traffic management measures during construction should be undertaken to ensure that properties and businesses located adjacent to junction 25 are not negatively impacted by access changes during the construction period. These PILs also suggest that the proposals should seek to further improve local connectivity, particularly for the Marks Tey community.

S47 respondents – Public and local communities

Design

Many respondents suggest that the proposed footbridge should extend across the A120 and include an uncontrolled crossing over Old London Road to improve access to local amenities. These respondents also believe that the Old Rectory roundabout should be retained and road access between the A120 and the A12 provided to alleviate traffic congestion.

Improved signage and part-time traffic signal on roundabouts are suggested by some respondents. These respondents also feel that the proposed roundabouts should be designed to encourage use of sustainable modes of transport via the inclusion of designated bus lanes, pedestrian routes and cycle paths.

Environment

Some respondents suggest that greater environmental mitigation measures should be included in the proposals, specifically the inclusion of graduated sides on drainage ponds to allow wildlife to escape. These respondents also feel that where possible existing planting and greenery should be retained



for visual amenity.

2.6. Comments on other parts of the design – such as sections between junctions.

This question asked people to provide any comments on other parts of the design not specifically related to junctions, such as sections between the junctions on the proposed new road. There were 135 responses to the open question, which asked for people comments and potential considerations.

Stakeholder type	Number of responses
S42(a) & (b) – Statutory consultee (prescribed consultees and local authorities)	7
S42(d) – People with an interest in land (PIL's)	13
S47 – Public and local communities	115

Table 9: Number of responses received for question 2k by stakeholder type

2.6.1. Support for the proposed design

S42(a) & S42(b) respondents – Statutory consultees

Kelvedon Parish Council express support for the proposed upgrades to the A12, in particular the, access improvements at junctions 22 and 24 and the removal of junction 23.

S42(d) respondents - PILs

Some PILs express support for the proposals because they believe this would improve safety to all road users.

S47 respondents – Public and local communities

Some respondents express general support for the proposals because they feel this would reduce traffic congestion and improve safety. A few respondents believe that the proposed pathways along the A12 would encourage more people to use non-motorised transport methods. A few respondents support the construction of new junctions away from the existing A12 because they feel this would result in less disruption for road users.

2.6.2. Concerns about the proposed design

S42(a) & S42(b) respondents – Statutory consultees

Feering Parish Council, Hatfield Peverel Parish Council, Kelvedon Parish Council and Essex County Council, express concern that proposals would increase traffic congestion at a number of points surrounding the A12 with potential negative impacts on local communities which include decreased air quality and increased noise pollution. These include: the junction between the B1019 and B1337; Gleneagles Way; Church Street; and Inworth Road.



S42(d) respondents - PILs

Most PILs express concern that landowners and properties would be negatively impacted by the proposals due to changing access and permanent land acquisition. These respondents also believe that the widened A12 would be closer to adjacent properties and therefore these would be negatively impacted by noise, light and air pollution from construction and increased traffic congestion. Some PILs voice concern that local wildlife would be negatively affected by construction work.

S47 respondents – Public and local communities

Congestion and Impact on local communities

Many respondents express concern that the proposals would not improve traffic congestion or access along the A12 or at junctions. These respondents mention that increased congestion would have potential negative impacts on Hatfield Peverel and Boreham, as well as new and future local housing developments. These respondents also feel visual amenity within local villages would be lost as a result of proposed construction, which could negatively affect local house prices. Some respondents express general concern that construction would cause repeated disruption to local residents. A few respondents believe the project would not represent a good investment, without specifying further.

Environment

Many respondents express general concern about the environmental impact of noise and air pollution from construction and increased traffic congestion, particularly in Hatfield Peverel. These respondents also express concern about the removal of green areas and trees which they feel would have negative impacts on local wildlife habitats; result in a loss of visual amenity; as well as contribute to climate change.

Safety

Some respondents voice concern that increased congestion as a result of the proposals would impact on the safety of all road users, particularly along narrow local roads used by pedestrians and cyclists.

Access

Some respondents express concern that access for commuters between local villages would be negatively impacted by the proposals, in particular between Hatfield Peverel and Witham.

Lack of detail

A few respondents feel the proposals lack detail and request further information about how the proposals would affect local residents.

Other comments

A few respondents express concern for the maintenance of the old A12 road surface and request that the proposals include improvements to road



surfacing. A few respondents voice general concern for the removal of junction 23, without specifying further. A few respondents express concern that the proposals do not include any provisions for service stations along the new A12 route.

2.6.3. Suggestions about the proposed design

S42(a) & S42(b) respondents – Statutory consultees

Feering Parish Council, Kelvedon Parish Council, Hatfield Peverel Parish Council and Witham Town Council, suggest that bypasses should be added to the proposals for Hatfield Peverel and Hinds Bridge, avoiding the narrowest sections of Inworth Road, as they would be unsuitable for increased traffic trying to access the A12.

Hatfield Peverel Parish Council and Copford with Easthorpe Parish Council suggest that further noise mitigation measures should be taken, particularly the addition of a sound barrier on the north side of the A12 near Hatfield Peverel.

Kelvedon Parish Council suggest that further consideration should be given to environmental mitigation measures in relation to local wildlife.

Copford with Easthorpe Parish Council suggest that the concrete surface from Junction 25 to Junction 26 should be urgently addressed in the future.

S42(d) respondents - PILs

Some PILs suggest that sound barriers should be installed at the current junction 23 and the proposed junction 19 and 21 to mitigate traffic and construction noise. Some PILs suggest that landscaping along the A12 would improve the visual environment of the road.

Some PILs suggest that the public transport expressway route should be linked with Colchester to further improve local public transport links.

S47 respondents – Public and local communities

Many respondents make suggestions of alternative designs for the proposals. These include:

- Incorporating previous plans for the A120 with the A12 widening proposals;
- An additional bypass at Hatfield Peverel for traffic between Maldon and the A12;
- Reducing the stretch of road on the old A12 between Kelvedon and Marks Tey to single carriageways with a speed limit of 30mph; and
- The addition of a straight-line bypass between Witham and Kelvedon

Some respondents suggest that the proposal should include further environmental mitigation measures, particularly in relation to noise pollution and local wildlife. The respondents feel that transparent sound barriers should be installed along the A12 to reduce the potential negative impact of



noise pollution on properties adjacent to the road and request more tree planting to offset loss of visual amenity.

Some respondents suggest that additional traffic calming measures should be included for roads in Hatfield Peverel and Boreham, particularly lowering the speed limit along the B1137 to 30mph.

Some respondents suggest that dedicated cycle lanes and bus stops should be included along the full length of the A12 to encourage more people to use more sustainable transport methods.

A few respondents suggest that further traffic surveys should be undertaken to ensure local villages would not be negatively impacted by traffic congestion. A few respondents suggest that tractors and other slow-moving vehicles should have restricted access between Kelvedon and Witham during rush hours.

A few respondents suggest that financial compensation should be offered to local residents if they face negative impacts because of construction work.

3. Environmental impacts

Section 3 of the consultation questionnaire (question 3a) relates to the impacts that the scheme proposals may have on the environment and local communities, as well as health and wellbeing. This question asks respondents to provide any comments they may have on the Preliminary Environmental Information Report (PEIR) or the Non-Technical Summary. This includes any additional potential environmental ideas which they would like to see delivered for the proposed scheme.

This question received 289 responses which are broken down by stakeholder type in table 11 below and summarised in the narrative report which follows.

Stakeholder type	Number of responses
S42(a) & (b) – Statutory consultee (prescribed consultees and local authorities)	19
S42(d) – People with an interest in land (PIL's)	35
S47 – Public and local communities	235

Table 10: Number of responses received for question 3a by stakeholder type

3.1. Support for the PEIR and the proposals

S42(a) & S42(b) respondents – Statutory consultees

PEIR

Essex County Council, Colchester Borough Council, Chelmsford City Council, Natural England, Historic England, Public Health England and The Environment Agency express support for various aspects of the PEIR, including:

- The inclusion of assessments on protected species and the water environment;
- Its consideration of local health & wellbeing strategies and issues such as wider health inequalities;
- The report's general structure and scope;
- Specific methodologies used in the PEIR, such as those used to assess the scheme's effects on the landscape and visual impact, air quality, biodiversity, and future archaeological assessments;
- Plans to work with local directors of public health; and
- The inclusion of mental health indicators as part of baseline health data.

The Environment Agency is generally satisfied with how the PEIR has addressed Water Framework Directive issues, and supports further assessments, planned as part of the Environmental Statement, regarding groundwater quality and contamination of the water system.



Environment

Colchester Borough Council, Braintree District Council, Essex County Council, Historic England, South Woodham Ferrers Police Station, The Environment Agency and Forestry Commission, express support for various aspects of the scheme's proposals for the environment, without always linking or cross-referencing the reasons for their support with the PEIR itself. The reasons for their support, or the parts of the environmental proposals that they support, include:

- Proposed mitigation measures, for example to protect the historic environment;
- Plans to consider the environment during the design and operation of borrow pits;
- The inclusion of green bridges in the scheme;
- Predictions that the scheme may decrease nitrogen dioxide and noise pollution levels in some areas;
- National Highways ongoing discussions with stakeholders,
- Archaeological surveys currently being carried out; and
- The scheme's consideration of woodlands and biodiversity net gain.

Chelmsford City Council comment that potential impacts on the landscape may not occur simultaneously if construction activity is phased, without explicitly linking their comment to support for the proposals.

S42(d) respondents -PILs

Some PILs in land express support for the proposals on environmental grounds, without always linking their support back to the PEIR and occasionally commenting on the scheme as a whole. They believe that the PEIR and consultation have taken a logical approach to assessments; that sufficient detail is presented; and that the overall scheme will bring environmental benefits in areas such as Hatfield Peverel and Kelvedon. Other reasons for supporting the proposals include: the PEIR's prediction that air quality will not decrease enough to harm human health; other benefits identified in the PEIR, for example to human safety; and plans to mitigate the removal of trees with tree planting.

S47 respondents – Public and local communities

Environment

Some respondents express support for the PEIR, or for the scheme as a whole, for a variety of reasons relating to the environment. A few respondents support the mitigation measures proposed in the PEIR to protect wildlife and trees and believe these measures will be effective. One respondent comments that the PEIR appears to be detailed and hopes that the report's plans to plant trees go ahead. More generally, A few respondents believe that widening the A12 may create more free flowing traffic, which they think would benefit the environment, without specifying further. A further few



respondents think that decreased congestion would decrease air pollution, and 2 specify that it may decrease noise pollution.

General

A few respondents express general support for the proposals, with their reasons including that the proposals seem thorough and comprehensive. Though these respondents do not link their comments with the PEIR, and most do not explicitly link their support to environmental outcomes, one respondent believes that due consideration has been given to the environment in the proposals overall.

3.2. Concerns about the proposed design

S42(a) & S42(b) respondents – Statutory Consultees

PEIR

Public Health England, Historic England, The Environment Agency, Essex County Council, Braintree District Council and Chelmsford City Council, believe that the consultation document and the PEIR lack detail about the environmental impacts of the scheme, such as potential increased flood risk, the effects of light pollution, and plans to culvert watercourses. This includes respondents who think that they cannot comment on certain parts of the scheme until they have received more information. Other concerns include that the consultation document has not mentioned light pollution, and that the PEIR has not considered developments proposed under the Chelmsford Local Plan. Public Health England believe that further assessment around the scheme's effects on human health is needed.

Additionally, The Environment Agency identify perceived errors and inconsistencies in the PEIR's use of tables and abbreviations. For example, 'PWS' is used to refer to private water supply in the report, but they believe it is more commonly used to refer to public water supply.

Cumulative impacts

Chelmsford City Council, Colchester Borough Council and Natural England, express concerns relating to the cumulative impacts section of the PEIR. Colchester Borough Council name the cumulative impacts of the scheme, as outlined in the PEIR, as a concern without specifying further. Natural England and Suffolk County Council express a variety of concerns about the ways the environmental impacts of the scheme are being assessed. For example, Natural England recommend caution around the use of 2km zones of Influence, because designated sites may be impacted from a longer distance. Suffolk County Council warn that construction starting in 2023 may be affected by housing growth and several Nationally Significant Infrastructure Projects (NSIPs) such as Sizewell C that aren't currently scoped under the DCO, and wonders whether the A12 will remain one of the Department for Transport's preferred heavy load routes. Chelmsford City Council suggest that new homes under the Chelmsford Local Plan should be

classified as 'more than likely' in the Cumulative Environmental Assessment.

Cultural heritage - landscape and visual impact

Chelmsford City Council, Colchester Borough Council, Essex County Council and Historic England, note the adverse impacts the scheme's construction is expected to have on cultural heritage and the landscape, according to the PEIR, with Historic England in particular expressing concern that current proposals may undervalue or under-protect archaeological sites. Concerns include that any changes made to the landscape by the scheme could negatively impact nearby heritage assets, and that the character of the countryside should be preserved more generally. Chelmsford City Council names the Park & Garden at Boreham House and the Lower Chelmer River Valley as specific sites that may be negatively affected by the scheme. However, National Grid stresses that, mitigation measures proposed by the PEIR, such as landscaping schemes, could themselves have adverse consequences for surrounding infrastructure, namely National Grid cables.

Effects on climate and pollution

Chelmsford City Council, Braintree District Council, Colchester Borough Council, Copford with Easthorpe Parish Council and Public Health England, express concerns about the potential negative impacts of the scheme on the environment, which may include increased air pollution, nitrogen dioxide levels, noise and vibration. In particular, the proximity of these negative impacts, from construction and operation, to residential areas causes particular concern for these respondents. Public Health England points out that increased pollution may impact the health of residents living in locations near the A12. Maldon District Council expresses concern about whether the council will be able to reduce the expected impacts of increased congestion and pollution on local roads. Rivenhall Parish Council believe that local residents and wildlife should be protected from light pollution by measures such as a dimming programme for lights. 3 additional respondents, including Essex County Council, Maldon District Council and Transport for London, are concerned that the scheme may contribute to climate change through carbon emissions and contradict the Government's net zero carbon goals. Braintree District Council express concern regarding the length of the construction period, and that this would compound the negative impacts.

Wildlife & ecology, hydrology & flood risk

Without always referencing the PEIR, Chelmsford City Council, Braintree District Council, Colchester Borough Council, The Environment Agency, Essex County Council, Natural England, Chelmer & Blackwater Navigation Limited and Rivenhall Parish Council, express concerns that the scheme may negatively affect wildlife and ecological habitats, including trees, designated wildlife sites, areas of priority habitat such as ancient woodland, water sensitive sites and waterways. Concerns include that the plans for water management, such as the proposed channel realignments, may negatively impact wildlife, as well as increase flood risk and groundwater

contamination. The Environment Agency believe that the proposed mitigation measures for river species may be ineffective. Silting caused by surface water outfalls is of concern for one respondent, since it may increase maintenance requirements. Finally, Essex County Council think that the proposals need more information about issues such as trees, dormice, and bats.

Local communities

Essex County Council express concern that the overall scheme may affect access for ambulances, healthcare workers and patients across the area, without specifying further. Braintree District Council and Public Health England are concerned about residential and commercial properties that National Highways plan to demolish to accommodate the scheme. They feel that compensation schemes may be inadequate, that these demolitions and land takes could reduce accessibility in the area, and the loss of a commercial property could lead to job losses.

S42(d) respondents - PILs

Detail in the PEIR and traffic modelling

Many PILs express a range of concerns about the consultation document and the PEIR, including PILs who think that the documents omit important information or lack sufficient justification for plans such as the culvert extensions. A few PILs think the PEIR lacks granularity and should be more specific, for example in the section about human health. A few PILs believe that assessments about human health need to better account for mental health.

Potential errors and inconsistencies in the PEIR are also raised. For example, a few PILs claim that the PEIR uses out-of-date housing allocations and planning applications in the baseline assessment and have therefore underestimated housing growth. In addition, they claim that the traffic modelling methodology is potentially inaccurate, because it omits strategic growth locations south of Feering and at Towerlands.

Impacts on cultural heritage and landscape

A few PILs note the adverse impacts the scheme's construction is expected to have on cultural heritage, according to the PEIR. A few PILs are specifically concerned about the access road to Prested Hall, which may have an adverse effect on the character in the property due to changes to the tree-lined driveway.

Climate and pollution

PILs express concerns about the scheme's potential to increase various forms of pollution and emissions. Many PILs are concerned about the predictions (some from the PEIR and some from respondents themselves) that the construction and operation of the road will increase noise pollution, which they believe could negatively impact the physical and mental health of



residents living near the works, as well as local businesses and wildlife. 8 PILs are concerned that the scheme may decrease air quality, including concerns that this may negatively affect the health of residents, for example those living with asthma. Some other PILs are worried that local properties may be affected by increased light pollution, though they do not provide more detail. More generally, some PILs believe that the scheme may increase carbon emissions and contribute to climate change.

Some PILs also express a variety of concerns about the environmental elements of the proposals, and the effect the proposals may have on the environment or local communities, without always linking their concerns back to the PEIR.

Impact on communities, properties and landowners

Some PILs who live close to the A12 express concerns that increased disruption, noise and pollution during the road's construction and operation may affect their health and cause stress and anxiety, while potentially decreasing the value of their properties or affecting local businesses. Community severance caused by increased traffic, for example between Hatfield Peverel and Whitham, are also raised as potential problems by these respondents. A few PILs specifically suggest including sound barrier fencing near Paynes Lane. Some other PILs, whose land National Highways have identified to purchase for environmental mitigation, question whether the measures could be located elsewhere, with one predicting that these plans will affect the development potential of their land.

Wildlife & ecology

Some PILs are concerned about the impact the scheme would have on species such as deer and bats, and about the removal of trees and vegetation to make space for the scheme. Concerns include that the proposed mitigation measures, such as replacing mature trees with saplings, may be ineffective. Some PILs think that plans to provide 'hop-overs' over the road for species such as bats may be unsafe for drivers and difficult to implement.

Hydrology

Some PILs express concerns about floods and waterways, including those who believe that the proposals should account for potentially increased flood risk due to factors such as the proposed culvert extension and watercourse realignment, and more broadly due to climate change. Concerns include the potential negative consequences of the proposals. For example, groundwater contamination may affect wells used for domestic water supply and diverting more water into existing ditches could harm listed building such as Prested Hall. A few PILs question how attenuation ponds will be maintained and how flooding on the B1023 will be mitigated.



Agriculture

A few PILs comment that the A12 often borders agricultural land, without providing more detail, while another is concerned that the proposed ban on agricultural vehicles may negatively impact farming businesses.

S47 respondents – Public and local communities

PEIR

Some respondents express concerns that the PEIR does not consider the increase in traffic through Easthorpe Road that they expect the proposals would bring. More generally, a few respondents believe that the PEIR contains too much information for the general public to read. This contrasts with some respondents who believe that the consultation document and the PEIR lack information about a number of different environmental issues, which include soil and water system management, proposals for agricultural vehicles, mitigation measures for listed buildings, methodologies used in the PEIR and the carbon costs of the scheme. The accuracy of data used in the PEIR and the effectiveness of existing environmental surveys are also questioned, with a few respondents who cite an assessment of owl and bat numbers National Highways carried out during daylight.

A few respondents make suggestions about the PEIR's surveys and assessments. They suggest publishing how much has been spent on surveys, undertaking a baseline noise survey, and assessing air quality before the opening of an incinerator in Rivenhall.

Some respondents also raise various general concerns about the scheme related to the environment, often responding to forecasts about how the overall scheme would impact the environment. Though these forecast impacts are sometimes outlined in the PEIR, respondents don't always reference the PEIR as the source, or cross-reference their concerns with the PEIR; sometimes offering potential impacts themselves. The extent to which responses are linked to the PEIR is often unclear since members of the public tend to talk about environmental concerns in more general terms.

Pollution

Many respondents are concerned about the potential consequences of increased pollution caused by the scheme. Some respondents believe the scheme's construction and operation may decrease air quality and negatively impact the health of residents living close to the A12, as well as local nature reserves. Similarly, some respondents feel that the scheme will result in a net increase in noise pollution and bring noise closer to residential properties, potentially affecting residents' lifestyles and health. Concerns include the absence of noise barriers in areas such as Boreham, the removal of trees that previously acted as noise barriers and the lack of assessments of current noise levels. Finally, a few respondents comment that increases to light pollution could adversely impact residents and wildlife, especially nocturnal species.

Climate change

Some respondents believe the construction and operation of the widened road may exacerbate climate impacts through increasing traffic and carbon emissions, which could also conflict with local and national carbon reduction targets or disincentivise people from using more sustainable transport options such as public transport. Some other respondents express general concern that the scheme may not be environmentally friendly, without providing more detail.

Wildlife, landscape, cultural heritage and agriculture

Some respondents comment that the construction and operation of the scheme may negatively affect biodiversity and local wildlife species such as cuckoos, dormice and badgers, by destroying habitats, removing trees and increasing pollution. Concerns include that: the proposals do not include enough green bridges for safe passage for wildlife; increased traffic may increase roadkill incidents; and the scheme's commitment to no net biodiversity loss seems unambitious.

Additionally, some respondents express more general concerns about proposed development on green belt land, which could result in the loss of trees, vegetation, green spaces, and the countryside's visual character. The scheme's impact on agriculture is a concern for a few respondents, either because of the scheme would require the loss of agricultural land, or because the proposed ban on agricultural vehicles could restrict farmers' access to their fields and force them to use unsuitable local roads instead. A few other respondents are concerned about how development could impact heritage sites, for example if works begin on land where archaeological investigations have not been carried out yet.

Hydrology

A few respondents express concerns about water management in relation to the proposals. These concerns include potential difficulties managing road drainage, the proposed number of balance ponds being too great, and potentially increased risk of water pollution, such as contamination caused by run off from roads.

Local communities, properties, active travel

Without always linking their concerns back to the environment, some respondents believe that the scheme could negatively affect local communities by increasing traffic and pollution, affecting their health, making roads more dangerous, and devaluing their properties. Construction works in areas such as Hatfield Peverel are another area of concern, since they could restrict access to the train station or affect emergency vehicles. A few respondents think that issues caused by traffic could be mitigated, at least in part, by encouraging more sustainable transport options, such as walking and cycling, and actively managing car travel growth at the local level. A few respondents express concern about excessive litter on the A12,

without providing more detail.

3.3. Suggestions about the proposed design

S42(a) & S42(b) respondents – Statutory consultees

PEIR assessments/Environmental Statement

Public Health England, Natural England, Transport for London, Historic England, The Environment Agency, Braintree District Council, Essex County Council and Chelmsford City Council make suggestions relating to assessments conducted for the PEIR, including:

- Conduct further assessments on issues such as the character of the countryside, palaeolithic deposits near Whitham and Marks Tey, and potential risks to walkers, cyclists and horse riders caused by the scheme;
- Use updated versions of the Biodiversity Metric;
- Consider Barbastelle bats to be of higher importance than assigned in the PEIR;
- Quantify impacts of noise exposure in terms of health outcomes such as annoyance, disturbance and cardiovascular disease; and
- Provide more information on issues such as borrow pits, flood risk, and bridge management.

Most of these respondents have reviewed the PEIR, and plan to review and respond to additional assessments that National Highways plans to publish ahead of the DCO application, such as the Surface Water Drainage Strategy, Water Quality Assessment Report, and Environmental Management Plan.

Transport for London, Public Health England, Natural England and Essex County Council, make suggestions specifically about what should be included in the Environmental Statement, including information about human health, heritage assets, emission sources, National Highways net zero carbon emission plans, biodiversity and protected species, and mitigation measures for soil and water management. Public Health England makes several suggestions about how the Environmental Statement should approach human health and believes the Statement should be cross referenced with an Equalities Impact Assessment. These respondents also go on to make suggestions about ways the scheme could mitigate any negative environmental consequences, or ways these measures should be implemented, without always explicitly linking their suggestions to the PEIR, or clarifying which documents they are responding to.

Cultural heritage, landscape & visual impact, PEIR

Historic England makes suggestions regarding: ways to protect archaeological, paleoenvironmental and geoarchaeological remains; ways to evaluate the importance of other heritage assets; and ways to measure the scheme's impacts on assets. For example, they suggest that some



heritage assets outside of the PEIR's 1km study area should be included in assessments.

Additionally, Colchester Borough Council and Chelmsford City Council believe more mitigation measures are needed to reduce the scheme's potential consequences on visual landscape and cultural heritage. For example, one suggests that the scheme should make provisions to ensure the long-term futures of designated heritage assets such as the Parish Church of All Saints are not adversely affected by the scheme.

Light pollution, noise pollution, air quality, and climate change

Transport for London, The Environment Agency, Braintree District Council and Colchester Borough Council, suggest using mitigation measures to minimise the scheme's overall carbon emissions. Essex County Council recommend measuring the carbon footprint of the entire scheme on an annual basis throughout its life cycle.

Colchester Borough Council, Public Health England, and Historic England, make suggestions about noise, air, and light pollution, which include:

- Conduct noise and light assessments on the offline section of raised road between Kelvedon and Marks Tey;
- Mitigate noise and air pollution, especially in Noise Important Areas;
- Use noise insulation as a last resort, prioritising noise control at source with measures such as low noise road surfaces and noise barriers; and
- Monitor overall health outcomes instead of noise levels in isolation, to better understand the effects of the scheme

Wildlife & ecology, hydrology, climate change, construction

Natural England, The Environment Agency, Essex County Council, Colchester Borough Council, Feering Parish Council, Rivenhall Parish Council and Witham Town Council, make a range of suggestions about protecting wildlife, habitats and the water system from the potential negative consequences of scheme. These include:

- Deliver significant net gain, for example of 10%, in biodiversity, and improve the characters of the landscape, through measures such as planting more trees;
- Restore, create and Improving connectivity between habitats, for example by creating more green bridges
- Provide more information on why species such as dormice have been scoped out of assessments;
- Maintain specific sites such as Blackwater Trail and Inworth Subway and conduct assessments into sites such as Coleman's Farm Reservoir;
- Use natural flood management techniques and design new channels and crossings to mimic nature, for example by meandering and including natural vegetation;
- Set back outfalls to watercourses in a short bay rather than directly into the riverbank;

- Seek advice from Natural England about biodiversity, for example on licenses that will be required for some protected species; and
- Consider impacts on the tranquillity of open spaces;

Additionally, the Environment Agency makes suggestions regarding piling works, floodplain compensation, culverts and climate change allowances.

Charging infrastructure, local communities, active travel design

Essex County Council, Braintree District Council, Natural England, Public Health England and South Woodham Ferrers Police Station, make suggestions about a variety of issues such as provisions for walking, cycling and horse riding and local businesses. These include:

- Minimise and mitigate any impacts on local businesses that occur due to loss of land for the scheme;
- Improve access to the countryside, for example with additional footpaths, and publicise improvements to the accessibility of public transport; and
- Consider vehicle charging infrastructure to futureproof the scheme

S42(d) respondents - PILs

PEIR – assessments

A few PILs make suggestions regarding assessments in the PEIR, and the scheme's potential impact on local communities, while requesting to view additional assessments that will form the Environmental Statement before it is submitted to the DCO. Their suggestions include carrying out additional assessments or amending existing assessments about issues noise levels, geology & soils, and human health.

Wildlife & ecology, pollution, agriculture

Without referencing the PEIR, many PILs suggest ways of minimising the scheme's impact on noise levels, light pollution, wildlife, and agriculture businesses. Their suggestions include:

- Mitigate noise pollution by extending noise barriers, planting additional trees and using low level noise emittance asphalt;
- Enhance existing priority habitats and plant additional trees;
- Use low energy lamps and mitigate light pollution with screens; and
- Do not prohibit agricultural vehicles from A12 or provide alternative access routes.

S47 respondents – Public and local communities

PEIR assessments

A few respondents make comments about the PEIR's environmental assessments, including suggesting additional assessments about agricultural businesses and the rail network: or access to existing assessments into issues such as air quality, the climate impact of increased traffic, mineral resources, and specific developments.

Wildlife & ecology, pollution, hydrology, construction

Some respondents suggest ways of protecting the environment and decreasing pollution during the construction and operation of the scheme, which include:

- Protect existing habitats and introduce more trees, hedges, and green spaces, which could also improve air quality, protect the landscape and decrease noise pollution;
- Ensure the safety of wildlife by building barriers around the road, increasing the number of crossings, bridges and underpasses, ensuring drainage ponds have graduated sides and using opaque rather than transparent noise barriers;
- Mitigate noise pollution using measures such as raised banks, low-noise road surfacing and noise barriers;
- Improve and extend air quality monitoring by establishing monitoring stations and including particulate matter in monitoring;
- Mitigate impacts on waterways such as the River Blackwater and consider future impacts of climate change;
- Rewild areas used for construction, such as borrow pits, after construction is complete;
- Use more environmentally friendly materials during construction, such as wastepaper in cement and recycled tyre asphalt;
- Minimise street lighting use and light pollution; and
- Limit the sight of vehicles.

Charging infrastructure, alternative design, climate change, active travel, local communities

Additionally, some respondents suggest ways of improving the proposals that are less directly linked to improving environmental outcomes and are more focused on benefiting communities using or living near the A12. Their suggestions include:

- Allow agricultural vehicles to use A12 and provide charging infrastructure for electric vehicles;
- Maintain one side of the existing A12 or keep more to the existing A12 to avoid using agricultural land;
- Review traffic forecasts in light of the predicted rise in home working and Government's net zero carbon commitments;
- Increase and improve cycling and walking infrastructure, for example by extending cycling lanes across the whole A12 corridor;
- Involve local and scientific communities and stakeholder in designing walking paths and planning to protect their health; and
- Move ecology areas out of private land.

The National Farmers Union requests that National Highways adopts its wording about field drainage and consults the Union when drafting the Code of Construction.



Other suggestions include

- Walkers, cyclists code – a few respondents believe that instead of the A12 being widened, money should be spent on improving cycling and public transport infrastructure.
- Alternative design– a few respondents suggest rerouting traffic from Hatfield Peverel Station through Terling and Whitham
- Alternative design – a few respondents suggest building a new bridge beside Appleford Bridge, straightening Braxted Road, improve the junction between Braxted Park Road, Tiptree Road and Maldon Road, and improving signage near junction 22.

4. Walkers, cyclists and horse riders

Section 4 of the consultation questionnaire (questions 4a and 4b) asks respondents for their views on proposed alterations to public rights of way, existing walking, cycling and horse riding (WCH) routes and National Cycle Route 16. The first part of the question asks respondents to indicate their level of support or opposition for the proposals, question 4a received 456 responses. Question 4b asks for any comments on the proposed alterations and received 240 responses which are broken down by stakeholder type in table 12 below and summarised in the narrative report which follows.

4.1. Quantitative response

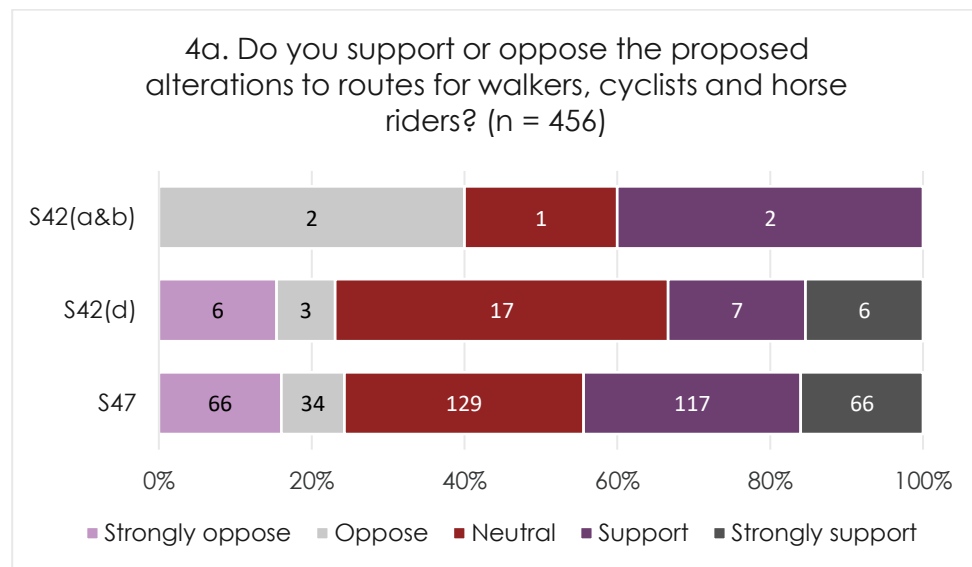


Figure 6: Response to question 4a by stakeholder type

Figure 6 above, shows that many respondents (198) support or strongly support the proposed alterations to routes for walkers, cyclists and horse riders. A slightly smaller number of respondents (147) are neutral in their support for the proposed alterations. Fewer respondents (111) oppose or strongly oppose the proposed scheme design.

4.2. Qualitative response

Stakeholder type	Number of responses
S42(a) & (b) – Statutory consultee (prescribed consultees and local authorities)	7
S42(d) – People with an interest in land (PIL's)	15
S47 – Public and local communities	218

Table 11: Number of responses received for question 4b by stakeholder type



4.3. Support for the proposed design

S42(a) & S42(b) respondents – Statutory consultees

Design

Essex County Council and Suffolk County Council express general support for the design, because they feel it would provide benefits to cyclists, walkers and equestrians. More specifically, Feering Parish Council and Essex County Council express support for the access created by the proposed design. They favour both new and widened bridges, particularly the new Easthorpe Road overbridge, and the reconnection of the historic Public Rights of Way to provide a north-south connection. The restoration and maintenance of the ability to travel between Marks Tey and Feering from Easthorpe Road is welcome.

Walkers, Cyclists & Horse riders

Essex County Council express support for the encouragement of walking, cycling and horse riding as they would like to see an increase in the uptake of active travel modes such as these. Braintree District Council support the encouragement of walking, cycling and horse riding, stating that measures to support active lifestyles through strategic priorities given to these modes of transport and reducing severance are welcome. They also wish to see full consideration given to the cycle route provision as this is a particular focus in the area at present. Finally, they identify the twofold benefits of both sustainable travel as well as contributions to physical and mental health when the routes are used for leisure.

S42(d) respondents - PILs

Access

Some PILs express support for the proposed walking, cycling, and horse-riding route between Hatfield Peverel and Witham as they feel it is important for sustainable travel between the communities. They also feel the increasing populations due to new housing developments will rely more heavily upon this access to travel between settlements for access to amenities such as the train station, shops, and schools. Additionally, they believe that the proposed additional capacity on local roads will improve access to sustainable travel via the de-trunked road.

Safety

Some PILs express support of the safety of the proposed design, identifying improvements such as closing existing grade accesses and reducing access to cyclists along the dual carriageway by providing alternative routes for walkers, cyclists and horse riders.

Wellington Bridge

Some PILs support changing Wellington Bridge to a pedestrian, cycling and horse-riding bridge.



People & communities

Some PILs believes the facilities between junctions 22 and 25 will contribute to residents' safe travel to and from work and other public services.

S47 respondents – Public and local communities

Access

Some respondents support the access improvements set out in the proposed design. These respondents generally favour the increased ability to walk, cycle, or horse ride between adjacent towns and the undoing of historic severance created by the A12. More specifically, a few respondents support the improved access to the countryside for residents, and one other feels that the access for Boreham residents to Beaulieu railway station is positive. A few respondents also specifically identify the proposed signalisation of the Marks Tey roundabout in order to improve crossing facilities as a positive aspect of the design. A few respondents states that the proposed access routes are necessary in order to counteract overdevelopment in the area.

General design

Some respondents express general support for the proposed design, with some of these giving broad, overarching support of the planned improvements. More specifically, a few respondents are pleased to see consideration being given to walkers, cyclists and horse-riders, whilst a further few respondents deem the segregation of these users from fast moving traffic to be positive. A few respondents support the shared use of new and existing bridges, footbridges and crossings, and the relinking of footpaths. A few respondents state that any new routes are useful, a few others observe that the detours do not seem excessive, and a few others express positive views that access to the countryside is improved. A few respondents welcome the controlled crossing west of Paynes Lane, and a few others state that dedicated new bridges are a good idea.

Design of junction 19

A few respondents express support for the design of junction 19, particularly favouring the provision made for walkers, cyclists and horse riders via the provision of a new bridge across the A12.

Safety

Some respondents support the safety of the proposed design. Whilst several respondents identify the importance of general safety, others identify more specific benefits of the proposed design. A few respondents states that the safer routes will encourage less car use which is a positive, whilst a few other respondents believe that the safer route will encourage more people to use it in the first place. A few respondents believe that the safe crossing points on this part of the A12 will improve both the safety of travellers as well as the access to cycle between communities. However, the most prominent theme to emerge in relation to safety is the improvement of the journey for all road



users, for example a few respondents state that the design would improve the journey of walkers, cyclists and horse riders, both in terms of enjoyment and safety. A few further respondents claim that the safety of vehicle users will also be improved by separating these walkers, cyclists, and horse-riders from the main road and providing them with an alternative route away from dangerous traffic.

Wellington Bridge

A few respondents state that they support the retention of Wellington Bridge at Hatfield Peverel.

Environment – pollution

A few respondents express support for safe cycling routes on the A12, free from both noise and pollution.

People & communities, walking, cycling, horse riding

A few respondents support the encouragement of walking, cycling and horse-riding. A few respondents believe that these routes would help counteract emissions and are more sustainable as they encourage the reduced use of private vehicles such as cars. These respondents link this to the need to lower our carbon footprints to mitigate climate change. A few respondents also state that these routes would keep users safe whilst also providing reasons for people to switch to these methods of transport. Improved access to the countryside, and the potential reduction in costs to the NHS due to more people being active are also stated as positive elements by a few other respondents.

4.4. Concerns about the proposed design

S42(a) & S42(b) respondents – Statutory consultees

Colchester Borough Council, Essex County Council and Public Health England, express concerns that the proposed loss of existing walking and cycling routes along the A12 may discourage active forms of travel. These respondents also believe that only token efforts to incorporate walking and cycling into the scheme, for example at junction 19, are being made. Network Rail voice concern that access over the railway would be negatively impacted due to the proposed closure of many level crossings. Braintree District Council express concern that there is not enough detail in the proposals for this section.

S42(d) respondents - PILs

Access & congestion

Many PILs express concerns relating to access. Some PILs express concerns about the footbridge planned at Paynes Lane. Some PILs suggest as the bridge is so far away from the village, commuters will use the Paynes Lane bridleway to drive closer to it. They feel this would damage the bridleway and increase traffic in the area, and impact upon the walkers, cyclists, and



horse-riders who use the bridleway.

Some PILs express concerns about the impact on local footpaths generally, with one specifying that current plans might make access longer and more difficult, without specifying further.

Safety

Many PILs express concerns about safety. Of these, some express concerns about the junction of The Street and Maldon Road: some believe that a nearby crossing can only be accessed by first crossing the junction, and some others express concern about the volume of traffic and the safety of pedestrians and bus passengers near the mini roundabout. Finally, some respondents state that they use a paved route along the A12 to access shops, but appear to critique that this is the only paved route where they can safely walk or cycle without being in the road.

Design effectiveness, detail & cost

Some PILs express concerns about the effectiveness of the proposals. Some believe that consideration has not been given to improving walking and cycling access to local amenities (but does not specify a location), and some others suggest that not enough has been done around provisions for walkers, cyclists, and horse riders, without specifying further.

Some PILs believe that further detail justifying the closure of Burrows Creep and the re-routing of footpaths 29 and 15 is needed; and some others believe that the cost of the footbridge near Swan Close is too high, given that the bridge will be temporary.

S47 respondents – Public and local communities

Congestion

A few respondents believe that the scheme may generally increase congestion in locations such as Easthorpe, Hatfield Peverel, Messing and Inworth, and that this increase may negatively affect walkers, cyclists and horse riders and discourage them from using roads, walking or cycle paths. More specifically, a few respondents think that the proposed provisions for walking, cycling and horse riding could increase traffic or slow down vehicles; for example, a few respondents believe poorly designed crossings could cause junctions to become grid locked.

Safety – Marks Tey, Hatfield Peverel, Inworth

Some respondents express concerns about the safety of walkers, cyclists and horse riders, with Hatfield Peverel, Inworth and Marks Tey being named as locations of specific concern. Their concerns include:

- That existing cycle and walking paths near the A12 seem unsafe;
- The proposals for future walking, cycling and horseriding provisions may not provide adequate safety; and
- The scheme may increase traffic and may generally make roads and



crossings unsafe for walkers, cyclists and horseriders.

A few other respondents believe that walking, cycling and horse-riding routes don't provide healthy environments for the public.

Safety Easthorpe Road

Some respondents are specifically concerned about safety on Easthorpe Road. They believe that consideration has not been given to walkers, cyclists and horse riders who use the road, and that potential increases in traffic as a result of the proposals would present an increased risk to safety for these groups.

Design effectiveness

Some respondents express concerns about the effectiveness of proposed walking, cycling and horse-riding provisions, including:

- The proposals fail to adequately promote and prioritise walking, cycling and horseriding;
- Walking, cycling and horse-riding provisions may not accord with local plans or meet standards such as LTN 1/20;
- The proposals have overlooked locations such as Inworth, Easthorpe, junction 24 and junction 25;
- A busier A12 overall may discourage people from walking, cycling or horse-riding or restrict access to locations such as Kelvedon Train Station;
- Cyclists may not use provisions such as controlled crossings and narrow bridges if they increase journey time;
- Walkers, cyclists and horse-riders may require separate provisions and shouldn't always be treated as one group; and
- The proposals mitigate potential negative consequences without providing additional benefits.

Access

A few respondents express concern that the design of the scheme and its walking, cycling, horse-riding provisions may lead to issues accessing various locations, parts of the A12, or Public Rights of Way, including:

- PRowS being severed by the new A12 or by construction works, for example by borrow pits near Rivenhall, Feering and Boreham;
- The proposals not addressing seven PRowS near Marks Tey and Rivenhall end, which terminate at the A12 and are effectively dead-ends due to the central reservation barriers and the volume of traffic, or PRowS near Roman Road that are also unsafe due to the volume of traffic;
- Residents may not be able to access parts of Hatfield Peverel;
- There may be a lack of connection between Marks Tey station and nearby shops; and

- Cyclists can find parts of the A12 near Boreham difficult to cross.

A few respondents make suggestions relating to walking, cycling and horse-riding provisions, which include:

- PRowS should remain as open as possible during construction;
- There should be a clear walking and cycling route between Colchester and Chelmsford; and
- Opposing the design as it is currently very awkward for cyclists, noting that cycling paths near J19 are “too jagged” and would slow down cyclists, so should be smoother.

A few respondents express concern that additional lanes without separated cycling provision are unacceptable. They remark that the new bridleway is not a substitute for a safe and direct route and believe that the proposed layout will not meet government standards.

Surfacing, design cost, maintenance

A few respondents believe that existing bridleways (such as 213-23) may need better surfacing; a few others feel that the proposed cycling provisions would be inefficient, and therefore wouldn't justify their cost. A few other respondents express concerns that cycle routes are often neglected after construction, and that their maintenance is often inadequate.

People & communities

A few respondents believes that the scheme may damage walking, cycling and horse-riding routes and local roads, while another believes that provisions for walkers, cyclists and horse-riders should not be to the detriment of homeowners, without providing further detail.

Doubts around implementation

A few respondents express doubt that the proposals for walking, cycling and horse-riding provisions will be delivered. A few comment that plans to build other bridges (which they do not name) have previously been scrapped due to their cost; a few others note that the proposals refer to Paynes Lane bridge as being a 'potential' addition, which the respondents feel is non-committal and an indication that the bridge would not be built.

Pollution, landscape & visual, and wildlife & ecology

A few respondents express concerns about how the WCH proposals may negatively affect air and noise pollution, the landscape and visual impact, and wildlife and ecology. A few respondents believe that increased air pollution, which may impact walking, cycling and horse-riding routes near the A12, could have negative consequences such as disincentivising people from using these routes. A few of these respondents feel that the same is true of noise pollution. Additionally, a few respondents express concerns relating to the rural landscape: for example, that changes to the existing A12 layout and provisions for waking, cycling and horse-riding will damage the countryside, and that provisions may not be used if the overall scheme



negatively impacts the landscape.

Need

A few respondents express concerns about the need for the proposals for walking, cycling and horse-riding. They believe that existing provisions are sufficient, or that not enough walkers, cyclists and horse-riders would use the new provisions to justify building and investing in new walking and cycling paths.

Lack of detail

A few respondents believe that the proposals lack information on issues including:

- access to Hatfield Peverel Station, and the proposed diversion of traffic, during the replacement of Station Road bridge;
- accommodation of walkers, cyclists and horse-riders on Easthorpe Road;
- Walking, cycling and horse-riding provisions during construction, in locations such as Hatfield Peverel;
- The width and surfacing of proposed walking, cycling and horse-riding routes near Wishing Well Farm, Doggett's Lane and Marks Tey; and
- Whether proposed provisions will be open for walkers, cyclists, horse-riders, or some combination of the three.

These respondents also believe that there is a lack of detail in maps showing cycling provisions, such as those for the roundabout on Inworth Road, and comment on a perceived lack of detail on walking, cycling and horse-riding routes more generally.

4.5. Suggestions for the proposed design

S42(a) & S42(b) respondents – Statutory consultees

Design – Access, accessibility, bridleways, infrastructure, safety & traffic calming measures

Network Rail, South Woodham Ferrers Police Station, Braintree District Council, Essex County Council and Feering Parish Council, make suggestions about improving access, accessibility, and safety on walking, cycling and horse-riding paths. Suggestions include:

- Realign planned and existing footpaths, such as PRoW 128-23 and the footpath near Ewell Hall, to improve access and connectivity;
- Provide a route along the access track connecting Domsey Brook and Inworth Road while linking the route to the new Threshelfords access road;
- Integrate the walking, cycling and horse-riding proposals with other initiatives and campaigns aimed at similar outcomes, such as those developed by Active Essex;

- Promote connectivity further, for example by improving walking, cycling and horse-riding connections with public transport provisions;
- Include the westward continuation of the existing farm track from Kelvedon FP25 to Highfields Lane; and
- Provide planned realignments, such as the Maldon Road bridge and Ashmans Bridge, with appropriate walking, cycling and horse-riding provisions.
- Realign PRowS which run along level crossings away from the railway to improve safety;
- Keep PRowS open during construction, particularly during daytime;
- upgrade PRowS, which run across the bridge that will replace the Ewell Hall footpath, to bridleways, to enable cyclists and horse-riders to access this connection; and
- Implement safety measures such as lighting.

Walking/Cycle Paths

Essex County Council suggest that all additional and improved junctions should facilitate easy walking and cycling connections. They also state that features such as PRow and cycleways must be part of network planning rather than isolated facilities and that must show how routes are formed. Feering Parish Council suggest that walking/cycling improvements on the B1023 are requested in accordance with the National Planning Policy Framework and sustainable transport policies and the increase in housing in Feering and Tiptree.

Walking and cycle paths (existing A12)

With regards to walking/cycle paths and the existing A12, Essex County Council support the repurposing of nearside lanes of de-trunked existing sections of the road for public transport improvements including bus travel, cycling, and non-motorised forms of transport. They also suggest that temporary roads created for construction traffic should be repurposed as permanent cycle paths after the scheme is completed, and that in general more should be done to improve and incorporate walking and cycling. Feering Parish Council state that the de-trunked road should be used as a local road and be improved for cyclists and pedestrians, whilst a dedicated cycleway should be installed on the current A12 allowing the current cycleway to be left as a footway. Network Rail suggest that the proposed bridge over the A12 should align with Cranes Lane.

Walking and cycle paths (LTN 1/20/cycleways)

Essex County Council suggest that the LTN 1/20 should be the starting point for cycle path designs and the proposals should strive towards segregated facilities. Moreover, they suggest that the LTN 1/20 should be specifically named in the proposals and a firmer commitment should be given to upholding the standard outlined within the LTN 1/20.



S42(d) respondents - PILs

Access

A few PILs suggest that in order to facilitate sustainable travel, walking, cycling and horse-riding routes should remain open during construction and should be maintained. A few other PILs suggest allowing full access through Bury Lane housing estate to save money, and to have a taxi firm on standby for those who are disabled. Additionally, they suggest using e-scooters to tackle pedestrian access problems on a number of routes. A few other PILs hope that the proposals will improve access to and safety of footpaths, which are often being closed by housing developers. Finally, a few other PILs who own land that will be crossed by a footpath, request that cyclists and horse-riders are not allowed to use this path.

Safety

A few PILs hope that improvements to local footpaths near Witham and Kelvedon will improve access and safety.

Accessibility & Bridges

A few PILs express the view that all new infrastructure projects should be built to accommodate all three user groups (walkers, cyclists and horse-riders) even if some are not currently being looked at by Essex County Council, as policies could change. A few PILs suggest that it would be more appropriate to have a bridge nearer to the main village in Boreham.

Safety, traffic calming measures and walking/cycle paths (existing A12)

A few PILs suggest that safe riding routes for horse riders are imperative. A few others suggest reducing the speed limit on the A12 to 40 mph or lower and to include more cycling and walking routes on this road to increase safety. This also reflects these PILs views on the design of the existing A12.

S47 respondents – Public and local communities

Access

A few respondents made a range of suggestions based on the access of the proposal. A few state that the existing access to PRoW must be retained or improved, whilst similarly a further few respondents suggest joining up existing routes and reconnecting the network to address legacy issues in the current infrastructure. A few respondents request that routes are cohesive and do not just cater to short stretches, with an example of providing a direct cycle route from Boreham to Colchester along the A12 specifically. A few respondents suggest a general need for tangible route options for non-motorists to enable sustainable travel, which links to a few other suggestions of removing walkers/cyclists/horse-riders from the road except where a 30mph speed limit is in place. More specifically, a few respondents suggest a closure of junctions at Hatfield Peverel. Finally, a few respondents request that crossing facilities are moved further west where the land is 'pink wash' National Highways permanent acquisition land to make connecting



between the north and south PROWs easier.

Accessibility

A few respondents make suggestions regarding the accessibility of the proposed plans. One such respondent asks whether district initiatives for electric scooters/bikes/mobility scooters have been considered, whilst a few others make a general statement that increased provision for walking, cycling, and horse-riding routes over the A12 bridges would be helpful. A few other respondents suggest that improvements to connect the existing PROW network and have more control would be positive. A few respondents specifically suggest that the entire PROW route must be suitable for walking, cycling, and horse-riding, and that multiple bridges are created to ensure the safety of those crossing the A12.

Bridges

A few respondents make suggestions regarding the bridges in the proposed design. A few others suggest that some pedestrian bridges for walkers/cyclists/ horses are far safer and less problematic and are therefore positive. A few other respondents go on to make more specific suggestions for bridges in the area:

- A few suggest that a new road bridge and northern link road could accommodate a walkway/cycle track from Hatfield Peverel to new junction 21;
- A few request a bridge for walkers, cyclists and horse-riders in the general area of the Woodend Bridge;
- A few suggest providing a footbridge in Chantry Lane to connect with existing footpaths in the area and link to a proposed solar farm;
- A few others request that Paynes Lane Bridge be included in the scheme with a metalled surface wide enough for segregated walking and cycling. This respondent suggests that this Paynes Lane Bridge would dovetail with the recently approved Beaulieu Movement Network Strategy and wider Chelmsford Garden Community Scheme;
- A few respondents highlight that as cycling on footpaths is illegal, a connection should be made across the severed public Howbridge Hall Road instead of across the A12 from Gershwin Boulevard;
- In order to re-establish a safe north-south connection, a few respondents welcome the new bridge between Hole Farm and Snivellers Lane but suggests it should be a ramped WCH bridge and not just a footpath, to encourage sustainable transport and leisure. Similarly, a few other respondents state the Wellington Bridge should be ramped to make it suitable for cyclists and horse riders and not just a footbridge; and
- A few respondents suggest a new cycle/pedestrian bridge from Marks Tey south of the A12 to the railway station and Station Road/Old London Road on the north of the A12 to join the two halves of the



village that have been split by the road and serve rail commuters living in the new homes in Stanway.

Bridleways

A few respondents request that all PRowS across and connecting with the new walking, cycling and horse-riding bridge are upgraded to bridleways to enable walkers, cyclists and horse-riders to make use of it. They state that some surface improvement and a diversion from the right angle to the walked diagonal Crossfield line is requested for PRow 92_15. These respondents also request that the walking and cycling provision along the Maldon Road Bridge should be more than 2 metres wide, and that horse-riding provision is a minimum width of 3.5 metres.

A few respondents request more off-road access as roads that have previously been quiet country roads may no longer be safe to ride on. Another asks that the dead end of the PRow on the eastern side is extended into a circular bridleway route around existing lakes, connecting with Rivenhall bridleway 29. The same respondents request that all connecting routes to the walking, cycling and horse-riding bridge replacing the Ewell Hall foot and farm bridge are upgraded to bridleway status as there are many horses kept nearby and it would be welcomed by many users.

A few respondents suggest that a westward link via Ewell Hall Bridge and Kelvedon FP25 would restore the connection lost when the A12 bypass was constructed. These respondents also request that the PRow is realigned as a walking, cycling and horse-riding route away from the A12 and J24 to the current desire-line farm track between Kelvedon footpath 25 and the PRow junction at the old Crab-and Winkle railway line.

A few other respondents request that the entire PRow route and replacement bridge are provided as bridleway connections to improve network connectivity from the south of the A12/ south of the river Blackwater to Crabb's Lane, Crane's Lane, Snivellers Lane and Kelvedon Bridleway 36, to the north of the A12 and the river. They also suggest the overbridge and entire PRow route between the current/de trunked A12 and Copford bridleway 28 is designated a bridleway route.

A few respondents request that consideration is given to providing a WCH route along the green corridor west to east between Easthorpe Road and the west end of the access road to Easthorpe Green. Finally, a few other respondents request an off-road north-south WCH route rather than a foot/cycle path alongside the newly aligned Braxted Road. This would provide a safe enhancement of network connectivity in keeping with the NPPF.

Traffic control and facilities for non-motorised users

A few respondents suggest ensuring that all schemes are well lit by street lighting; one specifically highlights the necessity of this provision for the expected increase in pedestrian traffic. A few others suggest that physical



speed inhibitors, such as gates, are installed to future proof the scheme regarding electric bikes, scooters, or disability vehicles. A few respondents request the realignment of the lane adjacent to the Kelvedon South junction 23 to include a layby for car parking and footpath users. Finally, a few respondents suggest that a controlled walking, cycling and horse-riding crossing should be provided near the Southern Access Road/Wellington Bridge/Maldon Road (B1019) junction to enable the safe north-south crossing of Southern Access Road.

Restrictions on access to walkers, cyclists, and horse riders

A few respondents suggest restricting access for walkers, cyclists, and horse-riders for a few different reasons. A few respondents make general statements that these users should not be anywhere near the A12, whilst a few others suggests that if users feel unsafe, they should avoid the area. A few respondents specify that a road fit for purpose is needed and that it should be ensured there is no access for walkers, cyclists and horse-riders. Another respondent agrees with keeping cyclists off the road and suggests licencing them. However, others also highlight restrictions that they would like to see on the walking, cycling and horse-riding routes themselves, with respondents stating that cyclists and pedestrians should never mix on the same route as it can cause confusion between users. Finally, a few respondents specifically request cyclists are kept apart from pedestrians at the north of junction 19 control crossings and pedestrian/cycle/bridleway bridge over the railway and A12, as they are concerned that cyclists would not respect other users.

Safety and traffic calming measures

Suggestions regarding safety and traffic calming measures are raised by a few respondents. A few request the implementation of speed limits on Easthorpe road specifically, whilst another also supports lower speed limits on roads shared with local or connecting traffic. A few respondents suggest implementing user restrictions at the entry point of these lanes by narrowing them, restricting weight to less than 3 tonnes, and enforcing speed restrictions. A few respondents also request more safety provisions on country lanes which do not have pavements. Additionally, a few respondents suggest that where cycle routes end there needs to be efforts to ensure the safe return of cyclists to the main highway, whilst a few others specify that the provision for the safe use of the feeder road to the A12, such as on the B1023, should be incorporated into the scheme overall for the purposes of walkers, cyclists and horse riders. A few respondents identify the need for traffic controls at the Duke of Wellington junction which they feel is dangerous to cross. Finally, a few respondents request cycle routes totally segregated from traffic going from a housing estate to the journey end in the town centre or school or job area, whilst a few others request to see Essex Highway's related proposals for traffic calming, mending roads, and keeping school children safe.



Walking and cycle paths

A few respondents make suggestions about walking and cycle paths, with a few of these generally stating that any opportunities to link or create new footpaths and cycling provisions should be implemented. A few respondents suggest that these are only acceptable if the routes are surrounded by trees and bushes to reduce the impact of travelling along a busy road and indicates that moving them away from the road in some areas should be considered. This is supported by a few other respondents who state that better circular walks could be created, and another who suggests moving paths a few metres back from the road to avoid wind gusts from large vehicles, water spray, and noise affecting users.

A few respondents make more specific suggestions that there should be a fully separated walking and cycling lane parallel to the road from junction 19 to 25, and that there should be a continuous route along the A12 with access to every exit from Colchester to Chelmsford and further north and south of the A12. A few of these respondents state that shared paths do not meet the standards required by the LTN1/20 cycle infrastructure design guidelines for proper cycleways. Finally, a few respondents demand that cyclists pay to use the proposed lanes and must be insured against accidents so that drivers are not responsible for pay outs. They acknowledged that cyclists should not be on the main road, but also feel the land proposed to be used is considerable. Ultimately, they suggest building the lanes but at the cost of the user.

Walking and cycle paths (B1023)

An eastward walking, cycling, horse-riding link is requested by a few respondents from Inworth Road to the new Threshelfords access road, to enhance the PRow network and benefit the residents of new homes on both sides of Inworth Road. Another few respondents more generally suggest that the B1023 requires better walking and off-line cycling provision overall, especially due to the increased traffic flows. This is supported by a further few respondents who identify that such improvements are requested in accordance with the National Planning Policy Framework and sustainable transport policies, as well as to accommodate the increase in housing in Feering and Tiptree.

Finally, a few respondents request a walking, cycling and horse-riding route to provide an east-west connection between existing footpaths to the west and the south end of the Feering Strategic Growth Location to the east. They add that any unused part of the stub-end section of Feering FP 14 to the Messing Parish Boundary should be removed.

Walking cycle paths (Boreham)

Due to the historic and existing severance between Boreham PRowS 24 and 25, a few respondents suggest that improved walking, cycling, horse-riding



routes would be welcome in this area, especially in view of the new housing planned north of the A12 and the railway line. A few further respondents suggest an improved off-road walking, cycling, horse-riding route north of the B1137 main road on the pink wash National Highways permanent acquisition land. They also both suggest reconnecting Chantry Lane to provide a link from the pavement and bus stops on the B1137 main road. Finally, a few respondents' welcome mitigation of the historic loss of north-south walking, cycling, horse-riding connectivity in the area, giving the example of a connection across the A12 for Boreham PROW 21 or an east-west link between Boreham Prow 21 and Waltham Road.

Walking and cycle paths (existing A12)

A few respondents demand that a cycle route separated from the vehicular carriageway, and a non-shared footway and bus stops should be provided on the de-trunked A12. They also suggest that the land on the south side of the current A12 and the new A12 west and east is pink wash National Highways permanent acquisition land and could provide an off-road green walking/cycling/horse riding east-west connection. A few other respondents agree that in the interests of sustainable travel bus stops must be reinstated on the de-trunked A12 alongside dedicated cycle lanes on both sides of the road, separate from footpaths. They also suggest that the safer proposed walking/cycling/horse riding arrangements are welcome, and the new bridge and connection must be inclusive of all three modes of transport.

Walking/cycle paths (Hatfield Peverel)

A few respondents suggest that the provision of an inclusive sustainable transport off-road walking/cycling/horse-riding route south to facilities such as Hatfield Peverel Sports Ground and Country Park would provide healthy living benefits to those living in Witham and Hatfield Peverel. Another few respondents suggest separating the walking, cycling, horse-riding route and the carriageway in Hatfield Peverel along the south side of the southern access road, for safety, pollution, and amenity reasons.

Walking and cycle paths (Kelvedon/Feering)

A few respondents make suggestions for the walking and cycle paths in the Kelvedon and Feering areas, with a few specifically stating that the connections have been changed but not improved. Firstly, a few respondents suggest looking at the cycle route from Tiptree to Feering via Inworth parish and looking at the walking routes in Inworth in order to enhance cycling, walking and public transport to connect to new facilities on the old A12 service road. A few other respondents focus on Easthorpe Road, suggesting a more direct re-alignment of the north end of PROW 128_23 across the grassland between the current and new alignment of Easthorpe Road. They also suggest that there could be an off-road green walking, cycling, horse-riding east-west connection on the south side of the current A12. A few respondents request that new walking, cycling, horse-riding routes are off-road through grassland to retain a countryside



ambience. They also suggest a new footbridge along Prested Hall Chase/Feering footpath 15 over the A12, to provide a more pleasant and direct route to Prested Hall from New Lane and London Road where housing is increasing.

Additionally, a few respondents are pleased that vehicular and walking access under the A12 (Cranes Bridge) is being retained, but request that the walking, cycling, horse-riding provision is on the east or southeast side of the road, which is the same side as the PRow termination. They state that this would remove the need to cross the road, with a potential crossing to the east of Crabb's Lane to connect with the walking, cycling and horse-riding provision. In addition, they suggest that the continuation of the route to the Fire and Rescue Centre should be on the south side to avoid crossing. These respondents also suggest that if the re-aligned PRow Kelvedon 92_30 becomes a walking, cycling and horse-riding route, the connection between Crabb's Lane and PRow 92_30 should also have this provision. Finally, these respondents suggest that the removal of the A12 slip roads at the north-east end of Feering and the provision of a walking, cycling and horse-riding bridge over the new A12 along Prested Hall Chase/ Feering footpath 15, would provide a western route across the new A12.

Walking and cycle paths (LTN 1/20/cycleways)

A few respondents suggest that the final designs must be in accordance with the national guidance LTM 1/20, with one highlighting that current shared paths do not meet these standards. Additionally, a few respondents agree that segregated cycle lanes should be provided along the whole route of the A12, between large settlements and towns, and with access to every exit from Colchester to Chelmsford. A few respondents also request that this be continued further north and south of the A12.

Walking and cycle paths (Marks Tey)

A few respondents suggest that cycling provision should be segregated from other road traffic and should involve world class infrastructure, it should not be considered as a side benefit of the improvements but should instead be an equally weighted feature of the plan. They add that consultation should involve Cycling UK, British Cycling, and Sustrans. A few respondents suggest downgrading the existing A12 to a single carriageway and use the other carriageway to create a segregated corridor for cycling/walking/horse riding, which would offer a higher quality experience for sustainable modes of transport.

Further suggestions are a walking/cycling/horse-riding/PRow connection between Marks Tey recreation ground and the footpaths on the south side of the A12, and safe routes from Easthorpe Road to Marks Tey station. Finally, a few respondents provide a list of cycle routes they believe should be incorporated in the scheme:



- Marks Tey to Boreham;
- Stanway to the Marks Tey Bridge;
- A revolutionary Marks Tey bridge;
- Aldham to Marks Tey;
- Easthorpe to Marks Tey;
- Easthorpe to Feering;
- Tiptree to Kelvedon;
- Tiptree to Witham;
- Coggeshall to Kelvedon;
- Wickham Bishops/Great Totham to Witham;
- Hatfield Peverel to Maldon; and
- Old A120

Walking/cycle paths (Rivenhall)

Restoration of an east-west PRow connection south of the new A12 between Rivenhall footpath 36 and Braxted Road would be welcomed by a few respondents. They also suggest that the Rivenhall watercourse or another crossing in the vicinity is made a PRow north-south route crossing the new A12 with Rivenhall footpath 45 (north) and Rivenhall footpath 36 (south) being realigned, and Rivenhall footpath 46 being stopped-up. These respondents state that these changes would all be in pink wash National Highways acquisition land.

Walking/cycle paths (Witham)

A few respondents agree that consideration should be given to developing the stub end of the Witham PRow into a circular walking/cycling/horse-riding / bridleway route connecting east across Little Braxted Lane with Rivenhall Bridleway 29. These respondents also agree that, if possible, a walking/cycling/horse-riding connection should be provided alongside Maldon Road to Witham Prow 96 at Oliver's Nurseries and the Witham Town Council owned James Cooke Wood, as these connections would provide amenity and healthy living benefits to the population of Witham. Furthermore, a few other respondents suggest that the public footpath currently running along A12 from Hatfield Peverel to Witham should be routed along farmland rather than the busy road. A few respondents state that the connection across the A12 should go across to the severed public Howbridge Hall Road as it is nearby and legally available to all walkers/cyclists/horse-riders.

Wildlife and ecology pollution

A few respondents agree that the corridor between Hatfield Peverel and Witham should be kept as green space, and once construction has been completed it should be turned into a permanent green space for nature and residents. A few other respondents would like to see some of the bridges double as green bridges for the safe passage of wildlife. Similarly, a further



few respondents welcome mitigation measures to protect wildlife that is in close proximity to vehicles when seeking to cross the new A12 on the new bridge. Considerably more tree planting is suggested by a few respondents, alongside the long-term monitoring of air quality to address public concerns.

Funding

A few respondents suggest that funding for major roads such as this must include a substantial budget to promote cycling. They suggest this could be given to the council to work with National Highways to create LTN 1/20 compliant cycling routes within a ten-mile-wide corridor.

5. Bypass routes and other side roads

Section 5 of the consultation questionnaire (questions 5a and 5b) asks respondents for their views on the proposed changes and improvements to the existing A12 road and local roads as a result of the bypass between junctions 22-25. Question 5a received 445 responses. Respondents indicated their level of support for the proposed changes, these results are presented in Figure 7. Question 5b received 248 responses, these are broken down by stakeholder type in table 13 below and summarised in the narrative report which follows.

5.1. Quantitative response

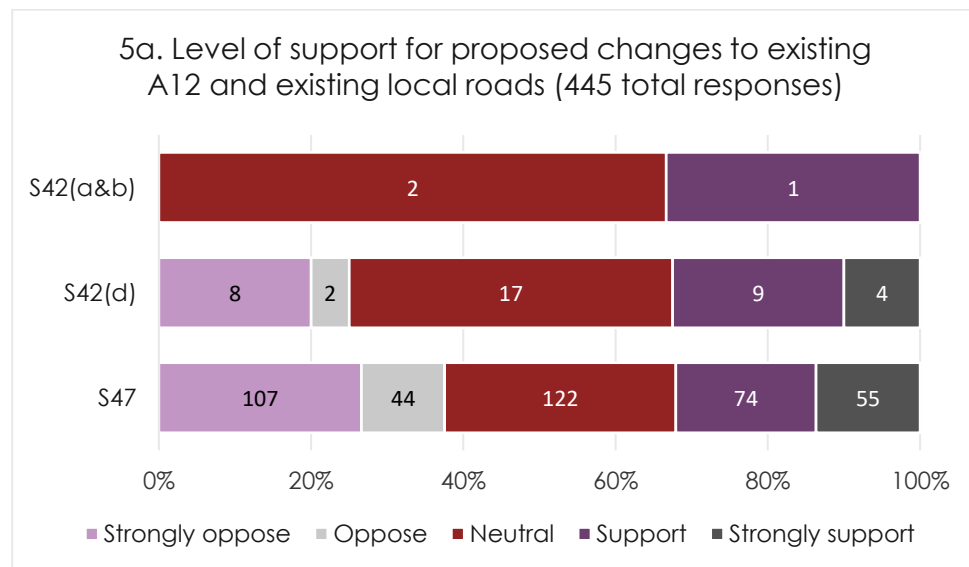


Figure 7: Response to question 5a by stakeholder type

Figure 7 above, shows that many respondents (161) oppose or strongly oppose the proposed changes to existing A12 and existing local roads. Fewer respondents (143) support or strongly support the proposed changes. A similar number of respondents (141) are neutral in their support for the proposed changes.

5.2. Qualitative response

Stakeholder type	Number of responses
S42(a) & (b) – Statutory consultee (prescribed consultees and local authorities)	6
S42(d) – People with an interest in land (PIL's)	17
S47 – Public and local communities	225

Table 12: Response to question 5b by stakeholder type



5.3. Support for the proposals

S42(a) & S42(b) respondents – Statutory consultees

Rivenhall Parish Council, Feering Parish Council and Essex County Council express support for the proposals because they feel that the designs for the existing A12 and local roads are 'sensible'. These respondents also believe that the proposals would increase local connectivity, particularly near Rivenhall End and generally improve safety for pedestrians and cyclists. Braintree District Council also express support, but only on the condition that traffic calming measures be taken on the existing A12.

S42(d) respondents - PILs

The proposals for existing roads and local roads are supported by a few PILs because they believe the designs would improve overall safety for all road users and provide general connectivity benefits for Rivenhall End.

S47 respondents – Public and local communities

Some respondents express general support for the proposals because they feel it would improve road safety overall and provide improved local access. These respondents also believe the proposals would reduce disruption from traffic congestion for residents of Rivenhall End and Marks Tey. These respondents mention support for the closing of access to Oak Road.

5.4. Concerns about the proposed design

S42(a) & S42(b) respondents – Statutory consultees

Design

Copford with Easthorpe Parish Council, Feering Parish Council, Rivenhall Parish Council, Essex County Council and Maldon District Council, express concern that traffic flows on local roads have been underestimated and therefore believe that the proposed design would not improve traffic congestion, particularly along Easthorpe Road. These respondents also feel the proposals would have potential negative impacts on residential access and pedestrian safety on Easthorpe Road.

Environment

A lack of detail in the consultation document in relation to environmental mitigation measures is identified as a concern for Copford with Easthorpe Parish Council, Colchester Borough Council, Braintree District Council and Maldon District Council who feel that the potential negative impacts of the proposals on air quality, noise pollution and the landscape should be considered further.

S42(d) respondents - PILs

Design

Most PILs believe that traffic congestion would increase along the B1023 and Easthorpe Road as a result of the proposals and express particular concern



about the potential negative impacts this could have on the safety of pedestrians and cyclists using the roads. These respondents also voice concern that both northbound access to the new A12 from the existing A12 and access to properties and land off the existing A12 would be negatively impacted as a result of the proposals. A general lack of detail in the proposals for the existing A12 and local roads is a concern for some PILs.

Environment

Most PILs express general concern that the proposals would have potential negative impacts relating to the environment. These include:

- Decreased air quality due to increased traffic congestion, particularly along the B1023 which could especially affect residents with asthma;
- General risk of road flooding;
- Light and noise pollution from construction works;
- The impact of the proposed removal of tree lines on local wildlife; and
- General visual impact of the road on adjacent properties.

The restoration of land used for borrow pits following the completion of construction works is a concern for some PILs.

Impact on people & communities

Many PILs voice concern that the proposals would have potential negative impacts on adjacent properties due to traffic noise, which they feel could affect residents and local businesses. In particular, these respondents mention Prested Hall, which is a local wedding venue.

S47 respondents – Public and local communities

Most respondents express general concern that the proposals for the existing A12 and local roads would not represent a good use of money because they feel traffic congestion on local roads, particularly Easthorpe Road would not improve and would potentially worsen, increasing the safety risk to walkers, cyclists and horse riders. These respondents also express concern that the traffic modelling information outlined in the consultation does not reflect existing traffic levels.

The ability of Essex County Council Highway Authority to provide sufficient maintenance for the existing A12 is a concern for a few respondents.

A few respondents express general concern that the proposals lack detail particularly in relation to traffic data for local roads and timescale for completion of the Rivenhall End bypass. A few respondents voice general concern for the proposed borrow pits without specifying further.

Some respondents voice concerns that the proposals would have potential negative environmental impacts, including:

- Loss of land to further road construction and the resulting impact on local wildlife and general visual amenity;



- Potential negative impact of increased carbon emissions, from congestion, on climate change and air quality which could affect residents' health;
- The potential flood risk of Easthorpe Road; and
- Construction noise and light pollution, particularly if overnight work is required.

5.5. Suggestions for the proposed design

S42(a) & S42(b) respondents – Statutory consultees

Essex County Council, Copford with Easthorpe Parish Council, Feering Parish Council, Rivenhall Parish Council and Colchester Borough Council, suggest that the proposals should include further improvements for cyclists and pedestrians, such as the addition of dedicated pathways along the existing A12, Inworth Road and Maldon Road Bridge. These respondents also feel environmental mitigation measures for any potential disturbance from construction and traffic noise should be included in the proposals.

Braintree District Council suggest creating a fund to pay for further de-trunking in the future.

S42(d) respondents - PILs

Some PILs suggest that the proposals should include further traffic calming measures, particularly along the Maldon Road Bridge over the A12. These respondents also suggest that there should be additional noise barriers and walking/cycling routes along the existing A12. Some PILs believe there should be further consultation with relevant stakeholders to develop a comprehensive plan for the existing A12 and local roads.

S47 respondents – Public and local communities

Design

Many respondents suggest that access to the existing A12 from Easthorpe Road should be closed to reduce traffic congestion through Easthorpe and improve general residential safety. Some respondents feel that the existing A12 should be widened to reduce the economic and environmental impacts of building a whole new road. General additional improvements and traffic calming measures for local roads and bridges are suggested by some respondents, particularly along Braxted Park Road. Some respondents suggest that further improvements to pathways along the A12 and local roads for walkers, cyclists and horse riders should be included in the proposals. These respondents mention that a new footpath link between Doggetts Lane and PRoW 144-18 should be added. Further consideration of how the expected A120 plans would link with the existing A12 is suggested by a few respondents.



Environment

The inclusion of further environmental mitigation measures in the proposals to protect local wildlife and ecology is suggested by a few respondents, for example creating a community woodland from redundant parts of the existing A12; adding a green bridge over the new A12; as well as additional screening planting or embankments to reduce the visual impact of the road.

People & communities

A few respondents suggests that the proposed bypass should be moved away from residential areas, such as Marks Tey, however they provide no further explanation.

6. Construction

Section 6 of the consultation questionnaire (questions 6a and 6b) asks respondents to state their level of support for the proposed construction methodology, as well as provide any comments which they may have.

Question 6a received 448 responses. Respondents indicated their level of support for the proposed construction methodology, these results are presented in Figure 1. Question 6b received 204 responses from stakeholders, these are broken down by stakeholder type in table 4 below and summarised in the narrative report which follows.

6.1. Quantitative response

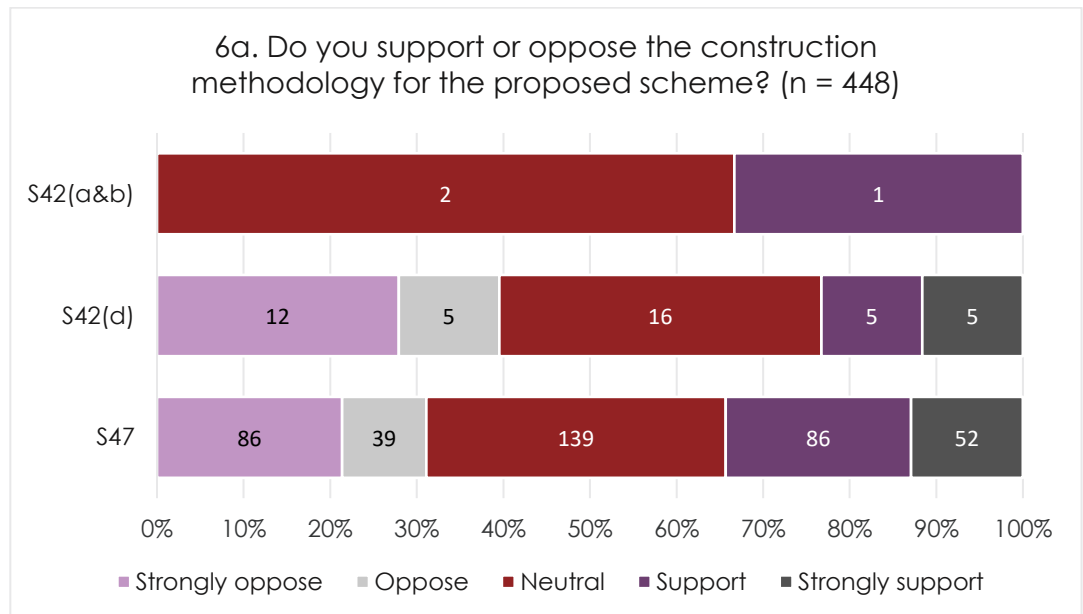


Figure 8: Question 6a - Level of support for proposed construction methodology, split by stakeholder type.

Figure 8 above, shows that many respondents (157) are neutral in their support for the construction methodology for the proposed scheme. A slightly smaller number of respondents (149) support or strongly support the methodology. Slightly fewer respondents (142) oppose or strongly oppose the construction methodology for the proposed scheme.

6.2. Qualitative response

Stakeholder type	Number of responses
S42(a) & (b) – Statutory consultee (prescribed consultees and local authorities)	14
S42(d) – People with an interest in land (PIL's)	27
S47 – Public and local communities	163

Table 13: Number of responses to the open question 6b by stakeholder type



6.3. Support for the proposed design

S42(a) & S42(b) respondents – Statutory consultees

Commitment to sustainability is a priority for Essex County Council, who support the intention to use sustainable materials and the production of a site waste management plan. Chelmsford City Council expresses support for the commitment to maintain the functionality of the A12 throughout the construction period. This is because they feel the A12 is vital to supporting Chelmsford's economy, therefore limiting the impact to this route is necessary. Bradwell Power Station Company Limited believe that the has been well considered, particularly in relation to proposed timescale. Braintree District Council express support for the locations of the construction compounds.

S42(d) respondents - PILs

Many PILs express support for the proposed construction plans as they feel mitigation principles have been thoughtfully considered and some disruption is acceptable. These respondents also feel that the proposed working hours are fair. Some PILs express support for the proposed construction compound areas because these would allow landowners to maintain freehold ownership and they feel the location reasoning is logical.

S47 respondents – Public and local community

Some respondents believe that the construction plans have been well thought out and that based on National Highways experience of delivering previous road improvements, such as the A14 scheme, they can be trusted to carry out the proposed work. These respondents support the proposed plans to mitigate disruption where possible, such as the creation of borrow pits to minimise movement of HGVs and the installation of noise barriers at Hatfield Peverel. A few respondents express support in general terms for the proposal and request work on this is completed as soon as possible. A few respondents express general support for the commitment to sustainability.

6.4. Concerns about the proposed design

S42(a) & S42(b) respondents – Statutory consultees

Hatfield Peverel Parish Council and Rivenhall Parish Council raise concern about the potential negative impacts of the proposed construction on the village of Hatfield Peverel, suggesting that road users would seek an alternative route through the village when the A12 is congested, resulting in an increase in noise pollution. They are also concerned about how the proposed construction traffic route near junction 21 will be policed to ensure drivers do not breach the authorised route. Royal Mail and Suffolk County Council express concern that increased traffic congestion along the A12 would negatively impact road users. In particular, respondents mentioned Royal Mail vehicles, which they feel would have potential negative impacts on Royal Mail's operations because drivers would be delayed travelling



between mail centres, including Chelmsford Mail Centre and delivery offices in Tiptree, Colchester, Braintree, Brightlingsea and Manningtree. In addition, they mention vehicles travelling between Suffolk and London trying to access the port at Felixstowe. Rivenhall Parish Council and Hatfield Peverel Parish Council voice concern about the locations of proposed compounds at junction 21 and junction 22. These respondents feel the turning between the link road and The Street at junction 21 is too sharp for HGVs to turn safely and that at junction 22 residents of neighbouring farms, would be disrupted by construction. Essex County Council express a general concern that owners of properties or land marked for permanent loss as a result of construction would be significantly impacted. Braintree District Council express concern that construction would cause generally disruptive levels of noise and light pollution.

S42(d) respondents - PILs

People and communities

Most PILs express concern that properties adjacent to the construction sites at junction 19, 20b and the haul road near the B1023 would be negatively impacted, including: noise pollution; light pollution; air pollution, which, in particular, could affect residents with asthma; and loss of visual amenity from properties. These respondents also feel the proposed construction hours are too long and overnight working is unacceptable. Some respondents express concern that vehicle access to properties at junction 20b would be compromised by the proposed construction, both as a result of potentially increased traffic and access issues when diversions are in place.

Safety

Some PILs voice concerns that additional traffic congestion caused by the proposed construction would put a strain on local narrow roads, in particular Paynes Lane near junction 19 and the bridges at junction 21 and 20b, which they feel are unsuitable for HGVs and would impact pedestrian safety. Some respondents express concern that the proposed borrow pits and attenuation ponds would pose a flood risk as a result of changing ground levels. A few PILs express concern that vibrations from construction would have a potentially negative impact on the gas pipe to the north of the A12 at junction 20b. A few PILs comment that the proposed controlled crossing on Main Road towards Paynes Lane could risk pedestrian safety without plans to reduce the speed limit.

Access

Some PILs raise concerns about access issues at various points along the A12 as a result of proposed construction works and resulting congestion, including residential access to properties along the B1023 and Paynes Lane and access to business sites off North Lane. Some PILs voice concern that the closing of Station Road as part of the widening plans at junction 20b would create unacceptably long diversions for nearby residents via Terling and



Witham.

Environment

Some PILs voice concern that the proposed borrow pits could encourage flooding and that this would have potential negative impacts on neighbouring land.

Cost

A few PILs express concern that use of a temporary footbridge from Swan Close is costly and would be a waste of public money.

S47 respondents – Public and local communities

Environment

The restoration of land following the completion of construction works is a concern for some respondents, as they feel green areas of land would be at risk of being lost, in particular grade 1 agricultural land located between Kelvedon and Marks Tey. These respondents feel this would have potential negative impacts on local wildlife, in particular vulnerable species like cuckoos. The visual impact of construction, and particularly the removal of trees, is a concern for a few respondents.

Quality & Compliance

A few respondents express concern that the construction vehicles may not adhere to proposed access routes to compounds and ask for clarification on how this would be monitored and enforced. A few other respondents voice general concern about the ability of National Highways to carry out the improvements.

Access

Some respondents comment that the location of the two main construction compound areas either side of Easthorpe Road, as they suggest the road is unsuitable for construction traffic. A few respondents express concerns that the closing of Station Road would negatively impact access to the A12. These respondents believe road users would use alternative routes through Terling, along narrow roads unsuitable for increased traffic congestion and HGVs. A few respondents voice concern for the potential disruption that construction could cause to journey times for local residents in Hatfield Peverel and emergency vehicles, particularly due to diversions.

Noise & Light Pollution

Some respondents express concern about noise, light and air pollution that may be created by the proposed construction works. These respondents believe this could have potential negative impacts on local residents' mental wellbeing and health. A few respondents express concern that the absence of a sound barrier on the north side of the A12 would have potential negative impacts on the village of Hatfield Peverel. These respondents feel the proposed installation of the sound barrier on the south



side would exacerbate noise on the north side and that property prices in Hatfield Peverel would be affected as a result. The light pollution created by night working is a concern for a few respondents, particularly at junction 24.

Safety

Some respondents express concern that road safety for non-motorised users may be impacted by construction works, particularly along Easthorpe Road, Terling Road Bridge, the Co-op Bridge and other narrow single-track lanes, which they feel are unsuitable for extra traffic and HGVs that may be diverted.

6.5. Suggestions for the proposed design

S42(a) & S42(b) respondents

Safety

National Grid and Cadent Gas suggest that existing energy infrastructure may be impacted during construction, in particular damage to the foundations of electricity towers and gas pipelines, and that relevant organisations should be consulted on best practise to mitigate risks. South Woodham Ferrers Police Station and Essex Police suggest that the design team should consult with them for assistance in minimising the risk of crime during construction, such as 'evidence quality' CCTV and metal theft mitigation measures. Essex Country Council suggest that a detailed CEMP should be provided to illustrate how pollution and flood risk would be dealt with during construction.

Land use

Braintree District Council suggest that land used should be restored to its previous state after construction, and that further mitigation measures be explored.

Compound location

Rivenhall Parish Council believe that the construction compounds should be located on the restored quarry between the old and new A12.

Further consultation

Hatfield Peverel Parish Council feel that they should be consulted in relation to working hours as construction work would impact their village.

Communication

Royal Mail suggest that advanced warning of no less than seven days for planned road closures and diversion should be provided to alleviate disruption where possible.



S42(d) respondents - PILs

Access

Some PILs suggest an alternative access route via a temporary road through the Hatfield Grove building site to link Station Road with Bury Lane for the duration of the Station Road Bridge closure could be provided for residents and businesses affected by the proposed construction works at junction 20b.

Sustainability

Some PILs also suggest the use of more sustainable vehicles such as electric shuttle buses and e-scooters for transporting residents via the proposed diversion routes to Hatfield Peverel Station.

Compound location

Some PILs suggest that the proposed compound location at the end of Paynes Lane near junction 21 should be moved to the other side of the A12 opposite Paynes Lane. A few PILs suggest that local residents should receive compensation for any potential negative impacts from proximity to compound locations and the resulting dust pollution could have on their health.

S47 respondents – Public and local communities

Mitigation measures

Some respondents believe construction should be completed as quickly as possible and make a number of suggestions to mitigate disruption to residents and properties neighbouring the A12. These include:

- Installation of sound/ light barriers along the route, particularly on the north side of the A12 at junction 20a;
- Installation of earth/water shields to minimise the potential risk of air pollution and flooding to properties I Hatfield Peverel;
- Use of electric powered machinery to reduce noise pollution;
- Compensation for any residents impacted by noise pollution from overnight construction;
- Working hours between 8am – 6pm year-round; and
- Maintenance of regular communication with residents via weekly online updates to outline current and upcoming work to help locals navigate the potential disruptions more easily.

Access

Some respondents suggest that construction traffic and diversion routes should not be directed along a number of roads because they feel these roads would be unsuitable for increased traffic congestion and HGVs. These include: Easthorpe Road, the old A12 through Kelvedon and Feering, Wellington Bridge, and residential roads through Witham. An alternative access road linking Bury Lane to Station Road is suggested by a few



respondents to allow easier access for residents of Bury Lane and The Pines estate when Station Road Bridge is closed.

Sustainability

Use of sustainable supply chains and materials is suggested by a few respondents, particularly in relation to sourcing road surfacing materials.

7. Comments on the overall scheme

Some respondents shared comments of support, concern, and suggestions that do not relate specifically to one of the questionnaire sections. These comments are summarised in the chapter below. 236 respondents shared comments on the overall scheme, these are broken down by stakeholder type in the table below and the comments are summarised in the following narrative.

Stakeholder type	Number of responses
S42(a) & (b) – Statutory consultee (prescribed consultees and local authorities)	26
S42(d) – People with an interest in land (PIL's)	28
S47 – Public and local communities	182

Table 14: Number of respondents who made comments on the overall scheme split by stakeholder type

7.1. Support

S42(a) & S42(b) respondents – Statutory Consultees

The below respondents express general support that the overall scheme would improve traffic congestion and safety on the A12. These respondents believe that this would provide economic benefits to the local area, without specifying further. These are:

- Boreham Parish Council;
- Braintree District Council;
- Chelmsford City Council;
- Copford with Easthorpe Parish Council;
- Essex County Council ;
- NATS Safeguarding ;
- Colchester Borough Council;
- Little Braxted Parish Council;
- Marks Tey Parish Council;
- Messing-cum-Inworth Parish Council;
- Natural England;
- Tendring District Council;
- Royal Mail;
- Witham Town Council
- Chelmer & Blackwater Navigation Limited



S42(d) respondents - PILs

Many PILs voice general support for the overall scheme, as they believe it would improve journey times for residents and provide economic benefits to the local area, without specifying further.

S47 respondents – Public and local community

Many respondents express general support, stating that the overall scheme would ease congestion and reduce accidents. These respondents also believe that greater road capacity would help to boost the local economy. A few respondents welcome the proposed upgrades to junctions but feels that widening to three lanes would be unnecessary.

7.2. Concerns

S42(a) & S42(b) respondents – Statutory consultees

The following respondents voice concern that the overall scheme would be ineffective in its aims to alleviate traffic congestion and improve local connectivity:

- Colchester Borough Council;
- Essex County Council;
- Transport for London;
- Chelmsford City Council;
- Copford with Easthorpe Parish Council;
- Essex Police;
- Network Rail;
- Public Health England
- Maldon District Council

These respondents also feel that the overall scheme would have potential negative impacts on future local development, including railway expansion.

The close proximity of key infrastructure, such as electricity lines, to the proposed construction area is a safety concern for National Grid, Cadent Gas and HSE Safety. Network Rail express concern that proposed land acquisition of current freight sites would negatively operations for local businesses as finding alternative land with the necessary links to the railway could prove costly.

Essex County Council express concern that the scheme could have potential negative impacts on wider local water quality a result of pollutant levels.

S42(d) respondents - PILs

Most PILs express general concern that use of resources for the overall scheme would outweigh any potential benefits, as they feel that congestion would worsen and there would be potential negative impacts on properties and landowners due to loss of land and noise pollution.



S47 respondents – Public and local communities

Many respondents voice concern that the overall scheme would be ineffective in its aims to improve traffic congestion and therefore represents poor value for money. These respondents also believe that traffic modelling data used in the consultation is outdated. Potential negative impacts on local residents as a result of noise pollution, decreased air quality and loss of land is a concern for some respondents. A few respondents feel that the proposals generally lack detail and request further information.

7.3. Suggestions

S42(a) & S42(b) respondents – Statutory consultees

Further information

Cadent Gas, National Grid, Essex County Council, Essex Police, HSE Safety, Marks Tey Parish Council, Network Rail, South Woodham Ferrers Police Station and Transport for London suggest that further information and engagement is required in general to fully assess the implications of the proposals.

Design

Cadent Gas, National Grid, Network Rail suggest that relevant stakeholders should be consulted with regard to potential negative effects on key infrastructure, specifically gas lines, electricity lines and railways. Further improvements along the A12 before junction 19 are suggested by Essex County Council and Chelmsford City Council. Maldon District Council, Braintree District Council and Essex County Council suggest that further consideration should be given to accommodating sustainable transport methods within the scheme. Essex Police suggest that a traffic management role within the police should be created to support project management and liaise with other stakeholders. Essex County Council suggest that any loss of vegetation as part of the scheme should be compensated for elsewhere in the scheme.

S42(d) respondents - PILs

Some PILs suggest that the proposed design should allow for any future widening of the A12 if required. A few PILs feel that the overall scheme should incorporate better public transport links. Another few PILs suggest that compensation should be given to property owners in directly affected areas.

A few PILs suggest that the proposals should include further information, specifically relating to environmental mitigation measures and traffic modelling.

S47 respondents – Public and local communities

Complementary suggestions

Some respondents suggest that the overall scheme should aim to provide general maintenance to improve the existing roads, particularly along the A120. These respondents also believe that funding should be focused toward



incentives to reduce congestion, including the introduction of road tolls and investment in public transport infrastructure.

Design

Some respondents suggest that the proposal should consider the requirement for additional lanes in future and that the proposed improvements should expand to cover the A12 before junction 19 and after junction 25. A few respondents believe that the A12 should be upgraded to motorway standards to accommodate increased traffic.

Additional safety measures such as improved signage, a reduced speed limit and restricting HGV during rush hour is suggested by a few respondents. A further few respondents suggest that the design should consider methods to minimise littering along the road, without specifying further. A few respondents suggest that compensation should be given to property owners in directly affected areas.

Further information

Some respondents suggest that further information should be provided, particularly in relation to traffic modelling data, timescale and any proposed compensation.

8. Comments about the consultation

This section details comments made about the consultation itself. These comments cover a wide range of topics from the materials used in consultation, to the events, and the overall consultation process.

140 respondents shared comments about the consultation, these are broken down by stakeholder type below.

Stakeholder type	Number of responses
S42(a) & (b) – Statutory consultee (prescribed consultees and local authorities)	24
S42(d) – People with an interest in land (PIL's)	24
S47 – Public and local communities	92

Table 15: Number of respondents who made comments on the consultation, split by stakeholder type

8.1. Materials

S42(a) & S42(b) respondents – Statutory consultees

Feering Parish Council, Maldon District Council, Rivenhall Parish Council, Chelmer & Blackwater Navigation Limited, and The Crown Estate, express concern that the maps provided were inconsistent with one another and therefore unclear. In particular respondents mention: discrepancies regarding the compound location to the north of the A12; potentially omitted mitigation areas as result of a printing error; the omission of Maldon and Heybridge on maps; and a lack of up -to-date traffic congestion rates for junctions 20a and 20b.

S42(d) respondents - PILs

Many PILs voice concern that the consultation document lacked sufficient information in regard to construction plans and that maps were incorrect. These respondents also believe that their ability to respond fully to the consultation was limited by the technology used which restricted responses to 160 characters.

S47 respondents – Public and local communities

Consultation document

Some respondents feel that information provided was inaccurate therefore affecting the ability of consultees to respond effectively. These respondents mention that traffic data figures were out of date and do not reflect current traffic congestion levels. Some respondents express concern that the consultation document has discrepancies between the online and physical versions, therefore causing confusion particularly when referencing specific parts of the document. These respondents also feel that phrasing in the consultation, particularly the use of 'probably' and 'potentially', created



doubt over proposed changes. A few respondents voice concern that access to the consultation document from locations in Stanway were limited.

Maps/illustrations

Some respondents raise general concern that maps and illustrations included in the consultation document are unclear and lack detail. In particular, respondents mention that roads were not to scale and that mitigation areas were not included due to a printing error. However, a few other respondents felt that the maps/illustrations within the consultation were well presented, and that the computer imaging is impressive.

Questionnaire

A few respondents voice concern that the questionnaire was difficult to navigate online which could have discouraged responses. A few respondents feel that options were missing for demographic questions and opposed the need to complete the equality and diversity information. A few respondents express concern that the consultation did not allow opportunity to express support or opposition for the overall scheme in addition to specific sections.

8.2. Process

S42(a) & S42(b) respondents – Statutory consultees

Essex County Council voice concern that the timing of the consultation coincided with other key council deadlines and that wider pressures on staff resource due to covid-19 were not considered in regard to timescale. Therefore, this respondent believes all relevant groups were not given the opportunity to provide full comment. Hatfield Peverel Parish Council voice concern that residents of Hatfield Peverel did not have the opportunity for in-person consultation with National Highways regarding junctions 19 to 22. Braintree District Council express concern that length of the consultation process is delaying the project.

S42(d) respondents - PILs

Engagement

Some PILs voice general concern that communication between National Highways and consultees was poor, particularly in relation to unanswered questions and requests for further information. These respondents feel that National Highways should provide a further iteration of the A12 consultation taking into consideration comments given before any work takes place. Some PILs feel that comments provided in response to the consultation would not be taken into consideration and that potential negative effects on neighbouring villages and roads should be addressed as soon as possible. A few PILs raise concerns that they were not consulted properly and that information relating to their specific case was inaccurate. Another few PILs request further information to be provided to allow for more meaningful engagement.



Timescale

A few PILs voice concern that many details about the scheme were released at too late a stage in the consultation and that not all issues raised were engaged with at events, including:

- Resolution to mitigation of additional induced traffic at the Duke of Wellington roundabout.
- Further details for new 3m high noise barriers at Hatfield Peverel;
- Further information regarding location of construction compounds; and
- Construction and land use plans for land to the west of the existing A12 which could potentially impact future developments in Feering.

S47 respondents – Public and local communities

Communication

Some respondents feel that communication between consultees and National Highways was poor and that concerns raised in response to the consultation have not been responded to. These respondents also feel availability of the consultation document was insufficient, meaning many residents did not have access to it. A few respondents specify that they were unaware of consultation events until too late, and that communication with locals relied largely on word of mouth which they feel is unacceptable for a project of this magnitude. A few respondents highlighted the lack of coverage in local press and promotion, whilst another few stated that links to information were posted on sites like Nextdoor and not from credible sources. A few respondents stated that they received no paperwork, relied on neighbours for information, and were in some cases not made aware of the proposal at all.

Timescale

A few respondents voice concern that the consultation timeframe was too short and did not allow for meaningful traffic data to be obtained and analysed. Additionally, they specify that the National Highways webinar for junctions 24 to 25 was scheduled 4 days before the consultation period ends, allowing inadequate time to respond.

Predetermination

Some respondents express concern that alternative options for junction designs have not been included in the consultation and therefore feel that the consultation is biased to a single predetermined design.

8.3. Involvement

S42(a) & S42(b) respondents

Braintree District Council express support for the involvement of key stakeholders such as themselves in the consultation process.



S42(d) respondents - PILs

A few PILs express support for the commitment to involving local communities in the consultation and consistent communication.

S47 respondents – Public and local communities

Some respondents feel that comments in response to the consultation would not be considered and actioned accordingly. These respondents also voice general concerns that all relevant stakeholders have not been consulted, such as councils, walkers, and horse riders. However, a few respondents express support for the involvement of residents in the consultation, without specifying further.

8.4. Events

S42(a) & S42(b) respondents – Statutory consultees

Bradwell Power Generation Company Limited, Chelmsford City Council and Essex County Council, praise the use of in-person events because they gave local communities the opportunity to provide input into the consultation and to ask questions where necessary.

S42(d) respondents - PILs

A few PILs feel that information at events, particularly the one in Hatfield Peverel was well presented, most questions were answered sufficiently and that the team were knowledgeable. Conversely a few PILs express concern that questions following a webinar were not answered with sufficient competence. A few other PILs feel that not enough notice was provided for consultation events, therefore potentially affecting attendance.

S47 respondents – Public and local communities

A few respondents voice support for the consultation events held in person and online because they feel they were helpful and professional. These respondents also praise the direct access to relevant experts for specific questions. Conversely a few respondents express concern that events were not always productive and relevant experts were not always available to provide necessary detailed information. These respondents also express concern that residents in Boreham did not have access to the consultation document until the 6th August. A few respondents feel that the staff lacked knowledge of local roads and properties and were unenthusiastic during the event.

8.5. Suggestions

S42(a) & S42(b) respondents – Statutory consultees

Further consultation

Colchester Borough Council, Braintree District Council, Essex County Council and Messing-cum-Inworth Parish Council feel that a secondary consultation regarding the separate road improvements to the B1023 should be



undertaken following the closure of A12 widening consultation to allow local stakeholders to comment fully. National Grid and Royal Mail suggest that further consultation and advanced notification of the phased construction should be given to relevant businesses and stakeholders to allow time for mitigation measures to be implemented to reduce any potential negative impacts on them. Further consultation following the publishing of the Environmental Management Plan is suggested by Historic England

Further engagement

17 respondents, including Bradwell Power Generation Company Limited, Cadent Gas, Colchester Borough Council, Braintree District Council Essex County Council, Essex Police, Marks Tey Parish Council, South Woodham Ferrers Police Station, Suffolk County Council and The Crown Estate, suggest that following the submission of the DCO application, detailed information regarding the approved design and timescale should be communicated to all relevant stakeholders. These respondents also feel that regular updates as the project develops further should be provided. The Environment Agency and Forestry Commission suggest that further engagement with ecological groups should be undertaken, specifically Place Services. Witham Town Council suggest that further discussions should take place regarding the proposals and any potential impacts they could have on residents of Witham. Network Rail suggest that further discussions should be had with relevant stakeholders in regard to local railway operations and infrastructure.

S42(d) respondents - PILs

Further consultation

Some PILs suggest that further consultation is required in relation to a number of issues including:

- Design and environmental mitigation measures to protect Park Farm;
- effects of the scheme on the service area site of the Rivenhall South service station adjacent to the westbound carriageway of the A512 trunk road;
- Design proposals for micro-drainage;
- Phasing of construction; and
- Overall design layout.

Further engagement (9 respondents, 17 entries)

Many PILs suggest that engagement should continue to allow for further discussion and updates regarding issues raised in the initial consultation. These respondents feel that local groups should be consulted where extra information useful to the consultation can be provided by them, for example local housing plans.



S47 respondents – Public and local communities

Further consultation

Some respondents suggest that the dialogue with local people should continue to engage groups and communities in finding acceptable solution to concerns raised, particularly in relation to environmental impacts and sustainable transport solutions. A few respondents feel there should be a consultation upon completion of the scheme to assess whether performance indicators have been met, such as reducing traffic congestion in the highlighted areas.

Further engagement

Some respondents suggest that following the provision of extra information where requested, further engagement should be provided in the form of response to concerns raised as part of the consultation. These respondents also feel that regular updates, including the outcome of the current consultation should be made available to all stakeholders and comments taken where appropriate.

Maps/illustrations

A few respondents suggest that all information materials, including maps and illustration should be available online to allow easier access and viewing for respondents. They also feel proposed changes to cycle paths should be made clearer in future.



9. Appendices

Appendix A – Responses to each question

The number of unique respondents who commented on each question is shown in table 17 below, split by stakeholder type.

It should be noted that respondents do not always provide an answer to every question from the response form and some respondents provide responses in formats which do not follow the response form structure, as such the total number of responses to each question is usually lower than the total number of responses to the consultation.

Question	S42(a) & S42(b)	S42(d) - PIL's	S47 - Public	Total responses
<i>2a. Do you support or oppose the proposed scheme design at junction 19?</i>	3	41	428	472
<i>2b. Please explain your response to 2a, including any changes you think we should consider making to the proposed junction 19 design.</i>	3	10	167	180
<i>2c. Do you support or oppose the proposed design at junction 21?</i>	2	44	423	469
<i>2d. Please explain your response to 2c, including any changes you think we should consider making to the proposed junction 21 design.</i>	7	27	256	290
<i>2e. Do you support or oppose the proposed design at junction 22?</i>	2	43	411	456
<i>2f. Please explain your response to 2e, including any changes you think we should consider making to the proposed junction 22 design.</i>	7	12	139	158
<i>2g. Do you support or oppose the proposed design at junction 24?</i>	3	41	422	466



<i>2h. Please explain your response to 2g, including any changes you think we should consider making to the proposed junction 24 design.</i>	9	21	250	280
<i>2i. Do you support or oppose the proposed design at junction 25?</i>	4	41	414	459
<i>2j. Please explain your response to 2i, including any changes you think we should consider making to the proposed junction 25 design.</i>	8	12	127	147
<i>2k. Please provide any comments you have on other parts of the design, such as the sections between the junctions on the proposed new road.</i>	7	13	115	135
<i>3a. Please provide us with any comments you may have on the Preliminary Environmental Information Report (PEIR) or the Non-Technical Summary. This includes any additional potential environmental ideas which you would like to see delivered for the proposed scheme.</i>	19	35	235	289
<i>4. Do you support or oppose the proposed alterations to routes for walkers, cyclists and horse riders?</i>	5	45	453	503
<i>4b. Please provide us with any comments you may have on our proposed alterations to routes for walkers, cyclists and horse riders.</i>	7	15	218	240
<i>5a. What are your views on the plans for the existing road and local roads?</i>	5	44	452	501
<i>5b. Please provide us with any comments you may have in relation to 5a.</i>	6	17	225	248



<i>6a. Do you support or oppose the construction methodology for the proposed scheme?</i>	5	45	450	500
<i>6b. Please provide us with any comments you may have on the construction methodology.</i>	14	27	163	204

Table 16: Number of responses per question split by stakeholder type

Appendix B – List of prescribed consultees who responded to the consultation

Table 19 provides a list of the prescribed consultees that responded to the consultation.

Consultee name
Boreham Parish Council
Bradwell Power Generation Company Limited
Braintree Council
Cadent and National Grid
Cadent Gas
Chelmer & Blackwater Navigation Limited
Chelmsford City Council
Colchester Borough Council
Copford with Easthorpe Parish Council
Environment Agency
Essex County Council - Highways & Transportation Service
Essex Police
Feering Parish Council
Forestry Commission
Hatfield Peverel Parish Council
Historic England
HSE Safety
Kelvedon Parish Council
Little Braxted Parish Council
Maldon District Council
Marks Tey Parish Council
Messing-cum-Inworth Parish Council
National Grid plc
National Grid
NATS Safeguarding
Natural England
Network Rail
Public Health England - Environmental Hazards and Emergencies Department Centre for Radiation, Chemical and Environmental Hazards (CRCE)
Rivenhall parish Council
Royal Mail Group Limited, BNP Paribas Real Estate UK
South Woodham Ferrers Police Station
Springfield Parish Council



Suffolk County Council
Tendring District Council
Transport for London - City Planning
Witham Town Council
Wood Group UK Limited on behalf of The Crown Estate

Table 19: List of Section 42(a) and 42(b) prescribed consultees who responded to the consultation



Appendix C – Respondents profile

This appendix provides a summary of responses to questions 1 and 7 from the 'about you' and the 'about this consultation' sections of the consultation response form.

As in other sections of this report, these are presented as the following stakeholder types:

- S42(a) & (b) – Statutory consultee (prescribed consultees and local authorities)
- S42(d) – People with an interest in land (PIL's)
- S47 – Public and local communities

1d. Do you own land or hold any legal interests or rights, such as private rights of way or sporting rights, which may be affected by our proposals?

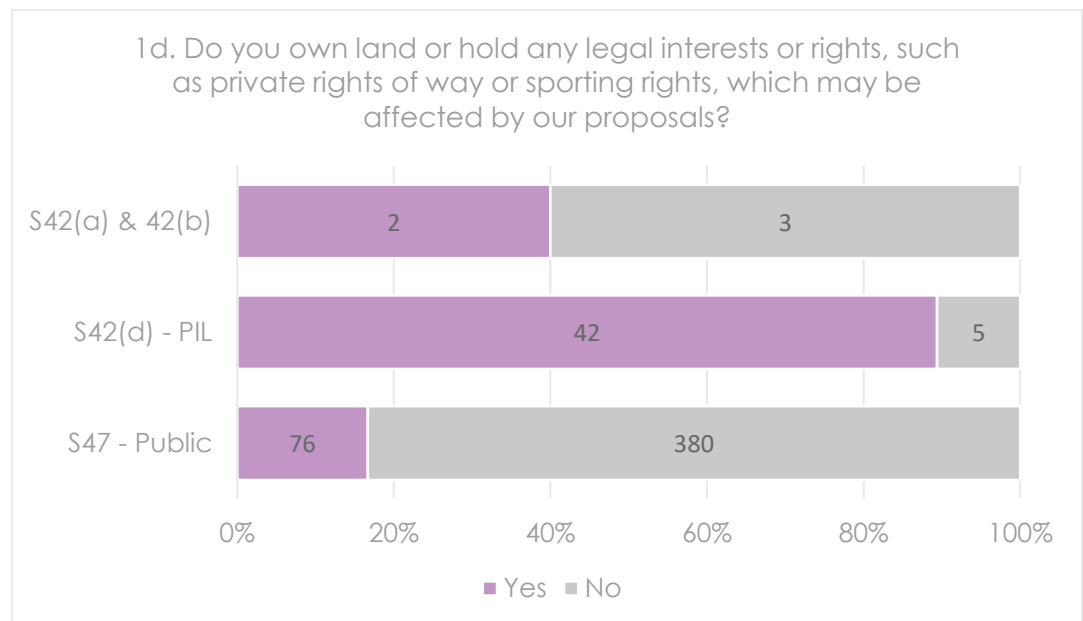


Figure 9: Responses to Q1d split by stakeholder type

1f. Nature of interest in the proposed scheme.

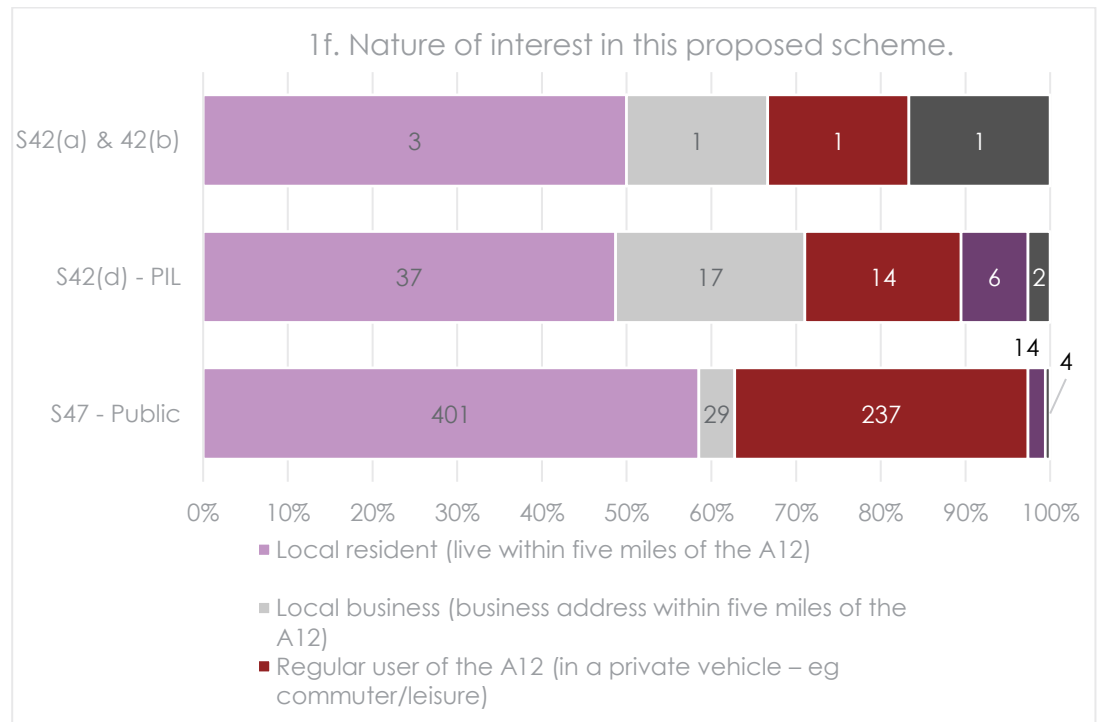


Figure 10: Responses to Q1f split by stakeholder type

1g. How do you normally travel on the A12 (or on the adjacent footpaths and cycleways if applicable)?

	S47 - Public	S42(d) - PIL	S42(a) & (b) – Statutory consultee
Bus	31	4	1
Car/Van - Commercial	55	14	0
Car/Van - Private	414	37	1
Cycle	71	7	1
Heavy goods vehicle (HGV)	9	4	0
Horse ride	12	1	1
Motorcycle - Commercial	0	0	0
Motorcycle - Private	19	0	0
Walk	94	13	1

Table 17: Methods of travel split by stakeholder



1h. How often do you use this route?

	S47 - Public	S42(d) - PIL	S42(a) & (b) – Statutory consultee
5 or more days a week	170	23	4
2-4 days a week	160	12	0
1 day a week	63	5	0
Monthly	47	2	0
Less often	13	0	0
Never	1	1	0

Table 18: Frequency of route use, split by stakeholder

7a. How did you hear about this consultation? (Please select all that apply).

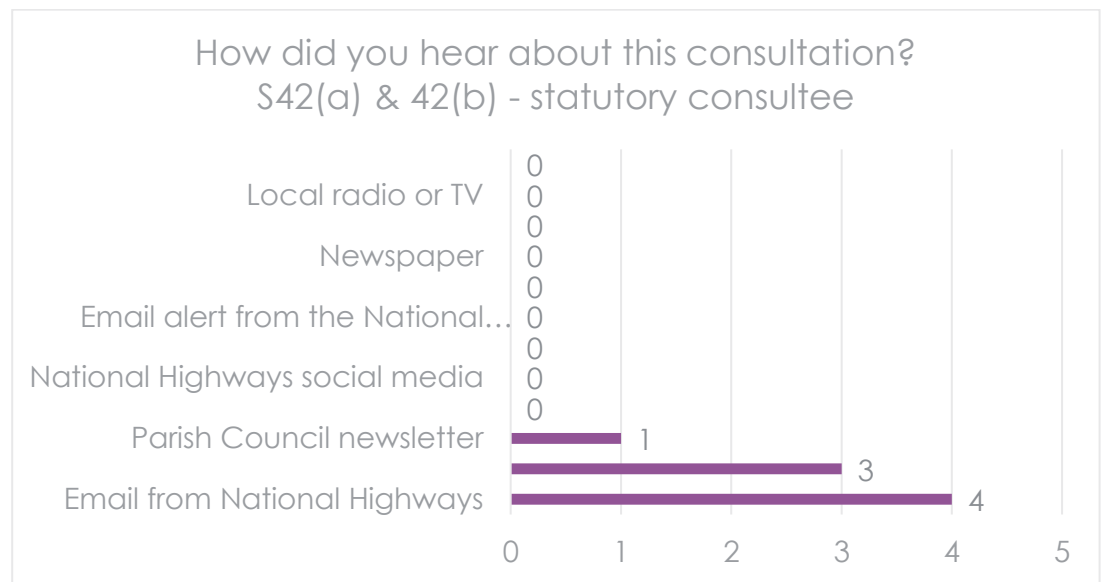


Figure 11: Responses to Q7a S42(a) & S42(b) Statutory consultees

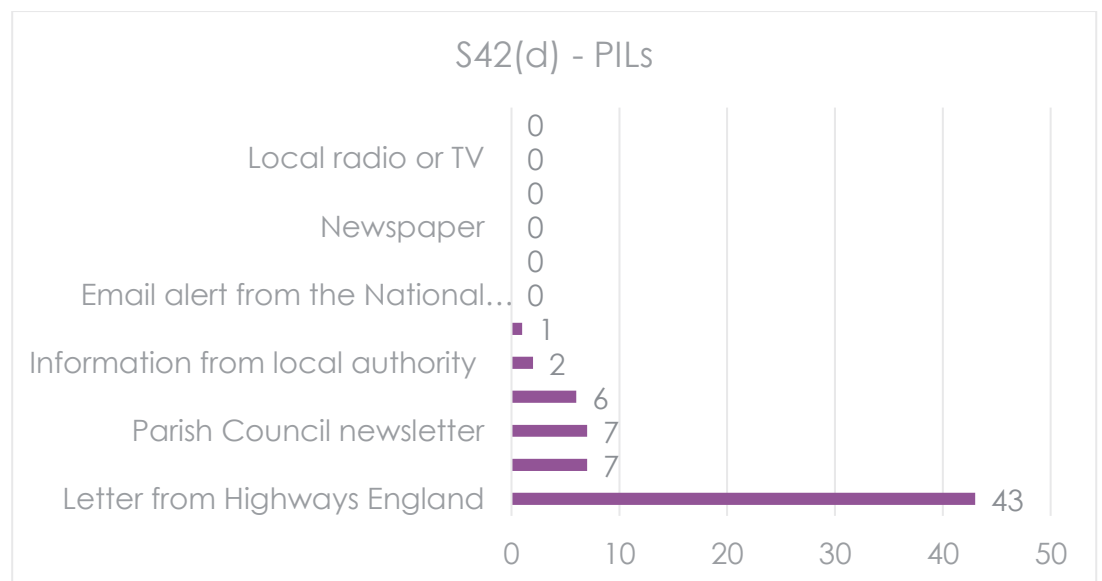


Figure 12: Responses to Q7a - S42(d) PIL's

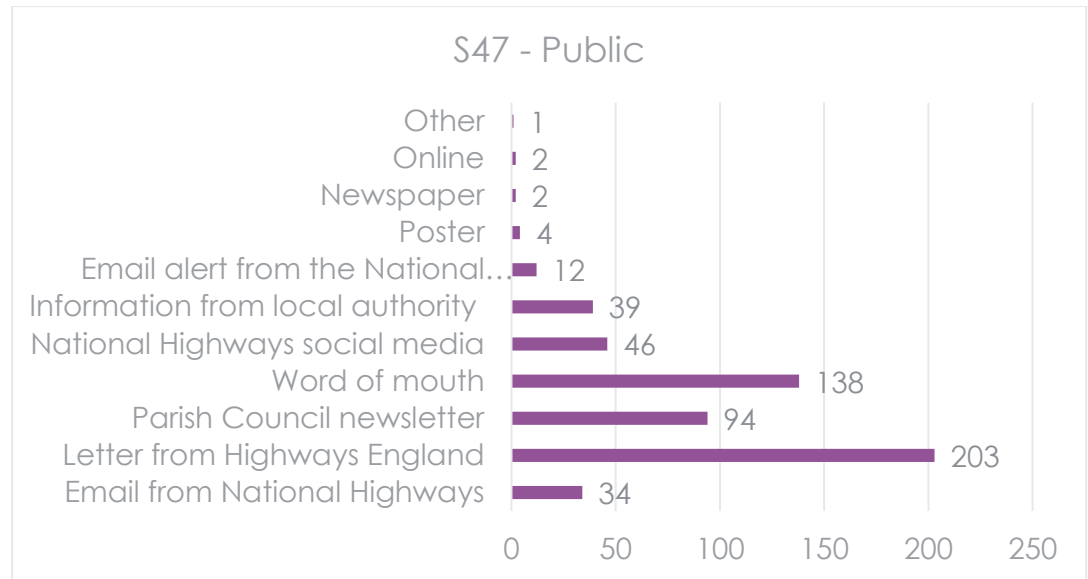


Figure 13: Responses to Q7a S47 members of the public

7b. Which communication channel(s) have you used to find out more about the proposed scheme? Tick all that apply:

	S47 - Public	S42(d) - PIL	S42(a) & (b) – Statutory consultee
National Highways scheme website	347	36	3
Consultation event	134	22	2
Local press	66	4	0
Council website	60	4	0
Other (please state)	3	2	0

Table 19: Communication channel used, split by stakeholder type



7c. How useful did you find our consultation materials, including the consultation booklet, in helping you understand your position?

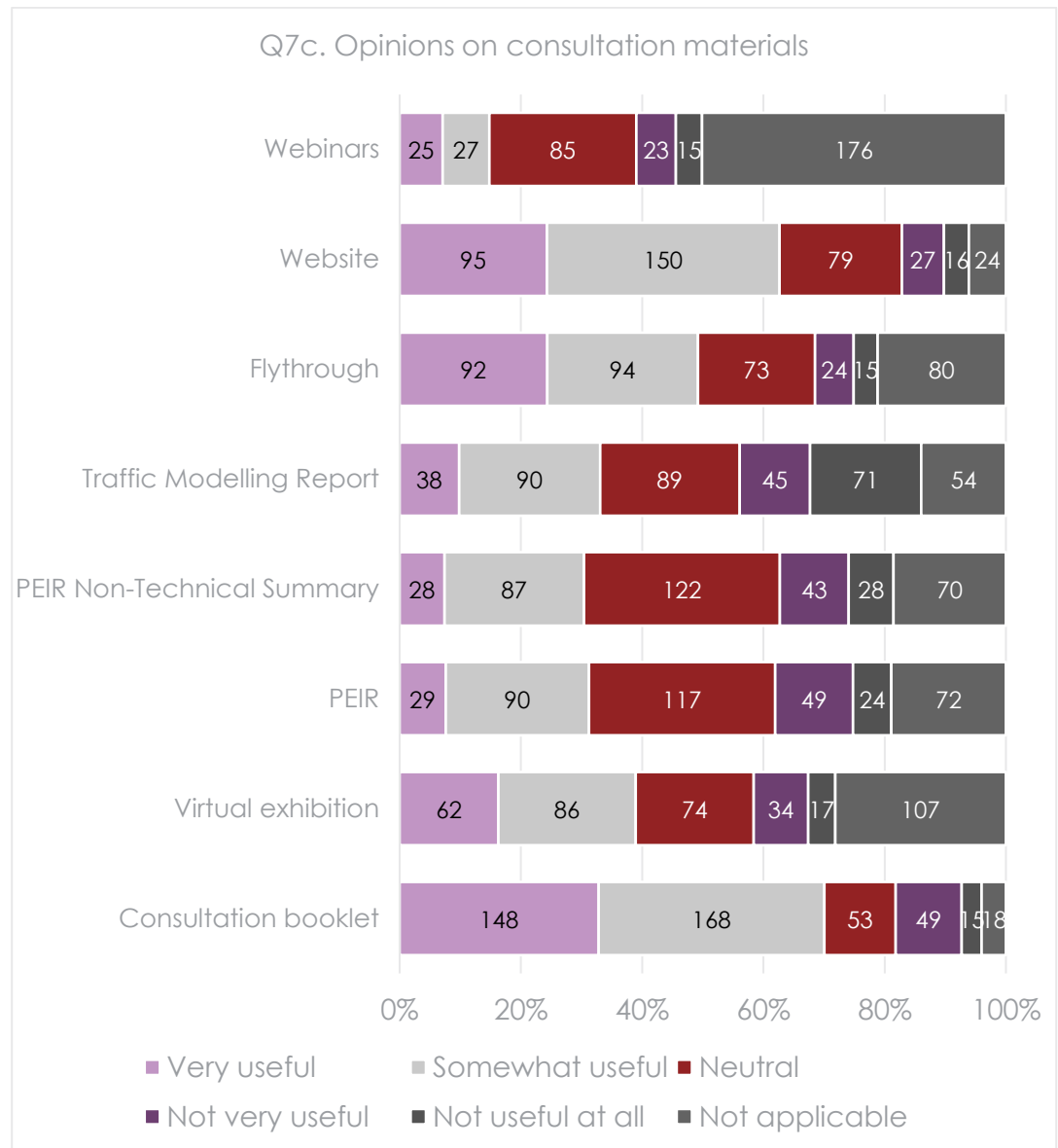


Figure 14: Perceptions of consultation materials as a percentage of total responses to this question

Appendix D – Demographic data

This appendix provides a summary of responses to questions the Equality and diversity section of the consultation response form.

As in other sections of this report, these are presented as the following stakeholder types:

- S42(a) & (b) – Statutory consultee (prescribed consultees and local authorities)
- S42(d) – People with an interest in land (PIL's)
- S47 – Public and local communities

1. What is your gender?

	S47 - Public	S42(d) - PIL	S42(a) & (b) – Statutory consultee
Female	123	9	2
Male	222	20	0
Transgender	1	0	0
Prefer not to say	14	1	0

Table 20: Gender of responders, split by stakeholder type

2. Do you consider yourself as a person with a disability?

	S47 - Public	S42(d) - PIL	S42(a) & (b) – Statutory consultee
Yes	23	1	0
No	322	25	2
Prefer not to say	14	4	0

Table 21: Disability information about respondents, split by stakeholder type

3. Please describe your ethnic background.

	S47 - Public	S42(d) - PIL	S42(a) & (b) – Statutory consultee
Asian/Asian British	3	0	0
Chinese, Gypsy or Irish Traveller	1	0	0
Mixed ethnic background	4	0	0
Other ethnic group	2	0	0
White	326	29	2
Prefer not to say	22	1	0

Table 22: Respondents ethnic background, split by stakeholder type



4. Age.

	S47 - Public	S42(d) - PIL	S42(a) & (b) – Statutory consultee
16-24	4	0	0
25-34	40	6	0
35-44	61	5	0
45-54	91	6	2
55-64	93	8	0
65+	137	16	0

Table 23: Respondents age, split by stakeholder type



Appendix E - Coding framework

Code	Count
1f: Nature of interest Other	57
1g: Travel on the A12 Other	23
2b: Junction 19 Concern congestion traffic modelling	11
2b: Junction 19 Concern congestion will not improve	18
2b: Junction 19 Concern congestion will worsen (Boreham interchange)	10
2b: Junction 19 Concern congestion will worsen (Boreham village)	29
2b: Junction 19 Concern congestion will worsen (general)	12
2b: Junction 19 Concern construction congestion	5
2b: Junction 19 Concern construction disruption	10
2b: Junction 19 Concern construction safety	3
2b: Junction 19 Concern design access	17
2b: Junction 19 Concern design effectiveness	13
2b: Junction 19 Concern design infrastructure	1
2b: Junction 19 Concern design land take	4
2b: Junction 19 Concern design safety	19
2b: Junction 19 Concern design walkers, cyclists, horse riders/public transport	10
2b: Junction 19 Concern environment agriculture	1
2b: Junction 19 Concern environment air quality	10
2b: Junction 19 Concern environment climate change	6
2b: Junction 19 Concern environment cultural heritage	2
2b: Junction 19 Concern environment noise pollution	7
2b: Junction 19 Concern environment wildlife & ecology	7
2b: Junction 19 Concern lack of detail	24
2b: Junction 19 Concern people & communities impact on local businesses/services	2
2b: Junction 19 Concern people & communities impact on local communities	18
2b: Junction 19 Concern people & communities impact on properties/landowners	12
2b: Junction 19 Concern people & communities local development	1
2b: Junction 19 Suggestion congestion traffic modelling	1
2b: Junction 19 Suggestion construction	3
2b: Junction 19 Suggestion design access	3
2b: Junction 19 Suggestion design Boreham interchange	11
2b: Junction 19 Suggestion design general	6
2b: Junction 19 Suggestion design land use	2
2b: Junction 19 Suggestion design safety/traffic calming measures	13
2b: Junction 19 Suggestion design walkers, cyclists, horse riders/public transport	7
2b: Junction 19 Suggestion environment hydrology	4
2b: Junction 19 Suggestion environment wildlife & ecology	9



2b: Junction 19 Support congestion	28
2b: Junction 19 Support design access	1
2b: Junction 19 Support design general	37
2b: Junction 19 Support design land take	1
2b: Junction 19 Support design safety	11
2b: Junction 19 Support design walkers, cyclists, horse riders/public transport	11
2b: Junction 19 Support economy	1
2b: Junction 19 Support environment air quality	1
2b: Junction 19 Support environment wildlife & ecology	2
2b: Junction 19 Support support with caveats	2
2d: Junction 21 Concern congestion traffic modelling	18
2d: Junction 21 Concern congestion will not improve (general)	8
2d: Junction 21 Concern congestion will not improve (local traffic)	20
2d: Junction 21 Concern congestion will not improve (long distance traffic)	4
2d: Junction 21 Concern congestion will worsen (B1137 Main Road)	52
2d: Junction 21 Concern congestion will worsen (general)	47
2d: Junction 21 Concern congestion will worsen (Hatfield Peverel)	56
2d: Junction 21 Concern congestion will worsen (local traffic)	38
2d: Junction 21 Concern construction disruption	11
2d: Junction 21 Concern construction noise pollution	3
2d: Junction 21 Concern design access (general)	23
2d: Junction 21 Concern design access (reduced access points)	20
2d: Junction 21 Concern design access (services)	9
2d: Junction 21 Concern design complex/confusing	4
2d: Junction 21 Concern design general	6
2d: Junction 21 Concern design infrastructure	14
2d: Junction 21 Concern design journey time	16
2d: Junction 21 Concern design land take	7
2d: Junction 21 Concern design necessity	6
2d: Junction 21 Concern design safety (access)	7
2d: Junction 21 Concern design safety (general)	10
2d: Junction 21 Concern design safety (increased congestion)	14
2d: Junction 21 Concern design safety (maintenance/lighting)	6
2d: Junction 21 Concern design safety (walkers, cyclists and horse riders)	8
2d: Junction 21 Concern design walkers, cyclists, horse riders/public transport	19
2d: Junction 21 Concern environment agriculture	4
2d: Junction 21 Concern environment air quality (Boreham)	10



2d: Junction 21 Concern environment air quality (general)	13
2d: Junction 21 Concern environment air quality (Hatfield Peverel)	20
2d: Junction 21 Concern environment air quality (mitigation)	4
2d: Junction 21 Concern environment climate change	5
2d: Junction 21 Concern environment cultural heritage	3
2d: Junction 21 Concern environment hydrology	4
2d: Junction 21 Concern environment landscape & visual impact	8
2d: Junction 21 Concern environment light pollution	8
2d: Junction 21 Concern environment noise pollution (Boreham)	7
2d: Junction 21 Concern environment noise pollution (general)	6
2d: Junction 21 Concern environment noise pollution (Hatfield Peverel)	8
2d: Junction 21 Concern environment noise pollution (mitigation)	25
2d: Junction 21 Concern environment wildlife & ecology	13
2d: Junction 21 Concern lack of detail	35
2d: Junction 21 Concern people & communities impact on local businesses/services	1
2d: Junction 21 Concern people & communities impact on local communities (Boreham)	20
2d: Junction 21 Concern people & communities impact on local communities (general)	9
2d: Junction 21 Concern people & communities impact on local communities (Hatfield Peverel)	18
2d: Junction 21 Concern people & communities impact on properties/landowners (blight)	12
2d: Junction 21 Concern people & communities impact on properties/landowners (daily life)	26
2d: Junction 21 Concern people & communities local development	7
2d: Junction 21 Suggestion congestion traffic modelling	3
2d: Junction 21 Suggestion construction	14
2d: Junction 21 Suggestion design access	16
2d: Junction 21 Suggestion design access roads	7
2d: Junction 21 Suggestion design alternative design	9
2d: Junction 21 Suggestion design Hatfield bypass/Maldon relief road	51
2d: Junction 21 Suggestion design infrastructure	5
2d: Junction 21 Suggestion design retain junction 20a/b	36
2d: Junction 21 Suggestion design safety/traffic calming measures	18
2d: Junction 21 Suggestion design walkers, cyclists, horse riders/public transport	15
2d: Junction 21 Suggestion environment agriculture	1



2d: Junction 21 Suggestion environment landscape & visual impact	2
2d: Junction 21 Suggestion environment noise pollution	28
2d: Junction 21 Suggestion environment wildlife & ecology	9
2d: Junction 21 Suggestion people & communities impact on properties/landowners	4
2d: Junction 21 Support congestion	26
2d: Junction 21 Support design access	12
2d: Junction 21 Support design general	37
2d: Junction 21 Support design safety	38
2d: Junction 21 Support design walkers, cyclists, horse riders/public transport	2
2d: Junction 21 Support environment landscape & visual impact	1
2d: Junction 21 Support environment noise pollution	2
2d: Junction 21 Support people & communities impact on properties/landowners	2
2d: Junction 21 Support support with caveats	9
2f: Junction 22 Concern congestion traffic modelling	6
2f: Junction 22 Concern congestion will not improve	6
2f: Junction 22 Concern congestion will worsen (Kelvedon)	2
2f: Junction 22 Concern congestion will worsen (Little Braxted)	9
2f: Junction 22 Concern congestion will worsen (other)	8
2f: Junction 22 Concern congestion will worsen (Tiptree)	7
2f: Junction 22 Concern design A120	6
2f: Junction 22 Concern design access (Braxted Road)	2
2f: Junction 22 Concern design access (existing A12)	4
2f: Junction 22 Concern design access (general)	5
2f: Junction 22 Concern design access (Little Braxted (Lane)/Witham)	19
2f: Junction 22 Concern design access (Rivenhall End)	4
2f: Junction 22 Concern design borrow pits	1
2f: Junction 22 Concern design complex/confusing	4
2f: Junction 22 Concern design land take	9
2f: Junction 22 Concern design maintenance	2
2f: Junction 22 Concern design necessity	7
2f: Junction 22 Concern design safety	14
2f: Junction 22 Concern design walkers, cyclists, horse riders/public transport	5
2f: Junction 22 Concern environment agriculture	1
2f: Junction 22 Concern environment air quality	3
2f: Junction 22 Concern environment climate change	1
2f: Junction 22 Concern environment general	1
2f: Junction 22 Concern environment noise pollution	6
2f: Junction 22 Concern environment wildlife & ecology	10
2f: Junction 22 Concern lack of detail	16
2f: Junction 22 Concern people & communities impact on local businesses/services	13



2f: Junction 22 Concern people & communities impact on local communities	7
2f: Junction 22 Concern people & communities impact on properties/landowners	6
2f: Junction 22 Suggestion congestion traffic modelling	2
2f: Junction 22 Suggestion design access	7
2f: Junction 22 Suggestion design alternative design	8
2f: Junction 22 Suggestion design safety/traffic calming measures	6
2f: Junction 22 Suggestion design upgrade Appleford Bridge	15
2f: Junction 22 Suggestion design walkers, cyclists, horse riders/public transport	6
2f: Junction 22 Suggestion environment hydrology	1
2f: Junction 22 Suggestion environment landscape & visual impact	1
2f: Junction 22 Suggestion environment light pollution	1
2f: Junction 22 Suggestion environment noise pollution	4
2f: Junction 22 Suggestion environment wildlife & ecology	6
2f: Junction 22 Suggestion people & communities impact on local businesses	2
2f: Junction 22 Support congestion	14
2f: Junction 22 Support design access	18
2f: Junction 22 Support design general	28
2f: Junction 22 Support design safety	27
2f: Junction 22 Support design walkers, cyclists, horse riders/public transport	7
2h: Junction 24 Concern congestion traffic modelling	18
2h: Junction 24 Concern congestion will not improve	9
2h: Junction 24 Concern congestion will worsen (Church Road/Tiptree)	21
2h: Junction 24 Concern congestion will worsen (existing A12)	2
2h: Junction 24 Concern congestion will worsen (general)	15
2h: Junction 24 Concern congestion will worsen (Inworth/B1023)	158
2h: Junction 24 Concern congestion will worsen (Kelvedon/Feering)	12
2h: Junction 24 Concern congestion will worsen (Messing)	10
2h: Junction 24 Concern construction disruption	3
2h: Junction 24 Concern design access	16
2h: Junction 24 Concern design general	29
2h: Junction 24 Concern design infrastructure	28
2h: Junction 24 Concern design journey time	16
2h: Junction 24 Concern design land take	7
2h: Junction 24 Concern design Messing-cum-Inworth Council proposed road	10
2h: Junction 24 Concern design necessity	6
2h: Junction 24 Concern design safety (B1023)	38
2h: Junction 24 Concern design safety (other)	18



2h: Junction 24 Concern design walkers, cyclists, horse riders/public transport	18
2h: Junction 24 Concern economy	1
2h: Junction 24 Concern environment agriculture	5
2h: Junction 24 Concern environment air quality	18
2h: Junction 24 Concern environment climate change	6
2h: Junction 24 Concern environment cultural heritage	8
2h: Junction 24 Concern environment general	15
2h: Junction 24 Concern environment hydrology/flood risk	9
2h: Junction 24 Concern environment landscape & visual impact	6
2h: Junction 24 Concern environment light pollution	5
2h: Junction 24 Concern environment littering	1
2h: Junction 24 Concern environment noise pollution (general)	9
2h: Junction 24 Concern environment noise pollution (Inworth)	11
2h: Junction 24 Concern environment noise pollution (Kelvedon/Feering)	6
2h: Junction 24 Concern environment wildlife & ecology	9
2h: Junction 24 Concern lack of detail	11
2h: Junction 24 Concern people & communities impact on local businesses/services	7
2h: Junction 24 Concern people & communities impact on local communities (Inworth)	23
2h: Junction 24 Concern people & communities impact on local communities (other)	10
2h: Junction 24 Concern people & communities impact on properties/landowners (blight)	3
2h: Junction 24 Concern people & communities impact on properties/landowners (daily life)	22
2h: Junction 24 Concern people & communities local development	6
2h: Junction 24 Suggestion design alternative design	43
2h: Junction 24 Suggestion design infrastructure	5
2h: Junction 24 Suggestion design land take	1
2h: Junction 24 Suggestion design Messing-cum-Inworth Council proposed road	110
2h: Junction 24 Suggestion design safety/traffic calming measures	9
2h: Junction 24 Suggestion design upgrade Appleford Bridge	8
2h: Junction 24 Suggestion design walkers, cyclists, horse riders/public transport	11
2h: Junction 24 Suggestion environment hydrology	2
2h: Junction 24 Suggestion environment littering	1
2h: Junction 24 Suggestion environment noise pollution	5
2h: Junction 24 Suggestion environment wildlife & ecology	3



2h: Junction 24 Suggestion people & communities impact on properties/landowners	2
2h: Junction 24 Support congestion	31
2h: Junction 24 Support design access	24
2h: Junction 24 Support design general	24
2h: Junction 24 Support design safety	10
2h: Junction 24 Support environment air quality	1
2h: Junction 24 Support environment noise pollution	1
2h: Junction 24 Support people & communities impact on properties/landowners	1
2h: Junction 24 Support support with caveats	8
2j: Junction 25 Concern congestion traffic modelling	13
2j: Junction 25 Concern congestion will not improve	7
2j: Junction 25 Concern congestion will worsen (A120)	9
2j: Junction 25 Concern congestion will worsen (Copford)	4
2j: Junction 25 Concern congestion will worsen (general)	11
2j: Junction 25 Concern congestion will worsen (London Road)	3
2j: Junction 25 Concern congestion will worsen (Marks Tey)	3
2j: Junction 25 Concern design A120	21
2j: Junction 25 Concern design access	10
2j: Junction 25 Concern design complex/confusing	17
2j: Junction 25 Concern design general	5
2j: Junction 25 Concern design necessity	2
2j: Junction 25 Concern design safety	14
2j: Junction 25 Concern design walkers, cyclists, horse riders/public transport	13
2j: Junction 25 Concern environment agriculture	4
2j: Junction 25 Concern environment air quality	21
2j: Junction 25 Concern environment climate change	6
2j: Junction 25 Concern environment cultural heritage	1
2j: Junction 25 Concern environment general	4
2j: Junction 25 Concern environment hydrology	5
2j: Junction 25 Concern environment landscape & visual impact	8
2j: Junction 25 Concern environment light pollution	2
2j: Junction 25 Concern environment noise pollution	12
2j: Junction 25 Concern environment wildlife & ecology	8
2j: Junction 25 Concern lack of detail	17
2j: Junction 25 Concern people & communities impact on local businesses/services	3
2j: Junction 25 Concern people & communities impact on local communities (Easthorpe)	4
2j: Junction 25 Concern people & communities impact on local communities (general)	6
2j: Junction 25 Concern people & communities impact on local communities (Marks Tey)	21



2j: Junction 25 Concern people & communities impact on properties/landowners	6
2j: Junction 25 Concern people & communities local development	5
2j: Junction 25 Suggestion congestion traffic modelling	4
2j: Junction 25 Suggestion design A12 footbridge (general)	17
2j: Junction 25 Suggestion design A12 footbridge (London Road)	8
2j: Junction 25 Suggestion design A120	9
2j: Junction 25 Suggestion design access	14
2j: Junction 25 Suggestion design alternative design	14
2j: Junction 25 Suggestion design London roundabout	17
2j: Junction 25 Suggestion design Old Rectory roundabout	9
2j: Junction 25 Suggestion design safety/traffic calming measures	5
2j: Junction 25 Suggestion design walkers, cyclists, horse riders/public transport (general)	15
2j: Junction 25 Suggestion environment hydrology	4
2j: Junction 25 Suggestion environment landscape & visual impact	8
2j: Junction 25 Suggestion environment wildlife & ecology	4
2j: Junction 25 Support congestion	11
2j: Junction 25 Support design access	7
2j: Junction 25 Support design general	26
2j: Junction 25 Support design safety	8
2j: Junction 25 Support design walkers, cyclists, horse riders/public transport	1
2k: Other parts of the design inc. sections between junctions Concern congestion traffic modelling	9
2k: Other parts of the design inc. sections between junctions Concern congestion will not improve	3
2k: Other parts of the design inc. sections between junctions Concern congestion will worsen (Boreham)	10
2k: Other parts of the design inc. sections between junctions Concern congestion will worsen (general)	20
2k: Other parts of the design inc. sections between junctions Concern congestion will worsen (local development)	5
2k: Other parts of the design inc. sections between junctions Concern construction borrow pits	3
2k: Other parts of the design inc. sections between junctions Concern construction disruption	8
2k: Other parts of the design inc. sections between junctions Concern cost	5
2k: Other parts of the design inc. sections between junctions Concern design A120	1
2k: Other parts of the design inc. sections between junctions Concern design access	18
2k: Other parts of the design inc. sections between junctions Concern design J23	2



2k: Other parts of the design inc. sections between junctions Concern design maintenance	3
2k: Other parts of the design inc. sections between junctions Concern design safety	18
2k: Other parts of the design inc. sections between junctions Concern design service stations	1
2k: Other parts of the design inc. sections between junctions Concern design walkers, cyclists, horse riders/public transport	9
2k: Other parts of the design inc. sections between junctions Concern environment air quality	16
2k: Other parts of the design inc. sections between junctions Concern environment climate change	5
2k: Other parts of the design inc. sections between junctions Concern environment general	3
2k: Other parts of the design inc. sections between junctions Concern environment landscape & visual impact	14
2k: Other parts of the design inc. sections between junctions Concern environment light pollution	2
2k: Other parts of the design inc. sections between junctions Concern environment littering	3
2k: Other parts of the design inc. sections between junctions Concern environment noise pollution (general)	12
2k: Other parts of the design inc. sections between junctions Concern environment noise pollution (Hatfield Peverel)	7
2k: Other parts of the design inc. sections between junctions Concern environment noise pollution (mitigation)	11
2k: Other parts of the design inc. sections between junctions Concern environment wildlife & ecology	11
2k: Other parts of the design inc. sections between junctions Concern lack of detail	7
2k: Other parts of the design inc. sections between junctions Concern people & communities impact on local communities	15
2k: Other parts of the design inc. sections between junctions Concern people & communities impact on properties/landowners	17
2k: Other parts of the design inc. sections between junctions Concern people & communities local development	9
2k: Other parts of the design inc. sections between junctions Suggestion congestion	5
2k: Other parts of the design inc. sections between junctions Suggestion design A120	16
2k: Other parts of the design inc. sections between junctions Suggestion design access	10
2k: Other parts of the design inc. sections between junctions Suggestion design alternative design (Hatfield Peverel/Witham)	9



2k: Other parts of the design inc. sections between junctions Suggestion design alternative design (Marks Tey)	4
2k: Other parts of the design inc. sections between junctions Suggestion design alternative design (other)	4
2k: Other parts of the design inc. sections between junctions Suggestion design alternative design (Rivenhall End/Kelvedon)	9
2k: Other parts of the design inc. sections between junctions Suggestion design safety/traffic calming measures	13
2k: Other parts of the design inc. sections between junctions Suggestion design walkers, cyclists, horse riders/public transport	11
2k: Other parts of the design inc. sections between junctions Suggestion environment air quality	2
2k: Other parts of the design inc. sections between junctions Suggestion environment hydrology	1
2k: Other parts of the design inc. sections between junctions Suggestion environment landscape & visual impact	6
2k: Other parts of the design inc. sections between junctions Suggestion environment light pollution	1
2k: Other parts of the design inc. sections between junctions Suggestion environment littering	3
2k: Other parts of the design inc. sections between junctions Suggestion environment noise pollution	26
2k: Other parts of the design inc. sections between junctions Suggestion environment wildlife & ecology	5
2k: Other parts of the design inc. sections between junctions Suggestion people & communities impact on properties/landowners	1
2k: Other parts of the design inc. sections between junctions Support construction disruption	1
2k: Other parts of the design inc. sections between junctions Support design general	9
2k: Other parts of the design inc. sections between junctions Support design safety	8
2k: Other parts of the design inc. sections between junctions Support design walkers, cyclists, horse riders/public transport	4
3a: Environmental impacts Concern congestion traffic modelling	3
3a: Environmental impacts Concern congestion will worsen	14
3a: Environmental impacts Concern design land take	5
3a: Environmental impacts Concern design walkers, cyclists, horse riders/public transport	7
3a: Environmental impacts Concern environment agriculture	23
3a: Environmental impacts Concern environment air quality	108
3a: Environmental impacts Concern environment climate change	128



3a: Environmental impacts Concern environment cultural heritage	16
3a: Environmental impacts Concern environment cumulative impacts	5
3a: Environmental impacts Concern environment environmental surveys	2
3a: Environmental impacts Concern environment general	18
3a: Environmental impacts Concern environment hydrology/flood risk	32
3a: Environmental impacts Concern environment landscape & visual impact	29
3a: Environmental impacts Concern environment light pollution	20
3a: Environmental impacts Concern environment littering	5
3a: Environmental impacts Concern environment noise pollution	93
3a: Environmental impacts Concern environment wildlife & ecology	88
3a: Environmental impacts Concern lack of detail	29
3a: Environmental impacts Concern PEIR Easthorpe Road	37
3a: Environmental impacts Concern PEIR misleading/lack of detail	58
3a: Environmental impacts Concern PEIR too much information	2
3a: Environmental impacts Concern people & communities impact on local communities	15
3a: Environmental impacts Concern people & communities impact on properties/landowners	21
3a: Environmental impacts Suggestion construction	4
3a: Environmental impacts Suggestion design alternative design	6
3a: Environmental impacts Suggestion design charging infrastructure	5
3a: Environmental impacts Suggestion design walkers, cyclists, horse riders/public transport	17
3a: Environmental impacts Suggestion environment agriculture	1
3a: Environmental impacts Suggestion environment air quality	9
3a: Environmental impacts Suggestion environment climate change	7
3a: Environmental impacts Suggestion environment cultural heritage	21
3a: Environmental impacts Suggestion environment cumulative impacts	1
3a: Environmental impacts Suggestion environment gather advice	6
3a: Environmental impacts Suggestion environment hydrology	16
3a: Environmental impacts Suggestion environment landscape & visual impact	14



3a: Environmental impacts Suggestion environment light pollution	5
3a: Environmental impacts Suggestion environment noise pollution	52
3a: Environmental impacts Suggestion environment wildlife & ecology	71
3a: Environmental impacts Suggestion PEIR assessments	60
3a: Environmental impacts Suggestion PEIR Environmental Statement	31
3a: Environmental impacts Suggestion people & communities impact on local communities	7
3a: Environmental impacts Suggestion people & communities impact on properties/landowners	5
3a: Environmental impacts Support environment air quality	12
3a: Environmental impacts Support environment cultural heritage	7
3a: Environmental impacts Support environment general	4
3a: Environmental impacts Support environment hydrology	4
3a: Environmental impacts Support environment landscape & visual impact	1
3a: Environmental impacts Support environment mitigation measures	21
3a: Environmental impacts Support environment noise pollution	4
3a: Environmental impacts Support general	10
3a: Environmental impacts Support PEIR general	9
3a: Environmental impacts Support PEIR methodology	22
3a: Environmental impacts Support PEIR support with caveats	7
4b: Walkers, cyclists and horse riders Concern congestion will worsen	12
4b: Walkers, cyclists and horse riders Concern cost	2
4b: Walkers, cyclists and horse riders Concern design access	30
4b: Walkers, cyclists and horse riders Concern design effectiveness	32
4b: Walkers, cyclists and horse riders Concern design maintenance	2
4b: Walkers, cyclists and horse riders Concern design necessity	12
4b: Walkers, cyclists and horse riders Concern design safety (crossings)	6
4b: Walkers, cyclists and horse riders Concern design safety (Easthorpe Road)	49
4b: Walkers, cyclists and horse riders Concern design safety (general)	16
4b: Walkers, cyclists and horse riders Concern design safety (Hatfield Peverel)	7
4b: Walkers, cyclists and horse riders Concern design safety (Inworth)	3



4b: Walkers, cyclists and horse riders Concern design safety (Marks Tey)	2
4b: Walkers, cyclists and horse riders Concern design surfacing	1
4b: Walkers, cyclists and horse riders Concern doubt implementation	3
4b: Walkers, cyclists and horse riders Concern environment air quality	5
4b: Walkers, cyclists and horse riders Concern environment landscape & visual impact	4
4b: Walkers, cyclists and horse riders Concern environment noise pollution	1
4b: Walkers, cyclists and horse riders Concern lack of detail	16
4b: Walkers, cyclists and horse riders Concern people & communities impact on local amenities	1
4b: Walkers, cyclists and horse riders Concern people & communities impact on properties/landowners	1
4b: Walkers, cyclists and horse riders Suggestion design access	15
4b: Walkers, cyclists and horse riders Suggestion design accessibility	14
4b: Walkers, cyclists and horse riders Suggestion design bridges	11
4b: Walkers, cyclists and horse riders Suggestion design bridleways	17
4b: Walkers, cyclists and horse riders Suggestion design infrastructure	8
4b: Walkers, cyclists and horse riders Suggestion design restrict access to walkers/cyclists/horse riders	7
4b: Walkers, cyclists and horse riders Suggestion design safety/traffic calming measures	15
4b: Walkers, cyclists and horse riders Suggestion design walking/cycle paths	12
4b: Walkers, cyclists and horse riders Suggestion design walking/cycle paths (B1023)	6
4b: Walkers, cyclists and horse riders Suggestion design walking/cycle paths (Boreham)	7
4b: Walkers, cyclists and horse riders Suggestion design walking/cycle paths (existing A12)	9
4b: Walkers, cyclists and horse riders Suggestion design walking/cycle paths (Hatfield Peverel)	1
4b: Walkers, cyclists and horse riders Suggestion design walking/cycle paths (Kelvedon/Feering)	7
4b: Walkers, cyclists and horse riders Suggestion design walking/cycle paths (LTN 1/20/cycleways)	14
4b: Walkers, cyclists and horse riders Suggestion design walking/cycle paths (Marks Tey)	5
4b: Walkers, cyclists and horse riders Suggestion design walking/cycle paths (Rivenhall)	2



4b: Walkers, cyclists and horse riders Suggestion design walking/cycle paths (Witham)	6
4b: Walkers, cyclists and horse riders Suggestion environment air quality	1
4b: Walkers, cyclists and horse riders Suggestion environment wildlife & ecology	4
4b: Walkers, cyclists and horse riders Suggestion funding	1
4b: Walkers, cyclists and horse riders Support design access	23
4b: Walkers, cyclists and horse riders Support design general	38
4b: Walkers, cyclists and horse riders Support design J19	3
4b: Walkers, cyclists and horse riders Support design safety	25
4b: Walkers, cyclists and horse riders Support design Wellington Bridge	2
4b: Walkers, cyclists and horse riders Support environment air quality	1
4b: Walkers, cyclists and horse riders Support environment noise pollution	1
4b: Walkers, cyclists and horse riders Support people & communities encourage walking, cycling and horse riding	13
5b: Bypass routes and other side roads Concern congestion traffic modelling	51
5b: Bypass routes and other side roads Concern congestion will not improve	16
5b: Bypass routes and other side roads Concern congestion will worsen (Easthorpe)	122
5b: Bypass routes and other side roads Concern congestion will worsen (other)	40
5b: Bypass routes and other side roads Concern construction disruption	2
5b: Bypass routes and other side roads Concern cost	30
5b: Bypass routes and other side roads Concern design access	44
5b: Bypass routes and other side roads Concern design borrow pits	3
5b: Bypass routes and other side roads Concern design general	18
5b: Bypass routes and other side roads Concern design journey time	2
5b: Bypass routes and other side roads Concern design land take	2
5b: Bypass routes and other side roads Concern design maintenance	13
5b: Bypass routes and other side roads Concern design necessity	15
5b: Bypass routes and other side roads Concern design safety	112
5b: Bypass routes and other side roads Concern design walkers, cyclists, horse riders/public transport	24



5b: Bypass routes and other side roads Concern environment agriculture	1
5b: Bypass routes and other side roads Concern environment air quality	15
5b: Bypass routes and other side roads Concern environment climate change	7
5b: Bypass routes and other side roads Concern environment general	11
5b: Bypass routes and other side roads Concern environment hydrology/flood risk	16
5b: Bypass routes and other side roads Concern environment landscape & visual impact	24
5b: Bypass routes and other side roads Concern environment light pollution	5
5b: Bypass routes and other side roads Concern environment noise pollution	18
5b: Bypass routes and other side roads Concern environment wildlife & ecology	14
5b: Bypass routes and other side roads Concern lack of detail	9
5b: Bypass routes and other side roads Concern people & communities impact on local communities	26
5b: Bypass routes and other side roads Concern people & communities impact on properties/landowners	47
5b: Bypass routes and other side roads Concern people & communities local development	14
5b: Bypass routes and other side roads Suggestion design A120	5
5b: Bypass routes and other side roads Suggestion design access	10
5b: Bypass routes and other side roads Suggestion design additional improvements	19
5b: Bypass routes and other side roads Suggestion design alternative design	1
5b: Bypass routes and other side roads Suggestion design existing A12	29
5b: Bypass routes and other side roads Suggestion design restrict/discourage access to Easthorpe Road	81
5b: Bypass routes and other side roads Suggestion design safety/traffic calming measures	10
5b: Bypass routes and other side roads Suggestion design walkers, cyclists, horse riders/public transport	28
5b: Bypass routes and other side roads Suggestion environment noise pollution	4
5b: Bypass routes and other side roads Suggestion environment wildlife & ecology	9
5b: Bypass routes and other side roads Suggestion funding	2
5b: Bypass routes and other side roads Suggestion people & communities impact on properties/landowners	3
5b: Bypass routes and other side roads Support congestion	10



5b: Bypass routes and other side roads Support design access	13
5b: Bypass routes and other side roads Support design general	14
5b: Bypass routes and other side roads Support design safety	8
5b: Bypass routes and other side roads Support design walkers, cyclists, horse riders/public transport	6
5b: Bypass routes and other side roads Support environment general	1
5b: Bypass routes and other side roads Support people & communities impact on local communities	6
5b: Bypass routes and other side roads Support people & communities impact on properties/landowners	4
5b: Bypass routes and other side roads Support support with caveats	1
6b: Construction Concern congestion	37
6b: Construction Concern cost	3
6b: Construction Concern design access	48
6b: Construction Concern design borrow pits	5
6b: Construction Concern design safety	24
6b: Construction Concern disruption	31
6b: Construction Concern environment air quality	26
6b: Construction Concern environment cultural heritage	2
6b: Construction Concern environment hydrology/flood risk	5
6b: Construction Concern environment landscape & visual impact	18
6b: Construction Concern environment light pollution	14
6b: Construction Concern environment noise pollution	51
6b: Construction Concern environment wildlife & ecology	7
6b: Construction Concern lack of detail	22
6b: Construction Concern people & communities impact on communities	27
6b: Construction Concern people & communities impact on local businesses/services	9
6b: Construction Concern people & communities impact on properties/landowners	33
6b: Construction Concern quality/compliance	7
6b: Construction Suggestion access	16
6b: Construction Suggestion alternative design	10
6b: Construction Suggestion communication	16
6b: Construction Suggestion compensation	6
6b: Construction Suggestion mitigation measures	24
6b: Construction Suggestion permissions/licences/responsibilities	3
6b: Construction Suggestion restore land post-construction	5
6b: Construction Suggestion restrict access to Easthorpe Road	29



6b: Construction Suggestion safety	3
6b: Construction Suggestion security	2
6b: Construction Suggestion sustainability	4
6b: Construction Suggestion timescale	9
6b: Construction Support design construction infrastructure	5
6b: Construction Support disruption	7
6b: Construction Support environment noise reduction measures	1
6b: Construction Support general	16
6b: Construction Support support with caveats	2
6b: Construction Support timing	3
7a: How did you hear about this consultation? Local radio/TV	13
7a: How did you hear about this consultation? Newspaper	29
7a: How did you hear about this consultation? Online	64
7a: How did you hear about this consultation? Other	54
7b: Which communication channel(s) have you used to find out more about the proposed scheme? Other	60
Consultation Concern info/materials consultation document	11
Consultation Concern info/materials events	8
Consultation Concern info/materials maps/illustrations	23
Consultation Concern info/materials misleading/inaccurate information	30
Consultation Concern info/materials questionnaire	3
Consultation Concern process communication	26
Consultation Concern process lack of influence	30
Consultation Concern process predetermination	16
Consultation Concern process promotion	10
Consultation Concern process timescale	3
Consultation Suggestion further consultation	25
Consultation Suggestion further engagement	76
Consultation Suggestion info/materials maps/illustrations	2
Consultation Support events	6
Consultation Support influence	5
Consultation Support maps/illustrations	1
Location Aldham	2
Location Basildon	1
Location Boreham	238
Location Braintree	70
Location Bramford	6
Location Brentwood	4
Location Bury St Edmunds	1
Location Chelmsford	105
Location Coggeshall	49
Location Colchester	219
Location Copford	35
Location Cressing	5
Location Danbury	11



Location Dengie	1
Location Dover	1
Location Earls Colne	2
Location Easthorpe	121
Location Fairstead	6
Location Feering	179
Location Felixstowe	9
Location Great Braxted	4
Location Great Leighs	4
Location Great Notley	2
Location Great Totham	2
Location Harwich	9
Location Hatfield Peverel	387
Location Heybridge	20
Location Inworth	168
Location Ipswich	10
Location Kelvedon	310
Location Langford	1
Location Langham	1
Location Little Braxted	28
Location London	12
Location Maldon	259
Location Margaretting	3
Location Marks Tey	227
Location Mersea Island	103
Location Messing	79
Location Mountnessing	1
Location Nounsley	2
Location Ranks Green	2
Location Rettendon	1
Location Rivenhall	74
Location Rivenhall End	55
Location Romford	1
Location Silver End	10
Location Stanway	19
Location Surrex	1
Location Tendring	2
Location Terling	28
Location Tilbury	2
Location Tiptree	302
Location Tollesbury	102
Location Tolleshunt Knights	5
Location Twinstead	5
Location Tye Green	1
Location Ulting	1
Location West Mersea	3
Location Wickham Bishops	7



Location Witham	212
Location Writtle	1
Overall scheme Concern congestion traffic modelling	12
Overall scheme Concern congestion will not improve	35
Overall scheme Concern congestion will worsen	47
Overall scheme Concern cost	33
Overall scheme Concern design access	16
Overall scheme Concern design effectiveness	25
Overall scheme Concern design infrastructure	3
Overall scheme Concern design mitigation	1
Overall scheme Concern design safety	19
Overall scheme Concern general	39
Overall scheme Concern lack of detail	7
Overall scheme Concern necessity	26
Overall scheme Concern people & communities impact on local communities	16
Overall scheme Concern people & communities impact on properties/landowners	18
Overall scheme Concern people & communities local development	15
Overall scheme Suggestion alternative scheme incentives to reduce congestion	6
Overall scheme Suggestion alternative scheme maintenance	20
Overall scheme Suggestion alternative scheme other road scheme	17
Overall scheme Suggestion alternative scheme public transport	52
Overall scheme Suggestion design alternative design	4
Overall scheme Suggestion design congestion	1
Overall scheme Suggestion design futureproofing	16
Overall scheme Suggestion design improve A12 after J25	5
Overall scheme Suggestion design improve A12 before J19	8
Overall scheme Suggestion design littering	5
Overall scheme Suggestion design motorway designation	8
Overall scheme Suggestion design permissions/licences/responsibilities	11
Overall scheme Suggestion design safety/traffic calming measures	13
Overall scheme Suggestion design signage	1
Overall scheme Suggestion people & communities impact on properties/landowners	3
Overall scheme Suggestion request for further information	32
Overall scheme Support congestion	21
Overall scheme Support design safety	10
Overall scheme Support economy	16
Overall scheme Support general	78



Overall scheme Support people & communities impact on local communities	3
Overall scheme Support people & communities local development	2
Overall scheme Support support with caveats	10

Table 24: Number of times each code is used



Appendix E – Consultation response form



**A12 Chelmsford
to A120 widening**
Consultation response form



Share your views

We want to better understand your views about the proposals for the A12 Chelmsford to A120 widening.

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 are between 9% and 12% of the traffic on this section due to its important freight connection, especially to Felixstowe and Harwich ports. This section of the A12 is also an important commuter route between Chelmsford and Colchester. 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 a dual carriageway A-road of its kind.

Our proposed changes to this stretch of the A12 road will:

- improve safety for road users, especially at the junctions and slip roads through better design, as well as by removing the current direct private accesses onto the A12
- reduce traffic congestion by increasing the capacity of the road, making journey times more reliable. The proposed scheme will save motorists as much as 1.5 hours in a working week if they travel daily between junctions 19 and 25
- 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', affecting 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 walkers, cyclists, horse riders and public transport users, to give them better connections and safer, more enjoyable journeys

Please share your views with us by completing this response form online at www.highwaysengland.co.uk/A12

If you're returning this form to us by post, please return it in the envelope provided to **FREEPOST A12 WIDENING**.

The consultation period ends at **11.59pm on Monday 16 August 2021** so please ensure your comments arrive with us in time to allow us to analyse and consider your feedback.



Data privacy notice

We are committed to protecting your personal information. Whenever you provide such information we are legally obliged to use it in line with all applicable laws concerning the protection of personal data, including the General Data Protection Regulation (GDPR).

How Highways England will use the information we collect

We will use your personal data collected via this consultation for a number of purposes, including:

- to analyse your feedback to the consultation
- to produce a Consultation Report, based on our analysis of responses (individuals will not be identified in the report)
- to write to you with updates about the results of the consultation and other developments
- to keep up-to-date records of our communications with individuals and organisations

Any personal information you include in this form will be handled and used by (or made available to) the following recipients to record, analyse and report on the feedback we receive:

- Highways England
- Traverse (which has been contracted by us to analyse feedback to the consultation)
- The Planning Inspectorate (which will consider our application for permission to build the A12 Chelmsford to A120 widening)
- The Secretary of State (who will make the decision on our application)
- our legal advisers
- consultants working on the A12 Chelmsford to A120 widening project

It is also possible that trusted third-party providers, for example construction companies, may later use the contact details provided in your responses to communicate with you. We will keep your information for up to six months after the DCO decision has been made.

What rights do I have over my personal data?

Under the terms of the GDPR you have certain rights over how your personal data is retained and used by Highways England. For more information, see our full data privacy statement: www.highwaysengland.co.uk/about-us/privacy-notice/



1. About you

Please provide your name, address and email address.

If you'd prefer your comments to be anonymous, please just let us have your postcode (first five digits), so we can understand where you live in relation to the proposed scheme.

1a. Name:

1b. Address:

1c. Email address: Postcode:

1d. Do you own land or hold any legal interests or rights, such as private rights of way or sporting rights, which may be affected by our proposals?

Yes No

If you have ticked yes, have you received a letter to notify you of the consultation?

Yes No

1e. If you are responding on behalf of an organisation, business or campaign group, please include the name below.

Organisation:

Your role:

1f. By completing this response form, you have indicated that you have an interest in this proposed scheme. It would help us if you could identify the nature of your interest below (tick all that apply):

- Local resident (live within five miles of the A12)
- Local business (business address within five miles of the A12)
- Regular user of the A12 (in a private vehicle – eg commuter/leisure)
- Regular user of the A12 (commercial vehicle – eg haulage)
- Other (please state):



1g. How do you normally travel on the A12 (or on the adjacent footpaths and cycleways if applicable)?

- Car/Van - Commercial
- Car/Van - Private
- Heavy goods vehicle (HGV)
- Bus
- Motorcycle - Commercial
- Motorcycle - Private
- Walk
- Cycle
- Horse ride
- Other (please state):

1h. How often do you use this route?

- 5 or more days a week
- 2-4 days a week
- 1 day a week
- Monthly
- Less often
- Never



2. The proposed scheme design

During our first consultation in 2017, four options for the scheme were presented. Our preferred route has been based our route 2. Our proposals widen the existing A12 between junctions 19 and 25 to three lanes in each direction (where it is not already) and create a three-lane bypass in each direction at Rivenhall End. This route reflects the feedback we received on junctions in our first consultation, as well as comments about the Rivenhall End bypass being close to the Rivenhall Long Mortuary Enclosure scheduled monument. The proposals also include constructing a bypass between junctions 24 and 25. Our proposed scheme will cover all the work necessary to construct the proposed new road layout.

You can respond to as many or as few of the following questions as you like, to help us understand the nature of your response.

- 2a. Do you support or oppose the proposed scheme design at junction 19?
Please refer to page 13 of the consultation brochure.**

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

- 2b. Please explain your response to 2a, including any changes you think we should consider making to the proposed junction 19 design.**



**2c. Do you support or oppose the proposed design at junction 21?
Please refer to page 14 of the consultation brochure.**

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

2d. Please explain your response to 2c, including any changes you think we should consider making to the proposed junction 21 design.



**2e. Do you support or oppose the proposed design at junction 22?
Please refer to page 15 of the consultation brochure.**

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

2f. Please explain your response to 2e, including any changes you think we should consider making to the proposed junction 22 design.



**2g. Do you support or oppose the proposed design at junction 24?
Please refer to page 16 of the consultation brochure.**

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

2h. Please explain your response to 2g, including any changes you think we should consider making to the proposed junction 24 design.



- 2i. **Do you support or oppose the proposed design at junction 25?
Please refer to page 16 of the consultation brochure.**

Strongly support | Support | Neutral | Oppose | Strongly oppose

- 2j. **Please explain your response to 2i, including any changes you think we should consider making to the proposed junction 25 design.**



- 2k. Please provide any comments you have on other parts of the design, such as the sections between the junctions on the proposed new road.



3. Environmental impacts

Understanding the impacts that our scheme proposals may have on the environment and local communities, as well as health and wellbeing, has been a key consideration in the development and refinement of the proposed scheme.

We are currently gathering information through a process called Environmental Impact Assessment (EIA) which focuses on environmentally sensitive areas. While the EIA is ongoing, we have produced a Preliminary Environmental Information Report (PEIR) of the initial emerging findings of the EIA. This describes the environmental and community setting and anticipated impacts of the proposed scheme.

A Non-Technical Summary of the PEIR has also been prepared to summarise the emerging environmental and health effects. You can find these documents on our website www.highwaysengland.co.uk/A12. You can also find out more about the report and the environmental and health impacts on pages 18 to 28 of the consultation brochure.

- 3a. Please provide us with any comments you may have on the Preliminary Environmental Information Report (PEIR) or the Non-Technical Summary. This includes any additional potential environmental ideas which you would like to see delivered for the proposed scheme.**



4. Walkers, cyclists and horse riders

The proposed scheme affects 23 public rights of way, existing walking, cycling and horse riding (WCH) routes and a National Cycle Route (route 16). Maintaining and enhancing these connections for walkers, cyclists and horse riders is a key objective for us.

Our proposals have been developed in discussion with walking, cycling and horse riding stakeholders, and aim to better link to other paths or communities. They will also be designed to the latest standards. This will enable people to cross the route safely and conveniently and avoid using busy road junctions. There would be seven new bridges for WCH users and approximately 9 miles (15 km) of new or improved walking and cycling paths across the proposed scheme.

Further information can be found on page 43 of the consultation brochure.

4a. Do you support or oppose the proposed alterations to routes for walkers, cyclists and horse riders?

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

4b. Please provide us with any comments you may have on our proposed alterations to routes for walkers, cyclists and horse riders.



5. Bypass routes and other side roads

Once the proposed new bypass between junctions 22 and 23 is in use, it is proposed that this part of the existing A12 road would be handed over to Essex County Council's Highway Authority.

Likewise, once the proposed new bypass between junctions 24 and 25 is in use, it is proposed that this part of the existing road would be handed over to Essex County Council's Highway Authority. Please refer to the map on page 46 of the consultation brochure for further information.

5a. What are your views on the plans for the existing road and local roads?

Please refer to pages 46 to 49 of the consultation brochure.

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

5b. Please provide us with any comments you may have in relation to 5a.



6. Construction

The proposed scheme will bring many benefits to road users and support economic growth. However, it is a major project and we do recognise that there will be local impacts during its construction. Making sure that we are a good neighbour to those living and working near the proposed scheme is important to us.

We are confident that our experience in managing major construction projects, combined with the feedback from this consultation, will help us plan the construction in a way that keeps both disruption and inconvenience to a minimum.

6a. Do you support or oppose the construction methodology for the proposed scheme? Please refer to pages 50 to 53 of the consultation brochure.

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

6b. Please provide us with any comments you may have on the construction methodology.



7. About this consultation

We would like to understand how you heard about this consultation so that we can understand the best way to reach road users and those who are interested in this scheme.

7a. How did you hear about this consultation? (Please select all that apply).

- Received a letter from Highways England
- Received an email from Highways England
- Received an email alert from the Highways England website
- Read about it on Highways England social media
- Newspaper:
- Online:
- Local radio or TV:
- Poster
- Received information from local authority
- Word of mouth
- Parish Council newsletter
- Other: (please state)

7b. Which communication channel(s) have you used to find out more about the proposed scheme? Tick all that apply:

- Highways England scheme website
- Council website
- Local press
- Consultation event
- Other: (please state)



7c. How useful did you find our consultation materials, including the consultation booklet, in helping you understand your position?

	Very useful	Somewhat useful	Neutral	Not very useful	Not useful at all	Not applicable
Consultation booklet	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Virtual exhibition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Preliminary Environmental Information Report	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Preliminary Environmental Information Report Non-Technical Summary	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic Modelling Report for Consultation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Flythrough	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Website	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Webinars	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Equality and diversity

We would be grateful if you could answer the following equality and diversity questions. We will use the information we receive to help understand whether our consultation has been useful to people of different backgrounds and requirements. We may publish a summary of the results, but no information about an individual would be revealed.

The answers you provide to this question are defined as 'special category data'. If you agree to provide this information you can withdraw your permission for us to use it at any time. To do that, please email DataProtectionAdvice@highwaysengland.co.uk

- I consent to Highways England processing my special category data for the purposes of understanding the accessibility of the A12 Chelmsford to A120 widening consultation. I have read Highways England's privacy notice and understood how it will be processing this data.

1. What is your gender?

- Male Female Transgender Prefer not to say

2. Do you consider yourself as a person with a disability?

- Yes No Prefer not to say

3. Please describe your ethnic background:

- | | |
|--|---|
| <input type="checkbox"/> Asian/Asian British | <input type="checkbox"/> Mixed ethnic background |
| <input type="checkbox"/> White | <input type="checkbox"/> Gypsy or Irish Traveller |
| <input type="checkbox"/> Black/black British | <input type="checkbox"/> Other ethnic group |
| <input type="checkbox"/> Chinese | <input type="checkbox"/> Prefer not to say |

4. Age:

- | | |
|-----------------------------------|--------------------------------|
| <input type="checkbox"/> Under 16 | <input type="checkbox"/> 45-54 |
| <input type="checkbox"/> 16-24 | <input type="checkbox"/> 55-64 |
| <input type="checkbox"/> 25-34 | <input type="checkbox"/> 65+ |
| <input type="checkbox"/> 35-44 | |



How to submit your response form

Please only use the following official response channels. We cannot guarantee that responses sent to any other address will be included in our analysis.



Online response form

Fill in the online survey at:

www.highwaysengland.co.uk/A12



Freepost

Post your response form or comments to:

FREEPOST A12 WIDENING

The Freepost address is the only text needed on the envelope, and no stamp is required.



Email

Email your comments to:

A12chelmsfordA120wide@highwaysengland.co.uk

How your response will be used

We will carefully consider all the responses we receive, before producing a report that explains how they have been taken into account in the development of our project.



Have your say

Please send your response before

11.59pm on Monday 16 August 2021

A12 Chelmsford to A120 widening – consultation response form



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

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For an accessible version of this publication please call **0300 123 5000** and we will help you.

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TRAVERSE



A12 Widening Scheme - Supplementary Consultation

Summary Report

Jacobs



MARCH 2022

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1. Executive Summary

This report provides a summary of responses received to the consultation on National Highways' proposals for the A12 Chelmsford to A120 widening scheme, which ran from 9th November 2021 to 19th December 2021. National Highways have proposed to make several changes to the A12 to improve the route for all road users. Following on from a Statutory Consultation in 2021, National Highways undertook further consultation on subsequent design changes.

The consultation received 384 responses: 316 from public respondents, 42 from Persons with Interest in Land (PILs), and 26 from statutory stakeholders. Further details of the response profile can be found in the Introduction.

Junction 21 – southern link road removal (Hatfield Peverel)

In response to the statutory consultation National Highways have proposed to remove a southern link road and instead use an enhanced northern link road.

Some respondents support improvements to the traffic flow, feeling it would offer increased opportunities for active travel and improve safety if appropriate speed limits are enforced. Some PILs also suggest that the proposals would reduce cost and land take and disruption from construction traffic.

However, there is concern amongst some respondents about the diversions disturbing the local community, particularly during the construction period. Other concerns include loss of access, increased traffic and impacts on safety, the potential impact of the proposals on local property values, environmental impact and the potential acquisition of utilities located close to the project.

Improved road surfacing and removal of noise barrier (Hatfield Peverel)

At Hatfield Peverel it was proposed that a noise barrier would no longer feature and improved road surfacing would be used instead to mitigate the noise impacts.

Some respondents offer their support for improved road surfacing. Most often they comment that the road surface could reduce the levels of overall noise impacts.

Many respondents express concern about the removal of noise barriers as they feel this will increase the level of noise impacts. They comment that noise from other sources, such as car exhausts, driving style and freight loads would not be mitigated against by an improved road surface and that further noise mitigation measures may be needed. Some respondents also express concern about other impacts on the local community, citing light pollution and air quality impacts in addition to noise impacts, and also potential to impact property values on the north side of Hatfield Peverel.

Gas main (Witham)

Five potential corridor options for the existing high-pressure gas pipeline were identified at Witham, with Corridors 1 and 3 being the preferred options.

PILs and statutory consultees express a general preference for Corridor 1, whilst responses from public consultees support both options, with some favouring Corridor 3.

Most respondents support one of the preferred routes as they feel these routes would be less likely to interrupt residential access, interfere with heritage and environmental assets, interrupt Public Rights of Way or interfere with the supply of other utilities. Support for the non-preferred Corridors (2,4 and 5) is considerably lower, with neither statutory consultees nor PILs offering support, and some support for options 2 and 5 from members of the public.

Whilst most respondents express a preference for one of the preferred routes, a few respondents express concerns that apply equally to any of the routes. These include the potential impact on the local environment, disrupted access for local residents, and access to the business park. Respondents feel whichever route is chosen environmental surveys and further mitigation measures are needed.

A few respondents express specific concern about the preferred routes, in particular the impact it could have on ground and surface water quality, diversions, and future disruption to the A12 if repairs are needed to the gas pipeline.

Market Lane noise barrier (Witham)

Due to additional land requirements, National Highways proposed removing the existing noise barrier during construction and reintroducing a noise barrier once construction was complete.

Many respondents express support as it would be only a temporary removal of the noise barrier, and in the long-term would reduce the overall level of noise pollution.

However, many respondents express concern about the impact of noise pollution, particularly in the evening, and impacts on physical and mental health. They also feel that the proposals could damage the local environment by removing habitats and damaging the landscape. They also comment that replacement green spaces would take some time to grow organically to match the removed green space. Respondents suggest that noise reduction measures should be in place prior to construction.

Inworth Road

At Inworth Road National Highways now propose to widen certain sections of the road and pinch points to reduce delays.

Many respondents feel this would improve road conditions and be safer for all road users.

Whilst that is recognised, some respondents, including several statutory consultees express concern that the road will still not be suitable for the level of traffic expected. They feel the resulting congestion would limit access for local residents, and potentially impact air quality, noise, safety. These respondents question why National Highways have now forecasted a reduction in traffic levels compared to the Statutory Consultation. Some respondents express concern that the location is unsuitable with several Grade I and Grade II listed buildings that could be damaged. Reference is also made by a few respondents to loss of wildlife habitats, which proposed mitigation would not address.

Easthorpe Road closure

National Highways propose closing Easthorpe Road to general traffic following concerns that the original proposals could lead to an increased volume of traffic on the road.

Many respondents feel this will reduce traffic and therefore provide a benefit for the local population, including by promoting active travel.

Many respondents comment on a potential loss of access and feel there could be substantial inconvenience by diverting through other villages. They question whether alternative routes are acceptable for the expected volume of traffic.

Category 2 and 3 changes

National Highways also made a number of more minor category 2 and category 3 changes.

A few respondents express support for the Category 2 and 3 changes as they feel these reduce the overall environmental impact of the proposals and seem proportionate.

Concerns are raised by some respondents about the level of land take required and the potential loss of access to various locations, in particular at Kelvedon, Boreham Main Road. Respondents also raise concerns about potential impacts to local environmental and heritage assets, noise, and safety. Respondents suggest it is important that National Highways ensure access to utilities and infrastructure facilities are maintained.

General comments

Many respondents express a general level of support for the overall proposals. Statutory consultees tend to welcome the way National Highways have engaged with stakeholders and the assessments that have been carried out. However, these consultees do comment that they further engagement will be needed particularly regarding any changes to red-line boundaries as the proposals are modified, and that some further work may be needed on traffic modelling.

Many PILs and public consultees support the proposals as they feel it would bring benefits to road users and potentially unlock economic benefits for the region. In particular they support the proposals for junction 22 and that these have not been modified as part of the current consultation.

Some PILs and public consultees express concern about a potential increase in traffic, adding to local congestion issues. Some respondents also challenge the proposals considering Government targets to reduce carbon emissions. They believe National Highways have not explained how these proposals align with the net-zero targets.

The consultation

Many respondents also comment on the consultation process in general. A few of these respondents feel the consultation has addressed some concerns and appreciate the engagement with National Highways.

Many respondents criticise the information provided within the consultation materials. Concerns include that these contain some inaccurate information, that some of the material is misleading, and that there is a lot of technical

jargon that makes it complex to understand. Conversely some respondents feel that there was insufficient detail in the consultation documentation.

Some respondents, in particular PILs and statutory consultees raise questions about the accuracy of the traffic models and environmental models that have been used.

Several respondents request that National Highways continue to engage with them as the project progresses.

2. Introduction

2.1. The consultation

- 2.1.1. From 9th November 2021 to 19th December 2021, National Highways (formerly Highways England) ran a supplementary consultation on its proposals for the A12 Chelmsford to A120 widening.
- 2.1.2. Although this is a non-statutory consultation, this consultation was conducted in line with the requirements of the Planning Act 2008 (the Act) for Nationally Significant Infrastructure Projects (NSIPs).
- 2.1.3. The purpose of this consultation was to seek further public and stakeholder views on the proposal, which will inform National Highways' development of the scheme prior to submission of their application for a Development Consent Order (DCO) under the Act.

2.2. Purpose of this report

- 2.2.1. This report provides a summary of the responses received to this consultation.
- 2.2.2. This report does not include any views or response from National Highways to the points raised or potential amendments to the proposals in response to the consultation. These will be addressed in the full consultation report and its annexes.
- 2.2.3. All responses to the consultation for the proposed A12 to A120 widening scheme have been reviewed and considered by the project team. This will support the DCO application.

2.3. Feedback received

- 2.3.1. A total of 384 responses were received during the consultation period. **Table 1**, below, shows a breakdown of the responses by format.

Response Type	Count
Online Response Form	246
Emails	109
Hardcopy responses (response form or letter)	29
Total	384

Table 1. Count of responses received by response type

- 2.3.2. The consultation response form contained seven open questions, each with a text box below. An additional four questions sought demographic information about the respondent and their views about the consultation process. Appendix A sets out the questions asked, and the number of responses received to each question, separated by stakeholder type.

2.4. Participation

2.4.1. To provide a clear understanding of different stakeholder views, responses from different stakeholder groups under the Planning Act 2008 have been reported in three separate categories. The applicable categories from the Act for this consultation are:

- Sections 42(a) and 542(b) Responses from statutory consultees, also called prescribed consultees: These are organisations and groups prescribed under section 42 of the Planning Act 2008, which the applicant (in this case National Highways) has a duty to consult. This stakeholder category also includes responses from relevant local authorities (as defined in the Act).
- Section 42(d) Persons with an Interest in Land (PIL's): These are responses from people who own, occupy, or have another interest in the land affected by the proposals, or who could be affected by a project in such a way that they may be able to make a claim for compensation (as defined in the Act)
- Section 47 Members of the public: These responses are from those who do not fall within the other two categories, primarily members of the public and local community groups

2.4.2. The number of responses received is broken down under stakeholder type in **Table 2** below.

Respondent type	Count of responses
Prescribed consultees (Section 42(a) and (b))	26
Persons with an Interest in Land (PILs) (Section 42(d))	42
Public – local communities and other stakeholders (Section 47)	316

Table 2. Number of responses by respondent type

2.5. Methodology

Receipt and processing of feedback

2.5.1. Letters and online response forms were received either by National Highways or at a consultation freepost address, these were processed by Adetiq (Traverse's data processing contractor) and transferred to Traverse for coding and reporting. Emails were received by National Highways and transferred to Traverse. Responses received through the National Highways response webform were downloaded by Traverse. All responses were then imported into a single database for analysis by Traverse.

2.5.2. For responses which did not follow the format of the response form (such as emails and letters) codes were applied in line with open text responses. Comments not fitting into any of the question themes are summarised in

section 3.9 'General comments'. All responses were analysed and are included in this report.

Analysis of open text responses

- 2.5.3. A coding framework was created to code responses to open text questions. This comprised natural language phrases reflecting the full range of comments and themes provided in responses. For example, one code might be '*environment – climate change*' for comments about the perceived positive or negative impact of the proposed scheme on climate change. The purpose of the framework was to enable coders to identify and group the themes and issues raised in responses, to capture and report on the full range, detail, and nuances of responses.
- 2.5.4. To develop the coding framework for this consultation, an experienced coder reviewed an early set of responses and designed an initial framework of codes. A four-tier approach was taken to coding, starting with high-level themes corresponding to the response form questions, and then developing specific codes within these themes reflecting the range of issues and views on that theme. The coding framework along with the numbers of responses tagged under each code can be found in Appendix D.
- 2.5.5. Codes were applied to part of a response by highlighting the relevant text and recording the selection under the coding framework. A single submission could receive multiple codes. Where similar issues were raised, care was taken to ensure that these were coded consistently.
- 2.5.6. The coding process enabled all responses to be indexed according to the issues raised by respondents, supporting the reporting process.

2.6. Reading this report

Structure of the report

- 2.6.1. The response form collected information and views on current proposals and feedback on the consultation and public consultation events. The report covers each of these areas in turn. The structure of chapter 3 thematically follows the questions in the response form, and reports on all comments relevant to that topic, including specific question responses and any relevant comments made elsewhere. This chapter breaks the issues down by type of respondent; whether comments are supportive, opposing, or making suggestions; and the key themes emerging in the responses, such as design or safety.
- 2.6.2. In each case, the total number of responses received in the online and paper response forms to each question is given at the start of the relevant chapter. However, comments made in those responses may not be relevant to the question, relating instead to a different question. Similarly, relevant comments may have been made in response to other questions or elsewhere. Comments are included in the relevant chapter.

Use of quantifiers in the report

- 2.6.3. As with all consultation activities, it should be noted that those who chose to submit feedback constitute a self-selecting sample. This means they have chosen to reply, rather than being selected to do so as part of a sample designed to be representative of an area or population. Their decision to do so may be affected by any number of factors, including awareness of the feedback process, involvement with a local organisation, experience of using certain roads or their property being potentially affected by the proposals. As such, the feedback gives a useful reflection of the views of those who have chosen to reply (384 responses) but cannot be taken to be a representative cross-section of the local community.
- 2.6.4. When summarising feedback from open questions under each section of the report, quantifiers such as 'many', or 'a few' have been used to provide a sense of the frequency with which issues have been raised in relation to other issues within a given question to give a sense of proportion and balance. This approach follows good practice in reporting qualitative data from open questions.

Quantifier	Frequency of response
Few	<6%
Some	Between 6% and 25%
Many	Between 26% to 50%
Most	>50%

Table 3. Quantifiers used throughout open question narrative report

- 2.6.5. At the beginning of each question the total number of responses will be given, broken down by stakeholder type. The quantifiers used will therefore indicate the proportion of respondents by stakeholder type that held opinions or gave suggestions, in relation to these totals.

3. The scheme's updated design

3.1.1. This chapter addresses comments on the scheme's updated designs raised in all responses, including responses that did not follow the response form structure, such as email and letters.

3.2. Junction 21 – southern link road removal (Hatfield Peverel)

3.2.1. This section addresses responses to question 2, in addition to comments on the proposed changes to the junction 21 raised either in response to other questions or in responses that did not follow the response form structure such as letters and emails.

3.2.2. Question 2 received 103 direct comments, however, not all comments made in those responses were relevant to this question. This section considers the 98 responses that made comments on the proposed changes to the junction 21. 6 from prescribed consultees, 10 from PILs & 82 from members of the public.

Support from prescribed consultees (S42(a) and (b))

3.2.3. Braintree District Council expresses support for the proposed southern link road removal, subject to the detail of environmental impact studies. The Council supports the re-routing of traffic via Wellington Bridge on the basis that it addresses previous concerns raised regarding various types of pollution and their impact on physical and mental health.

Support from PILs (S42(d))

3.2.4. Some PILs express support for the proposed southern link road removal in general terms. Some others support the proposals on the basis that it would:

- improve traffic flow and access in the local area
- reduce cost and land take by eliminating the need for separate link roads on either side of the A12
- improve safety for walkers, cyclists, and horse riders by providing them with a safer route of travel via the northern link road.

Support from local communities and other stakeholders (S47)

3.2.5. Some respondents express support for the proposed changes to the junction 12 design in general terms and often describe it as 'a good' or 'a sensible plan'. A few others believe that the proposals would improve connectivity and traffic flow, and increase provision for walkers, cyclists, and horse riders.

3.2.6. A few respondents welcome the proposals to reduce the speed limit in Boreham as this would slow down the traffic.

Concerns from prescribed consultees (S42(a) and (b))

- 3.2.7. Anglian Water objects to the proposal which seeks permanent acquisition of the Hatfield Hill Sewer Pumping Station.
- 3.2.8. Essex County Council expresses concern about potential pressure on local road network as road users may choose to travel through Hatfield Peverel rather than using the new junction. Other concerns raised by the county council include:
- the potential disruption to safety and access to users of the Station Road during the construction period
 - the potential negative impact of the proposal on traffic in Boreham, particularly between junction 18 and the Main Road
 - the replacement of the link with the dual use bridge would be less attractive and less safe to walkers, cyclists and horse riders and could compromise their safety. They consider the provision of the previously proposed pedestrian only bridge an improvement.
- 3.2.9. Braintree District Council expresses concern that the proposal could increase congestion at the Duke of Wellington roundabout. and the local highway solution would change the character of the village.
- 3.2.10. Similarly, Maldon District council expresses concern that the current proposal would increase traffic, particularly at peak times what would affect mainly communities at Hatfield Peverel south of the A12 and Maldon District residents.

Concerns from PILs (S42(d))

Local communities

- 3.2.11. A few PILs express concern about the potential loss of access to the Vineyards, and the planned Old Dairy development in Bellway. They question how residents would cross or join the A12 and how emergency services would serve these communities.
- 3.2.12. A few respondents express other concerns including:
- the potential impact of the proposed changes on property value
 - disruption to local residents during construction and after completion of works, including disruptions caused by the temporary car park at the Vineyards and the traffic route via haul road while station road bridge is closed
 - the potential risk of unspecified damage to their property
 - the potential safety risks to pedestrians from the Gleneagles Way estate to access the village and suggest installing a pedestrian crossing at the top of Maldon Road
 - the perceived lack of pedestrian provision to access the village for Vineyards' residents while the bridge is closed

- 3.2.13. A few PILs express concerns about the potential noise impact that the increased traffic would have on local residents at the Vineyards.

Traffic and safety

- 3.2.14. Some PILs believe the proposal would generate more traffic disruption in the local area. Communities or areas of concern include:
- The Vineyards area
 - Boreham, Boreham main Road and Maldon Road
 - Hatfield Peverel, especially on the eastern side
 - the proposal would still take the construction compound traffic off the 21a junction, which they deem as dangerous.

Concerns from local communities and other stakeholders (S47)

- 3.2.15. A few respondents oppose the proposed changes in general terms or argue that it would bring no improvements.

Local community

- 3.2.16. A few respondents express concerns about the impacts of the proposal on local communities during the construction period. They argue that:
- the removal of the Hatfield Peverel bridge would temporarily increase the journey time for residents on the station side of the bridge
 - Boreham village would be impacted by increased traffic noise and question the lack of provision to resurface the A12 to mitigate noise
 - the additional traffic crossing the A12 would bring more pollution and disruption to the local area and affect local residents' health and wellbeing.
- 3.2.17. Some respondents express concerns about the potential loss of access at locations including Hatfield Peverel, Maldon, Witham, and the Vineyards. Similar concerns include:
- the potential restriction of agricultural vehicles
 - increased traffic on roads that are perceived as ill-equipped for use as diversion routes, including a single-track bridge over the River Chelmer and Church Road in Hatfield Peverel
 - the recommissioning of Public Rights of Way such as PRow213-45 and PRow213-23, which they believe could lead to an increase in illegal parking on the A1137 unless restrictions are introduced.
- 3.2.18. A few respondents believe that the scheme fails to deliver in its goal to improve active travel provision and argue that users would have to cross busy roads, share narrow routes, and face unsafe, unpleasant journeys.

3.2.19. A few respondents express other concerns including:

- the perceived lack of sufficient mitigation to noise, air, and light pollution. They argue that the road surface at Boreham would be different from the road surface at Hatfield Peverel, but both would face similar traffic increase
- the potential impact of noise pollution particularly to residents east of Maldon Road
- the impact on property price or their ability to sell property in the local area
- the impact of the A12 construction compound as well as the scheme's subsequent operation on the Vineyards residents.

Traffic and safety

3.2.20. Some respondents express safety concerns including:

- pedestrian access around the village of Boreham becoming more dangerous due to increased volumes of traffic, especially for school children crossing Plantation Road
- the proposed northern link road active travel provision being near heavy motorway traffic and thus bringing users closer to potential danger
- the increased traffic around junction 21 causing a backlog of cars on slip roads and extending onto the A12, which could lead to accidents
- the increased use of local roads such as the single-track bridge over the River Chelmer and Church Road in Hatfield Peverel increasing the risk of accidents.

3.2.21. Several respondents express concerns that the proposal to remove the southern link road would lead to additional traffic on local roads, cause temporary loss of access, and increase journey times to residents. They argue that the proposals would only benefit commuters.

Environment

3.2.22. Some respondents express concern about climate change and believe that the construction of a new road is not compatible with current targets to reduce emissions.

3.2.23. A few other respondents express concern about the potential loss of habitat and woodland on the Blackwater and the wider impact of the proposals on wildlife.

Design

3.2.24. A few respondents raise concerns about the cost to build the Wellington Road Bridge or the cost of the scheme as a whole and argue that it isn't a justifiable way of spending public money.

Suggestions from prescribed consultees (S42(a) and (b))

- 3.2.25. Braintree District Council suggests that the scheme should be brought in line with Braintree's Local Plan (more specifically for site HATF316) by altering the development boundary and introducing appropriate air, noise, and landscape mitigation measures.
- 3.2.26. Maldon District Council suggests that an alternative design should be considered on the basis that the current plan improves traffic in one area of Hatfield Peverel at the expense of another. Maldon District Council suggests that a new link road should be incorporated to provide relief to Maldon, within the remit of the A12 widening scheme.
- 3.2.27. Likewise, Essex County Council suggests that a link road should be incorporated into the scheme's design, to provide traffic relief for the area and accommodate future growth. Essex County Council comment that this road could also enhance active and sustainable travel provision, as well as improve connectivity.
- 3.2.28. Essex County Council suggests various measures that could be implemented to improve the active travel network. The Council suggests that:
- the southern link road could be altered to accommodate 2-way traffic and the northern link road could be 'traffic free', which could be safer for pedestrians, especially school children, who would not have to walk alongside traffic or cross busy roads and junctions
 - there should be equestrian parapets on all appropriate structures such as Wellington Bridge.
- 3.2.29. Essex County Council requests clarity on the provision for walking, cycling, and horse riding on Wellington Bridge, questioning whether the cycling route will be LTN 1/20 compliant and highlighting the importance of safety and accessibility.
- 3.2.30. Essex County Council would like to receive further information on the potential emissions impact of the plans and questions whether the project's assessments have been based on existing or future traffic flows.

Suggestions from PILs (S42(d))

Design

- 3.2.31. Some PILs suggest an alternative design for the scheme and measures which they believe could be implemented to improve access for residents. Suggestions include:
- introducing mini-roundabouts or signalling in areas where a T-junction would not allow for reasonable access for residents
 - ensuring that residents from the Gleneagles Way estate have suitable access to The Street
 - utilising Bury Lane for station traffic instead of putting a temporary car park behind the Vineyards to reduce inconvenience for residents

- re-routing compound traffic via the Witham South junction instead of junction 21a
- future-proofing the design to allow for a potential bypass from junction 21 to Maldon to support progressive expansion
- introducing a pedestrian crossing at the southern end of Wellington Bridge to allow for an alternative safe access route to the north end of The Street
- keeping the north link road well-lit between Hatfield Peverel and the Vineyards

Traffic and safety

- 3.2.32. Some PILs make suggestions regarding traffic calming measures which they believe would improve safety for users. Suggestions include:
- restricting the speed limit to 30mph/40mph in parts, or along the entirety of, the new link road to aid pedestrian safety
 - introducing a Vehicle Activated Sign on the approach into Hatfield Peverel to remind drivers of the speed limit
 - adjusting the positioning of bus stops, such as the westbound bus stop adjacent to Gleneagles Way, to areas of lower traffic flow.

Suggestions from local communities and other takeholders (S47)

Local community

- 3.2.33. Several respondents suggest that junction 20a should be kept open to provide continued access to local communities onto the A12 and to reduce the likelihood of motorists opting to continue to and through Boreham.
- 3.2.34. A few respondents make other suggestions including:
- that access routes should be improved in the vicinity of Station Road
 - that alternative freight options, such as rail should be explored regarding the ports in Harwich and Felixstowe
 - that Bury Lane should be considered as a potential access route.
- 3.2.35. Some respondents believe that the proposal should include measures to mitigate noise impact such as resurfacing the road with a low-noise material and introducing noise barriers where applicable.
- 3.2.36. Some respondents make suggestions for improvements to walking, cycling, and horse-riding provision. Suggestions include:
- that all shared paths should be at least 2.5 metres wide
 - that there should be adequate segregation between non-motorised and motorised users where routes are shared, such as Wellington Bridge
 - increasing current pedestrian crossing points in Main Road Boreham from two to three, upgrading all to the pedestrian-controlled crossing and introducing a pedestrian crossing by the Duke of Wellington pub.

- ensuring active travel paths are well lit, and potentially equipped with CCTV on routes frequently used by children
- introducing safety measures for school children crossing Plantation Road such as a controlled crossing.

Traffic and safety

3.2.37. Some respondents suggest the implementation of measures that they believe would improve traffic flow and safety for the road users and local communities. Suggestions include:

- implementing the reduced speed limit in Boreham to 30mph as soon as practicable
- placing average speed cameras between the interchange and Hatfield Peverel which they believe it would make the A12 more attractive route than the B1137
- implementing priority 'give way' restrictions at both ends of Boreham Village envelope.

Design

3.2.38. Many respondents make design suggestions they believe would reduce traffic and improve road users' safety. Suggestions include:

- introducing a link road between Maldon and the A12 to relieve traffic flow through Hatfield Peverel and Boreham
- assessing and considering the 'green cordon' route proposed by North Essex climate campaigners
- continuing the 3-lane section to the A130 at junction 17
- keeping junction 20a open, without providing further detail
- introducing mini roundabouts at Church Road, Plantation Road, Waltham Road, Mowden Hall Lane, or, in a few cases, Boreham (without providing a specific location.
- reducing the speed limit along the Main Road/B1137 in the whole Boreham parish, without specifying a preferred speed limit
- incentivising drivers to use junction 19 by increasing capacity to prevent delays and facilitate its use
- incentivising drivers in Hatfield Peverel to turn right towards junction 21 to reduce traffic in Hatfield Peverel and Boreham
- prohibiting parking between junction 19 and Boreham and introducing further restrictions within the village itself
- placing the gas pipe alongside the A12 without providing further details.

3.2.39. Some public respondents suggest retaining the southern link road for south-bound traffic, with a few respondents suggesting that by keeping the southern link road open, Wellington Bridge could then be restricted to one-way traffic for vehicles, leaving more space for active travel users.

- 3.2.40. Some respondents request clarification on certain elements of the design of the proposal including:
- whether the Maldon Road upgrade scheme has been considered, and if so whether it would be part of the A12 widening scheme and connected to the proposed junction 21
 - whether studies have been carried out regarding potential traffic reduction on Maldon Road and The Street
 - whether other options have been considered to reduce journey time for commuters (for example public transport initiatives and encouraging part-time home working)
 - whether surveys have been carried out to ascertain how many cars on the commuter route are single occupancy
 - how the proposals will affect traffic in the village of Boreham, with an explanation provided for why there are predicted to be a large increase in traffic despite the proposal's goal being traffic reduction and despite the improvements scheduled for completion prior to the scheme
 - the reasoning behind shifts in terminology (such as the use of the term 'B1137 (Main Road)' in a June publication and subsequently 'B1137 Main Road, west of Boreham' in a November publication)
 - the reasoning behind the perceived discrepancies in predicted traffic increases 'without scheme' in Boreham (+33% predicted in June and +46% predicted in November).

3.3. Improved road surfacing and removal of noise barrier (Hatfield Peverel)

- 3.3.1. This chapter addresses responses to question 3, in addition to comments on the proposed changes to the road surfacing and removal of the noise barrier raised both in other questions and in responses that did not follow the response form structure, including letters and emails.
- 3.3.2. Question 3 received 95 direct comments; however, not all comments made in those responses were relevant to this question. This section considers the 81 responses that made comments on the proposed changes to the road surfacing and removal of noise barrier: 3 from prescribed consultees, 10 from PILs, and 68 from members of the public.

Support from prescribed consultees (S42(a) and (b))

- 3.3.3. Copford with Easthorpe Parish Council expresses support for the proposal in general terms and believes that any improved reduction in noise would be positive.

Support from PILs (S42(d))

- 3.3.4. A few PILs welcome the proposal to improve road surfacing and the possibility that noise levels would reduce as a result.

Support from local communities and other stakeholders (S47)

- 3.3.5. Some respondents express support for the proposal, with most doing so in general terms. Respondents who express support in general terms say that the proposals 'make sense' and often describe the proposals as being a 'good idea' or an 'improvement'.
- 3.3.6. A few respondents express support for the proposal because they feel that it could reduce the level of noise currently produced by the road and would benefit local residents, the local environment and road users. A few other respondents state their support as the improved design could reduce disruption during installation.

Concerns from prescribed consultees (S42(a) and (b))

- 3.3.7. Essex County Council expresses concern about the removal of the noise barrier at Hatfield Peverel. The Council comments that low noise surfacing, rather than a physical barrier, would require an enhanced maintenance regime to ensure it performs as an effective means of noise mitigation for local residents.

Concerns from PILs (S42(d))

- 3.3.8. Some PILs express concern about the proposal, particularly in relation to the potential noise impact that those living near the road may experience. They comment that the improved road surfacing would not provide sufficient noise protection and maybe an inferior measure in comparison to a physical noise barrier.
- 3.3.9. A few PILs question whether there are plans in place for additional maintenance to ensure the longevity of the road surface.

Concerns from local communities and other stakeholders (S47)

Environment

- 3.3.10. A few respondents emphasise the need to avoid permanent environmental damage caused by the scheme. A few others express concerns about both the landscape and visual impact of removing sound barriers, and the effect the increased visibility of traffic could have on the mental health and wellbeing of residents.

Local community

- 3.3.11. Many respondents comment that the noise level in the area is already high and express concern about how the proposal could increase noise even further. Some of them believe that the proposed measures to address noise impacts would not be effective or do not go far enough. They comment that removing noise barriers could be detrimental as improved road surfacing would not address noise stemming from other sources such as driving style,

freight loads, or car exhausts. They believe it is essential to retain noise barriers on both the north and south sides of the road.

- 3.3.12. A few respondents express other concerns in relation to noise include:
- the removal of trees and vegetation flanking the north side of the A12, which currently act as a sound barrier would increase noise levels
 - the likelihood of the improved road surface deteriorating due to its continual use.
- 3.3.13. A few respondents express concerns about the potential implications of the proposal on local properties and land. These respondents feel that properties on the north side of Hatfield Peverel, particularly on Station Road and The Pines Estate, would likely be adversely impacted by an increase in noise from the scheme, which could cause depreciation in property value. They believe that any resulting financial loss on the absolute property value of homeowners would be greater than any amount claimable under existing 'blight' compensation provisions.
- 3.3.14. Some respondents also express concerns about potential impacts to the local community, noting a lack of attention in the scheme's proposals given to the potential of increased light pollution, particularly at night, and the effect of removing trees and vegetation on air quality and noise levels.

Traffic and safety

- 3.3.15. A few respondents express concern that the proposals do not account for, or attempt to resolve, previously raised issues about the disruption to local traffic and access whilst the road improvements take place, particularly the replacement of the Station Road bridge. These respondents also feel that the proposed alternative routes are inappropriate, as they involve major detours, are too narrow, are badly lit, and have poor road surfaces.

Suggestions from prescribed consultees (S42(a) and (b))

- 3.3.16. Essex County Council suggests that any areas receiving improved noise surfacing should be de-trunked and transferred to Local Authority ownership. The Council cites slip lanes as an example of an area they feel they should retain control over.
- 3.3.17. Little Braxted Parish Council requests the extension of improvements to road surfacing to cover the entirety of the A12 section passing through Blackwater Valley because of its ecological importance.

Suggestions from PILs (S42(d))

- 3.3.18. A few PILs offer suggestions to enhance and compliment the proposals for improved road surfacing and removal of the noise barrier. A number of these PILs suggest retaining the previously proposed noise barrier in addition to improving road surfacing.

3.3.19. A few PILs make other suggestions including:

- using of the best noise reduction materials for road surfacing
- retention of trees along the A12 through Hatfield Peverel
- extension of the improved road surfacing beyond the Hatfield Peverel Road cutting.

Suggestions from local communities and other stakeholders (S47)

3.3.20. Most respondents offer suggestions about the proposal. Many of these respondents suggest keeping the noise barrier as well as providing improved road surfacing. They ask for the provision of as much noise protection as possible and feel that a noise barrier could still be necessary if the improved road surface deteriorates over time.

3.3.21. A few respondents make other suggestions including:

- extending the use of improved road surfacing for all new road surfaces on the A12, between Boreham and Hatfield Peverel specifically, for all link roads, or for all routes passing through existing residential zones
- awarding financial compensation for noise impacts to local residents as a lump sum, or as a council tax reduction
- introducing traffic calming measures, such as speed limits or lane reductions, to decrease noise impacts
- using recycled or high-quality construction materials for road surfacing
- installing wildlife fencing or barriers to reduce animal fatalities
- incorporating tree planting and hedgerows into the design
- altering the design of the proposals to link Station Road to the south side of Hatfield Peverel via the new housing developments.

3.4. Gas main (Witham)

3.4.1. This chapter addresses responses to question 4 as well as comments on the proposed rerouting of the existing high-pressure gas pipeline along five potential corridor options raised in other questions and in responses that did not follow the response form structure such as letters and emails.

3.4.2. Question 4 received 130 direct comments, however not all comments made in those responses were relevant to this question. This section considers the 126 responses that made comments on the proposals to reroute part of the existing high-pressure gas pipeline. 7 from prescribed consultees, 4 from PILs, and 115 from the public.

Support from prescribed consultees (S42(a) and (b))

Preferred Options (1 & 3)

- 3.4.3. Historic England expresses support for any option which minimises the impact on the significance of cultural heritage. They feel that Option 3 is likely to have the least impact.
- 3.4.4. Maldon District Council similarly express support for both Option 1 and 3, on the basis that either of these options would not impact designated heritage assets within Maldon District. They comment that Option 1 should be pursued in the first instance as it runs immediately adjacent to the widened A12, meaning the land would already be disturbed. They feel that this would be the best way of accommodating replacement infrastructure without impacting the surrounding landscape. Maldon District Council state that if for any reason Option 1 is found to be unsuitable, Option 3 should be adopted.
- 3.4.5. Essex County council state their equal support for either Option 1 or Option 3.

Non-Preferred Options (2, 4 & 5)

- 3.4.6. No statutory consultees express support for any of the non-preferred options for the gas corridor.

Support from PILs (S42(d))

Preferred Options (1 & 3)

- 3.4.7. A few PILs express support for Option 1, on the basis that it seems most cost-effective and is likely to have the least negative impact on the local community. A few other PILs express support for Option 3, also on the basis that it would be likely to have the least negative impact on the local community.

Non-Preferred Options (2, 4 & 5)

- 3.4.8. No PILs express support for any of the non-preferred options for the gas corridor.

Support from local communities and other stakeholders (S47)

General

- 3.4.9. A few respondents express support for the proposal in general terms, accepting the necessity of the gas pipeline work or stating that they have no issues to raise.

Preferred options (1 & 3)

- 3.4.10. Many respondents express general support for both preferred routes, Options 1 and 3. Some respondents make general comments, stating that Options 1 and 3 are the only acceptable routes that should be considered for the gas

corridor and should be pursued even if they are higher in cost and that all other proposed routes should be withdrawn. Other reasons that respondents support Options 1 and 3 include:

- the belief that they would be the least disruptive during construction
- that heritage buildings would be avoided
- that there would be no significant adverse impact on outstanding landscape value, particularly at Blackwater Valley
- areas of ecological value including green spaces, mature trees, and hedgerows, would be preserved
- that the sensitive habitats of the river Blackwater and other areas of biodiversity would be protected.

3.4.11. Some respondents express direct support for Option 3 as their preferred route for the gas corridor. They describe Option 3 as being the most 'sensible' option as it tracks the route of the A12 and no diversion would be needed to the south, meaning that it would cause the least disruption to road users and to the surrounding countryside, woodland, and wildlife habitats. They also believe that any environmental impacts from Option 3 would be much shorter term than the other options.

3.4.12. A few respondents express direct support for Option 1 or state their preference for the option as their second-choice route for the gas corridor, on the basis that it would have a limited impact as the route would follow the A12.

Non-preferred options (2, 4 &5)

3.4.13. Some respondents express support for Option 2 in general terms, stating that it is 'much better than the alternative options, that it would have a reduced impact on nature, or that the site is suitable for archaeological digs.

3.4.14. A few respondents express support for the non-preferred Option 4, as they believe it would have fewer impacts without specifying.

3.4.15. No respondents express support for Option 5.

Concern from prescribed consultees (S42 (a) and (b))

All options

3.4.16. Maldon District Council express concern about the groundwater impacts of the proposals, given the scale of excavation proposed and the length of construction time. They note the potential for increased run-off and particulate transfer downstream across all routes.

3.4.17. The Environment Agency express concern that the number of watercourse crossings is too high, and that it is assumed that construction drainage could be discharged into nearby watercourses. The Environment Agency state that any option would potentially impact groundwater resources and quality.

3.4.18. Essex Country Council believes that across all routes, there would be potentially significant effects on local landscape character and across visual

receptors, not only due to losses during construction but due to limitations of replanting trees within the high-pressure gas pipeline (HPP) easement. Furthermore, they consider that all proposed options lack information on the potential effects to protected and priority species such as great crested newts, dormice, bats, birds, and other invertebrates.

- 3.4.19. Anglian water objects to the proposals, on the basis that the temporary acquisition of land would prevent the required 24/7 access to the Witham-Oliver Sewer Pumping Station.

Preferred routes (1 & 3)

- 3.4.20. Environment Agency express concern about the potential for mobilisation of contaminants that could have adverse impacts on ground and surface water quality. They explain that their own records show that hazardous construction, demolition, cesspool contents, and sewage sludge were disposed of here. They also state that any drainage coming from sites near the landfill may require environmental permits and that alternative disposal routes may need to be considered.
- 3.4.21. Essex County Council expresses concern about potential diversions to Public Rights of Way along Blackwater Lane, where they note that any alternative provision provided must be LTN 1/20 compliant.

Non-Preferred routes (2, 4 & 5)

- 3.4.22. Historic England say that any non-preferred route near Witham has the potential to result in adverse impacts on heritage assets.
- 3.4.23. Maldon District Council also express concerns about the impact of Options 2, 4 and 5 on heritage assets. Citing concerns over nearly listed buildings Isham's Barn, Blue Mills, Mathyns, and Blue Mills Bidge, Maldon District Council highlights the national importance of these buildings with their grade II* listed status. Maldon District Council also express concerns about the impact of the non-preferred routes on the local landscape and wildlife, since these would run through heavily wooded areas, a private nature reserve, priority habitats, wet woodland, and an RHS accredited garden.
- 3.4.24. Little Braxted Parish Council objects to any non-preferred route crossing the River Blackwater arguing that the area should be protected.
- 3.4.25. The Environment Agency express concern that the spring near Glen Acres would be damaged by option 2 and note the potential impact on the watercourse that it feeds. If proper diversion is not arranged, they express concern that the spring may rise elsewhere.
- 3.4.26. Essex County Council express concern that the environmental impacts of the non-preferred routes have not been adequately explored, citing a lack of pre-submission survey and study work that has been carried out. They note Option 2 and Option 5 lie beyond the boundary of the provisional order limits, meaning that the impact on archaeological remains has not yet been

established. They further feel that the potential for unknown archaeological remains was not determined in the initial trial trenching evaluation.

- 3.4.27. Essex County Council express concern about potential passenger transport impacts if any route other than Option 3 is chosen, due to potential impacts on bus service route 90, along the B1018 Maldon Road. As such, the Council seeks assurances that the impact on this service would be appropriately managed and mitigated.

Concern from PILs (S42(d))

All options

Environment

- 3.4.28. A few PILs express concern about all proposed routes, as they consider that there would be significant adverse impacts on several species located within or next to the development boundary, including:

- little egrets
- kingfishers
- red kites
- treecreepers
- herons
- reed warblers
- marsh tits
- grass snakes
- adders
- slowworms.

Local communities

- 3.4.29. A few PILS express concern that any options for the gas corridor may result in disruption to local communities and access for emergency services to specific routes near junction 22 during construction. They also express concern about access to Little Braxted Lane in relation to:

- the potential closure of this road during construction and the impact on the business park as a result
- access to 26 high specification carbon neutral offices that have been recently developed
- the potential for large articulated quarry vehicles to use it as they cross the bridge over the River Blackwater, ignoring the three-tonne weight limit.

Preferred routes (1 & 3)

- 3.4.30. A few PILs reiterate previously stated concerns about the potential impacts of the preferred options to Little Braxted Lane and specific private land without providing further detail.

Non-Preferred routes (2, 4 & 5)

Environment

- 3.4.31. Some PILs express concern about the environmental implications of choosing one of the non-preferred routes, including:
- the loss of natural screening from ancient hedgerows and pine forests
 - the disruption to red kites that inhabit the oak woodland
 - the loss of recently planted trees, ancient woodland, and areas that have Tree Preservation Orders in place
 - the potential for significant compensation claims from an established willow plantation, in the region of £500 per tree
 - proximity to local landmarks, such as Blue Mills
 - disruption to an extensive irrigation system
 - the pollution of land due to agricultural dumping.

Local communities

- 3.4.32. A few PILs express concern about the impact on local property and land if one of the non-preferred options was chosen. In relation to specific properties, PILs express concern about:
- enjoyment of the garden and home during and post-construction
 - perceived need for remedial works to the land, and the related cost
 - potential damage to wildlife-proof fencing
 - impact on the landscape such as ancient oak trees and a large lake.
- 3.4.33. Whilst one of these PILs objects directly to Option 5, for the reasons listed above, other PILs simply state their general objection to any of the non-preferred routes as they feel they would have a larger overall adverse impact than Option 1 or 3.

Concern from local communities and other stakeholders (S47)

All options

Environment

- 3.4.34. A few respondents express concern about the environmental impacts of all proposals for the gas main route, including:
- carbon impacts of a permeant loss of local landscape
 - impact on visual receptors of increasing urbanisation
 - risks to Wheatmead Nature Reserve and River Blackwater as habitats for wildlife
 - effectiveness of wildlife mitigation measures
 - loss of the historic environment and heritage assets.

- 3.4.35. A few respondents express concern about the process for selecting the gas pipeline route. They feel that Cadent should not be allowed to decide based purely on the lowest cost solution and argue ecological and environmental factors should be taken into consideration. A few respondents highlight that Cadent's board of stakeholders have Environmental and Social Governance (ESG) principles that should be adhered to.

Preferred routes (1 & 3)

Local communities

- 3.4.36. A few respondents express concern about the impact on the local community if either of the preferred routes was chosen. They consider that Options 1 and 3 could have adverse impacts on their physical and mental wellbeing as the noise of construction at night would prevent residents from sleeping.
- 3.4.37. A few other respondents also consider that the preferred routes would result in disruption to the local community as placing the route alongside the A12 could mean traffic flow on the A12 could be impacted should any future repairs to be the gas pipe be needed.

Non-Preferred routes (2, 4 & 5)

- 3.4.38. Some respondents state their objection to all the non-preferred routes and request that they should be withdrawn without giving any further detail. A number of these respondents indicate that they are from the community of Ishams Chase and Blue Mills.

Local communities

- 3.4.39. Some respondents express concern about the potential impact on the local community if one of the non-preferred options was chosen. They believe these would impact the access to properties and the supply of electricity, water, and sewage.
- 3.4.40. Some respondents express concern about the loss of amenities, such as of Public Rights of Way along Ishams Chase, Blue Mills, Glen Chantry gardens and along Blackwater Valley to Little Braxted. Whilst a number of these respondents indicate that any of the non-preferred options would impact these routes for walkers, cyclists, and horse-riders, a few public respondents specifically consider this is an impact of choosing Option 2.
- 3.4.41. A few respondents express concern about impacts on their enjoyment of Glen Chantry as a Royal Horticultural Society Partner Garden, as well as the likelihood of Glen Chantry being able to continue participating in fundraising activities for the National Garden Scheme, should Option 5 be selected. A few other respondents express concern about potential disruptions to other local businesses, such as the local golf course and the nature reserve as a fundraising source for Farleigh Hospice.

Suggestions from prescribed consultees (S42(a) and (b))

All options

Environment

- 3.4.42. As well as advising that the option for the gas pipeline should minimise the impact on the significance of cultural heritage, Historic England suggests that the impacts of noise and vibration during construction work on designated heritage assets should be assessed and mitigation discussed in advance of the submission of the Environmental Statement. Historic England stress the importance of reviewing the results to establish the significance of below-ground archaeological remains within the diversion corridors.
- 3.4.43. Maldon District Council also feels that the impact on heritage assets should be considered when choosing an option for the gas pipeline, where they argue that as Options 1 and 3 would not impact any heritage assets, both should give greater weight when determining the preferred route.
- 3.4.44. In relation to wildlife and ecology, Maldon District Council also suggests monitoring the river Blackwater during the construction works window and for a reasonable period afterward to measure run-offs and particulate transfer. They suggest this monitoring should take place between Wickham Place and the Mill Race as a minimum.
- 3.4.45. To mitigate potential hydrology and flood risk, the Environment Agency proposes that:
- a full investigation of groundwater within the shallow aquifers takes place
 - a Hydrogeological Impact Assessments (HIA) is undertaken for the area near Oliver's Farm and near to the domestic well at Glen Acres south of the spring
 - the material brought in to backfill the corridors should be of a similar hydraulic nature to that being removed to maintain groundwater flow post-construction
 - any installed pipes are at least 2m below the hard bed of any river crossing
 - a Flood Risk Activity Permit is sought, with the requirement to locate works outside of flood zones wherever possible and to remove the works on receipt of a flood alert or warning
 - if horizontal directional drilling (HDD) is to be used, the methodology should be set out within the Environmental Management Plan.

Local communities

- 3.4.46. Little Braxted Parish Council suggests that any works associated with the gas pipeline should be accessed exclusively from the Witham side, to avoid impacting Little Braxted and Wickham Bishops by using Witham Road.
- 3.4.47. Cadent Gas reminds National Highways that they have a Deed of Grant of Easement for each pipeline in their possession, and that written permission is

required before any works commence within the Cadent easement strip. Cadent Gas set out their rights in relation to their gas pipelines and the restrictive covenants regarding the integrity of access to the pipeline and apparatus. As such, they set out conditions where consultation with Cadent's Plant Protection Team would be essential going forward and provide guidance on pipeline crossings and new service crossings.

Suggestions from PILs (S42(d))

- 3.4.48. Many PILs make requests for further information on the following:
- the size of the gas pipe
 - what will happen to the existing gas main
 - the methodology and timeline for trail trenching
 - if all necessary licences have been obtained to carry out intrusive and non-intrusive surveys
 - whether the gas substation next to Little Braxted Lane will remain in situ
 - if Natural England and Essex Wildlife Trust have been consulted
 - if the traffic data considers the growth of the business park and the parish of Little Braxted
 - if junction 22, Little Braxted Lane, and the Rivenhall access will be closed at the same time during construction, and if so for how long.
- 3.4.49. A few PILs offer to engage further with National Highways, either to discuss issues raised within their response or for National Highways to respond to concerns raised. In addition, a few PILs suggest that once a decision is made, the design proposal of the route should be reviewed to identify and mitigate any likely impact on PILs' land. One PIL suggests that if access to agricultural land is required, this should be gained from adjoining land rather than PILs' residential land.

Suggestions from local communities and other stakeholders (S47)

- 3.4.50. A few respondents suggest alternative approaches to any of the options set out by National Highways. These include:
- using the route of the existing gas pipeline to cause the least environmental damage
 - reducing demand and usage rather than providing extra capacity
 - and investing in renewable energy infrastructure instead.
- 3.4.51. In relation to the selection of the gas pipeline route, a few respondents suggest that all information should be shared with Cadent to enable them, as the experts, to make the best and safest decision.

Environment

- 3.4.52. In relation to wildlife and ecology, some respondents suggest:
- avoidance rather than mitigation should be adopted where endangered mammal and protected species are identified, such as water voles
 - that Whetmead Nature Reserve should not be impacted
 - that habitat assessments should be carried out for animals such as dormice, red kites, and other birds of prey
 - that Essex Wildlife Trust's Biodiversity Benchmarking process is applied.

Local communities

- 3.4.53. Regarding impacts on the local community, a few respondents feel that disruption should be minimised as much as possible, by choosing sensible rerouting of Public Rights of Way for example, or by using trenchless construction methods.

3.5. Market Lane noise barrier (Witham)

- 3.5.1. This chapter addresses responses to question 5 as well as comments on the proposed changes to the existing noise barrier on Market Lane raised in other questions and in responses that did not follow the response form structure, such as letters and emails.
- 3.5.2. Question 5 received 68 direct comments; however, not all comments made in those responses were relevant to this question. This section considers the 28 relevant comments about the changes to the existing noise barrier on Market Lane 4 from prescribed consultees, 1 from a PIL, and 23 from the public.

Support from prescribed consultees (S42 & S43)

- 3.5.3. No prescribed consultees express support for the proposals.

Support from PILs (S42(d))

- 3.5.4. No PILs express support for the proposals.

Support from local communities and other stakeholders (S47)

- 3.5.5. Many respondents express support for the proposal in general terms, on the grounds that it would only temporarily remove the noise barrier and would reduce noise pollution in the long term.

Concern from prescribed consultees (S42 (a) and (b))

- 3.5.6. Anglian Water expresses concern regarding potential disruption during the construction phase of the project, with particular reference to proposals to acquire land from the Witham Benton Sewer Pumping Station and the potential for the scheme to restrict access to the Witham Market Lane Sewer Pumping Station.

Concern from PILs (S42(d))

- 3.5.7. One PIL expresses concern that both Hatfield Peverel and Witham have the same road surfacing, and yet a new noise barrier has only been recommended for Witham. The PIL argues that this suggests removing and replacing the noise barrier at Witham may not be necessary.

Concern from local communities and other stakeholders (S47)

Local community

- 3.5.8. Many respondents express concerns regarding the possibility of significant disruption due to noise for local properties, particularly during the evening. Other concerns that many respondents express include:
- areas such as Boreham, Gershwin Boulevard, and Hatfield Peverel, have not received the same proposed noise mitigation as Market Lane
 - the belief that the noise mitigation proposed is insufficient.
 - uncertainty about the length of time the noise barrier would be removed
 - the road surface would, in time, disintegrate and subsequently be unable to mitigate against noise resulting from an increase in traffic
 - whether there has been an exploration of alternatives to removing the noise barrier.
- 3.5.9. Some respondents express concerns that widening the road could impact the health of local residents by increasing particulate levels close to local properties. These respondents also question whether National Highways can guarantee that the impact on local residents' mental health would be temporary.
- 3.5.10. Some respondents express concerns that there could be a detrimental impact on the attractiveness of the area as vegetation may take fifteen years to regrow.

Environment

- 3.5.11. Most respondents comment on the potential for the scheme to have a negative impact on wildlife. They say that the proposals would remove green spaces and the habitat of important species and undermine views of the landscape, with specific reference to the Blackwater area. Respondents also raise concerns about the length of time it would take for trees to grow and emphasise the need for specific aftercare such as watering of replacement trees.
- 3.5.12. Some respondents raise concerns regarding climate change, including that road-building would increase congestion and therefore pollution, which could exacerbate the existing climate emergency.

Suggestions from prescribed consultees (S42(a) and (b))

Local community

- 3.5.13. Anglian Water requests for the provision of continuous access to pumping stations during works at junction 22, Braxted Road, and Ewell Chase Road.
- 3.5.14. Essex County Council request that National Highways provide assurances regarding the monitoring of noise levels throughout the construction period.

Design

- 3.5.15. Copford and Easthorpe Parish Council suggests the introduction of noise reduction measures prior to the construction phase, whilst Essex County Council and Little Braxted Parish Council request the reinstatement of the noise barrier as soon as possible following construction. Little Braxted Parish Council also asks for the use of noise reduction methods while working close to Blackwater Valley due to the environmental sensitivity of the area.
- 3.5.16. Essex County Council requests that piles should be pushed rather than hammered during the piling process to minimise any potential construction impacts.

Suggestions from PILs (S42(d))

- 3.5.17. No PILs make suggestions about the proposals.

Suggestions from local communities and other stakeholders (S47)

- 3.5.18. Many respondents suggest discouraging road use and prioritising both active travel and public transport rather than building additional road lanes. These respondents oppose the construction of new roads as this would encourage increased traffic, leading to increased carbon emissions at a time of climate emergency. These respondents argue that this could contradict the climate goals of central and local governments.
- 3.5.19. Some respondents request the replacement of the noise barrier as soon as possible and ask for the installation of an additional barrier in Hodges Holt to provide more effective and immediate mitigation against noise impacts.

3.6. Inworth Road

- 3.6.1. This chapter addresses responses to question 6 as well as comments on the proposed widening to certain points along Inworth Road raised in other questions and in responses that did not follow the response form structure such as letters and emails.
- 3.6.2. Question 6 received 126 direct comments, however not all comments made in those responses were relevant to this question. This section considers the 99 responses that made comments on this topic. 8 from prescribed consultees, 7 from PILs and 84 from the public.

Support from prescribed consultees (S42 & S43)

- 3.6.3. Essex County Council expresses support for the detailed flood risk assessment proposed in response to the road widening, without expanding further.

Support from PILs (S42(d))

- 3.6.4. No PILs express support for the proposals.

Support from local communities and other stakeholders (S47)

- 3.6.5. Many respondents express general support for the proposals, on the grounds that the suggested widening would improve the road conditions. One respondent expresses support for the proposals as they feel that that they would improve safety for walkers, cyclists, and horse-riders on a currently narrow and dangerous road. Another respondent comments positively on the proposals, as they suggest that this would improve traffic flow and congestion on Kelvedon High Street.

Concern from prescribed consultees (S42 (a) and (b))

Local communities

- 3.6.6. Tiptree Parish Council raises concerns that the proposals do not address the problems faced by local residents. They state that Church Lane is a key local commercial area and is already congested, therefore additional southbound traffic may deter customers and negatively impact local businesses.
- 3.6.7. Messing Cum Inworth Parish Council believes that there is insufficient mitigation against potential negative mental health impacts resulting from social severance caused by the proposals.
- 3.6.8. Anglian Water raises concerns that the compulsory acquisition of land would undermine access to abstraction sites on Domsey Brook.

Traffic and safety

- 3.6.9. Tiptree Parish Council comments that there has been little assessment of the impact that the new junction 24 could have on traffic in Tiptree, they note that this would have a strategic level, rather than solely local, impact.
- 3.6.10. Feering Parish Council believe that the proposals omit traffic forecasts from proposed business and housing developments in Inworth.
- 3.6.11. Messing Cum Inworth Parish Council believes that:
- there would be an increase in traffic along Hinds Bridge if no improvements are introduced, noting that the bridge is too narrow for two vehicles to pass
 - without a new slip road to junction 24, existing areas of congestion would be worsened
 - National Highways has reduced the forecasts for a projected increase in traffic, without providing detail on how this has been achieved.

Design

- 3.6.12. Copford with Easthorpe Parish Council argues that the width of Inworth Road remains too narrow for the predicted increase in traffic.
- 3.6.13. Messing Cum Inworth Parish Council says that Inworth Road is not a suitable location for these proposals, as widening of the road to alleviate congestion would be restricted by land take constraints.
- 3.6.14. Feering Parish Council similarly comments that widening Inworth Road would not be sufficient to cope with increased traffic flows, especially additional HGV traffic.

Environment

- 3.6.15. Essex County Council raises concerns over the potential impact that the proposals could have on cultural heritage sites, commenting that the changed plans have yet to be assessed for a potential archaeological impact, and that listed structures, including the Grade 1 church, may be harmed.
- 3.6.16. Historic England raises similar concerns over potential risks to the listed Parish Church of All Saints.
- 3.6.17. The Environment Agency raises concerns that the project may lead to a risk of surface water flooding. Messing Cum Inworth Parish Council states that the local bridge sits low in the landscape and therefore could be at risk from rising water levels in the future and that widening the road may increase the risk of flooding.
- 3.6.18. Messing Cum Inworth Parish Council raises other environmental concerns, including that:
 - land required for the proposal may lead to a loss of habitat for local wildlife
 - provisional order limits would require more land than the construction of a community bypass
 - air quality modelling used data from Kelvedon rather than Inworth despite the two locations having very different topographical positions.

Concern from PILs (S42(d))

- 3.6.19. Some PILs believe that the proposals are flawed, that many problems have not been fully considered, and that the number of public attendees at consultation events reflects the concern felt by local residents. A few respondents say that the alternative bypass proposal has been rejected without credible reason.

Local communities

- 3.6.20. Some PILs express concern about the potential decrease in air quality due to increased traffic and say that air quality modelling was conducted on Kelvedon High Street, which is not close to Inworth Road.

- 3.6.21. Some other PILs consider that:
- raising the roundabout out of its natural dip would intensify noise impact
 - whilst peak noise levels would not see a significant change, the increase in traffic would increase the duration of this noise impact for local residents
 - traffic modelling has not differentiated between types of vehicles and has therefore not fully considered the noise arising from greater HGV movements in particular
 - construction work to widen the road and introduce flooding and drainage mitigation measures could cause disturbance to local residents.
- 3.6.22. A few PILs express concern that a significant amount of land would be taken for flood mitigation and drainage measures, and that the alternative bypass proposed would require the same or less land. A few other PILs comment that access to agricultural land could be reduced. They also state that greater traffic moving at a faster speed, due to the amended road width, would disturb local residents and make properties harder to sell due to an increase in noise, vibration, and pollution.
- 3.6.23. A few PILs mention that the road is the only one suited to road biking in the area and its use would be undermined by an increase in traffic. They believe that the de-trunked route would not be suited to pedestrians as it would not be connected to footpaths.

Traffic and safety

- 3.6.24. Some PILs believe that the construction would lead to disruption for local traffic, the local area could become a 'rat-run' for traffic avoiding the double roundabout, and the Blue Anchor junction could see greater congestion from traffic accessing Feering and junction 24.
- 3.6.25. Some other PILs express concern over potential safety risks arising from the project. PILs state that the proposals have not fully addressed their safety concerns, that widening the road would make an already dangerous residential area more dangerous by encouraging speeding, and that this would pose a threat to pedestrians, postal services, and residents attempting to enter and exit driveways.

Environment

- 3.6.26. Some PILs raise concerns about the impact that the proposals could have on cultural heritage sites, in particular, that noise and vibration, and tree and vegetation removal could have a negative impact on Grade 1 and 2 listed buildings, including tree removal and new frontage on land in front of the listed church.
- 3.6.27. A few PILs raise express concern over the impact that the proposals could have on wildlife and biodiversity in the area, commenting that the removal of trees, hedgerows, and other vegetation would lead to habitat loss.

Respondents mention potential impacts on bats, birds, and badgers, and raise doubts over whether the proposed mitigation measures would be sufficient.

- 3.6.28. One PIL states that the proposals could impact the local landscape, as the removal of mature trees would undermine Inworth's rural, country character.

Design

- 3.6.29. A few PILs discuss their concerns that the current road infrastructure is not suited to an increase in traffic, as it could not safely accommodate more vehicles, and there is insufficient space to widen and straighten the road to the extent required by an increase in traffic.
- 3.6.30. A similar number voice their concerns over the cost of the proposals, suggesting that the purchase of land for mitigation measures and the relocation of electrical and telephone infrastructure would be expensive.

Concern from local communities and other stakeholders (S47)

- 3.6.31. Some respondents express general concerns and objections to the proposals, stating that the plans are flawed and would not benefit the local area and that the high level of attendance at consultation events reflects local concerns regarding the proposals.

Local communities

- 3.6.32. A few respondents raise concerns about the potential increase in noise from the construction and the operation of the road. They also feel that the roads would still be too narrow, meaning that larger vehicles would drive over recessed drains and, paired with the degenerated road surfaces, this would lead to greater noise and vibration around properties;
- 3.6.33. A few respondents say that the project would undermine the use of country lanes such as Messing Road and Inworth Road for active travel, with a lack of pavements, street lighting, and safe bridleways causing safety concerns. Respondents also raise concerns over severance of footpaths without proposed alternatives, and that discouraging active travel would contribute to climate change.
- 3.6.34. A few respondents express other concerns including:
- increased journey times and reduced access to properties, including through land take
 - disruption to the access across Appleford Bridge, and to properties on the side of Church Road lacking a pavement
 - impact of the potential increase in traffic on property prices
 - increase in traffic, noise, and pollution deterring shoppers from visiting Church Road, the main shopping area of Tiptree, which would have a negative impact on local businesses.

Traffic and safety

- 3.6.35. Many respondents express concern that the proposals would lead to an increase in traffic along the local roads of Inworth, Messing, and Tiptree, which would undermine National Highways' aim to take traffic off local roads and onto the A12. They state that vehicles and HGVs would be encouraged to use these local roads to achieve faster access to the A12, avoid the Tiptree roundabout, and Appleford Bridge. They believe that the traffic assessment did not survey smaller roads and may have been undertaken during the pandemic, leading to unrepresentative results; and that the proposals do not appear to limit traffic volume and type.
- 3.6.36. Some respondents express concerns over road safety and the effectiveness of proposals to improve this, including that:
- it is currently unsafe for residents to reverse out of their homes, especially with peak-time traffic
 - the B1023 has poor visibility, which could lead to further incidents should travel levels increase
 - widening the road would encourage speeding, with the 30mph speed limit already often exceeded
 - an increase in traffic along narrow bridges and roads in the area could lead to more incidents
 - there are schools and nurseries in the local area which may be at risk from increased traffic
 - the road surfaces are degenerating with little consistent maintenance, which creates dangerous road conditions.

Environment

- 3.6.37. A few respondents express concerns over the potential environmental impact of the project, including the removal of vegetation and increased flood risk. They consider that the removal of trees and hedgerows would destroy wildlife corridors and that the use of farmland would remove important wildlife habitats. Species of concern include the barn owl, red-listed birds, bats, butterflies, amphibians, and badgers. Respondents also say that the current wildlife mitigation measures proposed would be insufficient.
- 3.6.38. A few respondents express concerns about the potential impact of vibration from higher traffic volumes on Grade I and II listed buildings.
- 3.6.39. A few respondents object to the acquisition of land through provisional order limits and the loss of land for flood mitigation and drainage measures, stating that National Highways has provided insufficient justification for the extent of land take and that land take undermines the rural character of the local village.

Design

- 3.6.40. Some respondents raise concerns over the design of the project, with reference to road infrastructure in Messing, Tiptree, and the Anderson site for junction 25. They consider the road and road conditions inadequate for the increased traffic.
- 3.6.41. A few respondents raise concerns over the cost of the project, on the grounds that the land take and relocation of infrastructure would be expensive, and National Highways has not yet publicised the cost of its proposed mitigation measures.

Suggestions from prescribed consultees (S42(a) and (b))

- 3.6.42. Messing Cum Inworth Parish Council suggests reducing the artificial lights around the proposed Inworth roundabout to limit the impacts of light pollution on local communities. They also suggest:
- limiting the speed limit to 30mph across Inworth Road to reduce noise and air pollution
 - carrying out air pollution assessment to create a reliable basis for National Highways' proposals
 - carrying out an independent comparison of the impacts of both the Bypass and Inworth junction to properly evaluate impacts and cost.
- 3.6.43. Essex County Council suggests that National Highways conduct archaeological assessments to record any below-ground remains prior to construction and determine suitable methods for evaluation and mitigation. The Council also suggests that the development must mitigate against any potential increase in flood risks. The Environment Agency suggests that water quality impacts should be considered, including consulting sustainable drainage pond design guides.
- 3.6.44. Essex County Council also suggests that a new link road to Tiptree and further traffic management should be introduced alongside the A12 upgrades.
- 3.6.45. Feering Parish Council recommends that a new link road should be introduced across the old A12 to divert traffic from Gore Pit Corner, and that its construction should occur alongside all other upgrades. The Council also suggests that Hinds Bridge be improved so that it can accommodate two-way large vehicle access and provides safe footpaths and cycle lanes.
- 3.6.46. Tiptree Parish Council suggests that junction 24 remain in its current location and that Braxted Park Road and Appleford Bridge are improved and expanded, to provide an alternative route for southbound traffic that is not through Church Road.

Suggestions from PILs (S42(d))

- 3.6.47. Some PILs suggest considering Messing Cum Inworth Parish Council's alternative proposal for a 'Community Bypass', which would bypass Hinds

Bridge and create a slip road from the Northern Dumbbell Roundabout to the Threshelford Business Park.

3.6.48. Other suggestions from PILs include:

- installing fences to protect balancing ponds from unauthorised use
- that access road onto Inworth Road should be locked and gated, and that a two-way route from the de-trunked A12 to New Lane be installed to ensure access to agricultural land for farm vehicles
- removing artificial light from walking, cycling, and horse-riding routes
- minimise lighting at the mini roundabout to reduce light pollution impacts
- limit speed to 30mph along the Inworth Road to improve safety
- carrying out air quality assessment on Inworth Road at peak times to ensure that accurate levels are predicted and that these would not exceed legal limits
- preserving mature trees
- increasing tree planting and an earth bank at the Southern Dumbbell Roundabout to reduce noise and light pollution
- using the detrunked A12 to link Hinds Bridge to the New Lane roundabout, thus bypassing the Anchor junction, and widening Hinds Bridge to at least 6.1 metres wide to allow for two HGVs to pass each other.

Suggestions from local communities and other stakeholders (\$47)

3.6.49. Some respondents suggest improvements to infrastructure at Hinds Bridge, including widening, ensuring can cope with an increase in traffic, and that its structure can handle changes in weather conditions.

3.6.50. A few respondents make other suggestions including:

- including a dedicated active travel route to link pavements across Inworth, Feering, and Tiptree, such as between Threshelfords Business Park and Kelvedon Railway Station
- cycle routes with signalled crossings
- balancing ponds should be fenced-in to prevent unauthorised use
- secure the local access toad into the A12 with secured locked gates
- retaining the existing location of junction 24 to prevent an increase in traffic through Tiptree
- introducing traffic lights at the Feering Hill junction
- a speed limit of 30mph along Inworth Road to ensure the safety of all road and active travel users
- Introducing a weight limit on the B1023 to reduce the need for road widening and prevent congestion
- general improvements to the junction at B1024 and Inworth Road
- reducing artificial lighting around the proposed roundabout

- increasing planting of trees, vegetation, and an earth bank to mitigate noise and air pollution impacts on local residents
- following Messing Cum Inworth Parish Council's suggestion of a 'Community Bypass', including re-instating the link road from the Northern Dumbbell Roundabout to Threshelfords Industrial Estate along the old railway, to avoid introducing a roundabout onto the B1023 and increasing traffic along Hinds Bridge
- improving the Braxted Park Route to disincentivise the use of junction 24
- using the space on existing roads for pavement improvements instead of widening the roads
- improving the route to Appleford Bridge

3.7. Easthorpe Road closure

- 3.7.1. This chapter addresses responses to question 7 as well as comments on the proposed changes to access arrangements for Easthorpe Road raised in other questions and in responses that did not follow the response form structure such as letters and emails.
- 3.7.2. Question 7 received 114 direct comments, however not all comments made in those responses were relevant to this question. This section considers the 85 responses that made comments on this topic. 4 from prescribed consultees, 5 from PILs, and 76 from the public.

Support from prescribed consultees (S42 & S43)

- 3.7.3. Copford with Easthorpe Parish Council expresses support for the proposal to close Easthorpe Road, commenting that the proposal will be positive for local residents.
- 3.7.4. Essex County Council expresses support for the Easthorpe Road closure on the basis that it would reduce the scheme's impact on Easthorpe Road.

Support from PILs (S42(d))

- 3.7.5. No PILs express support for the proposal to close Easthorpe Road.

Support from local communities and other stakeholders (S47)

- 3.7.6. Many respondents express general support for the closure of Easthorpe Road stating that they are in full agreement with the proposal or that it will be positive for residents of Easthorpe.

Local communities

- 3.7.7. Some respondents express support for the Easthorpe Road closure on the basis that it would facilitate and encourage access around the village via walking, cycling, and horse riding and improve safety for users.

Traffic and safety

- 3.7.8. Some respondents express support for the closure of Easthorpe Road on the basis that it would reduce traffic and thus have a positive impact on the village of Easthorpe.

Concern from prescribed consultees (S42 (a) and (b))

- 3.7.9. Anglian Water objects to the compulsory acquisition of land including the Feering New Lane Sewer Pumping Station.
- 3.7.10. Feering Parish Council expresses concern about the proposal to close Easthorpe Road, commenting that it would be a backwards step for the local road network and suggesting that it should remain open for use by the public.
- 3.7.11. Essex County Council expresses concern about the impact of closing Easthorpe Road on connectivity in the area and questions whether other roads such as School Road and London Road would be able to handle the increases in traffic caused by the road closure. They also express concern regarding the standard of walking, cycling, and horse-riding facilities on Easthorpe Road, specifically querying the footway widths, LTN 1/20 cycle compliance, and provision of equestrian parapets.

Concern from PILs (S42(d))

- 3.7.12. Some PILs express concern that the closure of Easthorpe Road could lead to increased traffic in the area, causing disruption and impacting residents' safety. They also suggest that it would disrupt access for those who currently use the route, questioning who would be considered a resident in terms of access and how the proposals would affect legal rights of way and current arrangements.

Concern from local communities and other stakeholders (S47)

- 3.7.13. Some respondents oppose the proposed closure of Easthorpe Road in general terms, without providing further explanation.

Local communities

- 3.7.14. Many respondents express concern about the potential loss of access and the inconvenience caused by diverting the traffic through nearby villages such as Messing.
- 3.7.15. A few respondents believe that the absence of strict enforcement measures would allow unauthorised access to the road.

Traffic and safety

- 3.7.16. Many respondents express concern that the closure of Easthorpe Road could lead to an increase in vehicles on other local roads that are not equipped to handle the additional traffic, particularly at Messing.

Suggestions from prescribed consultees (S42(a) and (b))

- 3.7.17. Anglian water suggests that 24/7 access must be maintained for Easthorpe Sewer Pumping Station, Copford Mulberry Sewer Pumping Station, and other facilities during the closure of Easthorpe Road. Copford with Easthorpe Parish Council suggests that if Easthorpe Road is to be closed to the public, measures must be put in place to prevent the misuse of the road, such as signage and restrictions and that there should be mitigation in place to prevent HGV traffic using School Road in Copford.

Suggestions from PILs (S42(d))

- 3.7.18. Suggestions from PILs include:
- access to Easthorpe Road should only be limited if the predicted traffic increase caused by the scheme is proven to occur, and that in the meantime, it should remain open to all traffic
 - Public Rights of Way should be prioritised as part of the plans for the Easthorpe Road closure.

Suggestions from local communities and other stakeholders (S47)

- 3.7.19. Suggestions from respondents include:
- the introduction of a community bypass of Messing
 - the introduction of provisions to ensure there is no unauthorised access to Easthorpe Road such as gates that can be kept secure
 - the positioning of the roundabout in such a way that access to Old London Road is discouraged.
 - Easthorpe Road could be made green and used as a country park or a cycleway

3.8. Category 2 and 3 changes

- 3.8.1. This chapter addresses responses to question 8 as well as comments on the proposed category 2 and 3 changes to the design of the scheme raised in other questions and in responses that did not follow the response form structure such as letters and emails.
- 3.8.2. Question 8 received 85 direct comments, however not all comments made in those responses were relevant to this question. This section considers the 92 responses that made comments on the proposed category 2 and 3 changes. 6 from prescribed consultees, 25 from PILs and 61 from the public.

Support from prescribed consultees (S42 & S43)

- 3.8.3. Maldon District Council express support for the Category 2 changes, on the basis that the updated design results in less significant environmental impacts. They further express support for additional ecological mitigation land and better-integrated landscaping, to meet the Environment Act's 2012 provision for 10% biodiversity net gain.

- 3.8.4. Little Braxted Parish Council express support for the proposals for junction 22, including the retention of the link road between junction 22 and Little Braxted Lane.

Support from PILs (S42(d))

- 3.8.5. A few PILs express support for some of the Category 2 and 3 changes including:
- a reduced speed limit on the Main Road
 - access to serve Marks Tey Hall
 - changes to access geometry
 - the removal of a large pond south of the junction, and a reduction in another by Boreham Brook.

Support from local communities and other stakeholders (S47)

- 3.8.6. A few respondents express general support for the Category 2 and 3 changes, describing them as a 'good idea'.

Concern from prescribed consultees (S42 (a) and (b))

- 3.8.7. Network Rail Property (Eastern Region – Anglia) express concerns about the potential impacts of the proposal on freight operational capability and future railway expansion in the locality. They highlight that freight sites require 24/7 rail and road access and suggest that the project avoid lift and shift freight sites where possible.
- 3.8.8. Maldon District Council express concern that to offset the impacts of the development, further offsite mitigation will be required if the 10% biodiversity net gain target is to be met.
- 3.8.9. The Crown Estate says that whilst some improvements have been made following previous rounds of consultation, their response remains largely the same as the improvements made do not resolve the concerns raised.

Concern from PILs (S42(d))

- 3.8.10. A few PILs oppose the proposals for the Category 2 and 3 changes, without providing further detail.

Environment

A few other PILs express concern that the Category 2 and 3 changes would adversely affect Grade II* listed properties in Marks Tey Hall where the surrounding land is to be permanently acquired for use as a site compound, and at Prested Hall due to the potential for flooding.

Local communities

- 3.8.11. Some PILs express concern about the amount of land take associated with the Category 2 and 3 changes, describing the level of land take as being

unnecessary or unjustified. A few other PILS express concern about the lack of information provided about why land is directly required, when the land will be returned, and how compensation will be calculated.

3.8.12. A few respondents express other concerns, including:

- air pollution due to construction dust, and the impact this could have on the health of local landowners
- light pollution particularly along Paynes Lane, increasing the risk of theft and break-ins
- increases in noise impact particularly at the Southern Dumbbell Roundabout, that would impact local landowners' leisure time and health
- the impact on local businesses including Lumen Technologies, Tarmac Trading Limited, Gershwin Park, Braxted Business Park, Braxted Park Estate, Prested Hall Hotel, and Premier Inn Sites in Boreham and Springfield
- the impact on footbridges across the A12
- how the school run will be impacted by the changes
- whether 24/7 access to the A12 would be maintained for shift workers
- how access to areas like Tiptree and Maldon will be maintained whilst changes to junction 22 and 23 take place.

Concern from local communities and other stakeholders (S47)

3.8.13. A few respondents oppose the proposals, including the removal of junction 20a without providing further details.

Local communities

Some respondents express concern about the potential loss of access at particular locations including Kelvedon and Boreham Main Road. They also believe that closing local roads around Braxted Park could lead to an increase of HGVs travelling down Braxted Park Road.

3.8.14. Some respondents believe that raising the Southern Dumbbell Roundabout from its natural dip in the landscape would lead to greater noise impacts, requiring further mitigation.

3.8.15. Other concerns, expressed by a few respondents each, about potential noise impacts include:

- removing the hedgerows would lead to an increase in noise impact on Brockwell Meadows Nature Reserve and Prested Hall
- traffic would be closer to homes and would increase noise.

3.8.16. Some respondents believe that proposals do not include sufficient provisions for active travel.

Traffic and safety

- 3.8.17. Some respondents express concern that the proposal would not address current issues with traffic in the area. They believe that:
- the introduction of 4-way traffic lights at Marks Tey would exacerbate existing congestion
 - road improvements would encourage more housing developments leading to increase traffic
 - reducing the speed limit from 40mph along Main Road in Boreham would exacerbate existing issues of congestion.
- 3.8.18. Some respondents express concern about the potential increased risk of accidents due to increased traffic, fast-moving traffic, or the lack of hard shoulder between Boreham and Marks Tey.

Environment

- 3.8.19. A few respondents express concern about potential detrimental impact of the proposal on local sites such as Brockwell Meadows Nature Reserve and Prested Hall. They also believe that the proposals are not compatible with the carbon reduction targets and the climate change emergency.
- 3.8.20. A few respondents express concern over potential increased flood risk in the local area, including to local land and the local nature reserve, and make reference to the PEIR's mention of 60 homes being at risk of flooding in Kelvedon
- 3.8.21. A few respondents believe that the temporary car park to the north of the A12 would be built on a field currently used for wildflower planting and wildlife habitats and that remodelling the cutting at Hatfield Peverel could threaten wildlife and mature tree habitats.

Design

- 3.8.22. A few respondents express concerns over the suitability of roads for construction traffic. They say that the condition of Station Bridge in Hatfield Peverel is deteriorating, and that Braxted Park Road is not suited to an increase in HGV traffic.

Suggestions from prescribed consultees (S42(a) and (b))

- 3.8.23. Anglian Water request that the proposal should not affect their 24/7 access to its facilities at the Marks Tey Coggeshall Sewer Pumping Station and Marks Tey 1 Francis Court Sewer Pumping Station.
- 3.8.24. Little Braxted Parish Council suggests that additional measures are put in place to prevent construction traffic from using Witham Road and Little Braxted Road to access the A12.

- 3.8.25. Copford with Easthorpe Parish Council suggest that a noise bund, or similar barrier, is erected along the Queensberry Playing Field up to the Roman River culvert and that all existing trees are retained.
- 3.8.26. Network Rail Property (Eastern Region – Anglia) suggests that where the A12 proposals will sever Public Rights of Way, any replacement should no longer cross the railway line. Network Rail requests for further engagement to understand the impacts of the proposals on Network Rail infrastructure within the vicinity.

Suggestions from PILs (S42(d))

- 3.8.27. Suggestions, from a few PILs in each case, include:
- adding an allowance for rainfall into the design of the drainage system
 - raising the roundabout to reduce noise and light impacts
 - maintaining the non-attenuation pond as permanent grassland rather than planting it with trees and shrubs
 - admitting Braxted Park Estate into the Biodiversity Feasibility Programme
 - implement security measures to prevent access to the balancing pond such as a fence or locked gate
 - realign and reduce the size of the proposed service corridor
 - remove small ponds
 - place compounds on alternative sites without specifying it
 - hydrological modelling, signal times, and safety audits for the proposals
 - continue access to properties during construction.
- 3.8.28. One PIL requests for further engagement in relation to the proposal of land acquisition and raises potential drainage and flood risk as they note their land is on the higher part of the site, whilst the land to be acquired is in the lower part of the site.
- 3.8.29. They also highlight their residential development plans which will require attenuation and discharge to the Roman River and suggest that a drainage system would ensure connectivity to the existing watercourse. They also suggest a joined-up sustainable approach to infrastructure that takes climate change into consideration.

Suggestions from local communities and other stakeholders (S47)

- 3.8.30. Suggestions from respondents, a few in each case, include:
- including a new roundabout and highway by Gerswhin Boulevard as this could improve access to Olivers bridge and reduce traffic
 - maintaining continued access to community and emergency facilities during the replacement of Station Road bridge
 - maintaining continued access through Braxted Park Road

- introducing fencing or barriers to shield properties from the road
- conducting a survey of the potential impacts arising from increased traffic, and a cumulative impact survey to assess the impact of these in addition to those arising from the dualling of the A120
- compensation for residents impacted
- implementing security measures to prevent access to the balancing pond such as a fence or locked gate
- introduction of traffic calming measures, including traffic lights and speed restrictions to improve safety and access, and speed bumps and weight restrictions at the junction 24 roundabout to prevent the use of local roads for traffic
- a new active travel route linking Gershwin Boulevard with the B1018 to provide a safer crossing of Maltings Lane for schoolchildren
- introducing a noise attenuating earth bank, trees, and vegetation planting to mitigate noise and light impacts
- using the existing four lanes between Kelvedon and Marks Tey to create a linear park
- using Hatfield Peverel train station car park as the temporary car park for works vehicles instead of the proposed field, and should the field be used, it should be restored following construction
- moving the roundabout north of the A12, rather than to the south
- moving the junction 24 access road south of Inworth, to allow for increased capacity
- maintaining junction 20a to allow for a direct route between Hatfield Peverel and the A12 that does not go through Boreham
- connecting the north side of Station Road to new housing developments
- providing a new, widened bridge and road alignment on Braxted Road over the River Blackwater
- creating a roundabout to replace the sharp turn from Gershwin Boulevard onto Maltings Lane
- ensuring that the Environmental Impact Assessment includes alternative proposals, such as a 'do nothing' scenario, spending the money on improved public and sustainable transport provision, or dividing the proposed six lanes into separate corridors for local and long-distance traffic.

3.9. General comments

3.9.1. This section considers the 49 responses that made general comments on the overall scheme. 8 from prescribed consultees, 11 from PILs and 30 from the public.

Support from prescribed consultees (S42 & S43)

3.9.2. Southend-on-Sea Borough Council, Enfield Borough Council, Natural England, and NATS express general support for the proposals. Natural England supports the process of selecting route alignments from a range of options. Southend-on-Sea Borough Council comments positively that the scheme would improve connectivity between Southend, Colchester, and Ipswich. NATS and Enfield Borough Council also comment positively on the grounds that the project would have minimal impact on their geographic areas of interest, without providing further detail.

3.9.3. Natural England praise the cumulative impact assessments, and assessments examining impacts on climate change, soil re-use, agricultural land, and landscape and visual amenity. They also express support for the mitigation measures to minimise environmental impacts and praise several specific surveys and assessments such as Habitats Regulations Assessment and Modelling of Sites of Special Scientific Interest

3.9.4. Essex County Council also welcomes proposals regarding wildlife and ecology, supporting mitigation measures such as the addition of woodland, hedgerows, and attenuation areas to enhance biodiversity.

3.9.5. The Environment Agency comments positively on the modelling of potential flood risks regarding Watercourse 21, to assess whether further mitigation would be required. Natural England supports plans to assess the impact of the scheme on road drainage and the water environment, and mitigation measures such as pollution prevention, which it states would minimise impacts to the water environment.

3.9.6. Natural England recognise the need for improved traffic and safety conditions between junctions 19 and 25 and support the plans to minimise potential impacts of the scheme on walkers, cyclists, and horse-riders, including re-aligned Public Rights of Way.

Support from PILs (S42(d))

3.9.7. Many PILs express general support for the proposals on the grounds that improvements to the A12 would bring benefits to road users.

3.9.8. A few others believe the project would improve traffic conditions in the area, which would reduce journey times, allow for greater road capacity, and improve safety for road users.

3.9.9. Some PILs believe that the proposals would have community benefits, by encouraging greater investment in the area and creating 'all movements' access onto the A12 through the new junction 21.

Support from local communities and other stakeholders (S47)

- 3.9.10. Many respondents express support for the proposals and believe that widening the A12 would bring regional benefits. They also express support that the initial plans for junction 22 have not been changed.

Concern from prescribed consultees (S42 (a) and (b))

- 3.9.11. Essex County Council raises concerns about the DCO process, on the grounds that the development boundary would be extended with the Cadent Gas re-alignment and feel that they haven't received information regarding the potential impacts of this extension.
- 3.9.12. The Council expresses concerns over the potential increase in noise and vibration from the construction and operation of the proposed scheme and also thinks that provisions for walkers, cyclists, and horse riders may not reach the LTN 1/20 standard. Additionally, they express concern that the closing or moving junctions could exacerbate existing problems and undermine opportunities for improved connectivity, with reference to poor access to the local road network.
- 3.9.13. Transport for London raises concerns over the implications that the project would have on traffic flows into London, including through junction 28 of the M25, and say that the Traffic Modelling Report has not included impacts on road capacity and journey times.
- 3.9.14. The Environment Agency expresses concern over the proposed river crossings and their impact on river biodiversity. They say that the A12 causes many otter deaths due to poor crossing design and using the existing structure of river crossings rather than making improvements to current designs would not go far enough to mitigate against these impacts on wildlife.
- 3.9.15. Natural England highlights that the scheme is within proximity to nature conservation sites and locally designated wildlife sites and express concerns that the scheme would lead to the loss of some priority habitats, including woodland, fields, and water habitats.
- 3.9.16. Essex County Council expresses concern that the proposals lack detailed information on the impact on protected and priority species, with specific reference to bats and dormice.
- 3.9.17. Transport for London says that the proposals would not have a significant impact on the Government's carbon reduction targets and that this degree of significance has been calculated at a national level when the density of the traffic network would mean that most impacts would be felt at a local and regional level, and therefore additional mitigation may be required.

Concern from PILs (S42(d))

- 3.9.18. Concerns about potential impacts on local communities, expressed by a few PILs in each case, include:

- the lack of pedestrian access between Hatfield Peverel
- the potential loss of access to agricultural land for farming vehicles due to woodland planting and grassland areas.

Traffic and safety

- 3.9.19. A few PILs raise concern over the impact that the proposals could have on traffic flows in the area, saying that the route is already congested and could impact parcel delivery routes and that the construction phase could cause similar disruption from road closures, delays, and potential overlap with the M25 junction 27 improvements. They also express concern that access points to certain fields are not located in safe places for large farm machinery.

Environment

- 3.9.20. One PIL raises concerns that some land impacted by the project is used in an Entry Level Stewardship Scheme, aimed at providing ecological enhancements.

Concern from local communities and other stakeholders (S47)

Local communities

- 3.9.21. A few respondents express concern about the potential restriction of access to the new section of the A12 to agricultural vehicles and its impact on farming businesses.
- 3.9.22. Other concerns, raised by a few respondents each, include:
- the potential increase in noise and air pollution from additional traffic and resulting impacts on the health and wellbeing of local residents
 - that assessments have not considered wind-blown noise
 - a perceived lack of detail regarding low noise surfaces and whether these would be implemented across the whole route.
 - the proposed active travel routes involve sharp bends and multiple crossings, which would not be LTN 1/20 compliant
 - that Payne's Lane Bridge and the Gerswhin Boulevard bridge would be unattractive for active travel users, due to their zig-zag or switchback ramps.

Traffic and safety

- 3.9.23. Some respondents express concern that the proposals would increase traffic, do not use the opportunities available to best improve traffic in residential areas, and that restricting agricultural vehicles from using the A12 would lead them onto local roads, causing more congestion and safety issues.

Environment

- 3.9.24. Some respondents believe that the proposals are not compatible with Government targets to reduce carbon emissions. They also believe that the increase in carbon could be shown more clearly in the consultation documents.
- 3.9.25. Other concerns, expressed by a few respondents, include:
- the potential impact on wildlife and habits including the impact of higher carbon and nitrogen emissions on veteran trees and ancient woodland.
 - National Highways has not yet committed to 10% biodiversity net gain
 - the potential loss of agricultural land and the use of productive agricultural land for borrow pits. They consider that areas with good soil could be used for local food production rather than for roadbuilding
 - the potential increase in flood risk, including flooding of agricultural land and the perceived lack of detail on the treatment of agricultural drainage during construction.

Design

- 3.9.26. A few respondents believe that the proposals do not appear to have taken new developments, such as those proposed at Woodend Farm, Lodge Farm, Beaulieu Park, and the new bypass, into account and express concern about the potential impact on these developments.

Suggestions from prescribed consultees (S42(a) and (b))

- 3.9.27. Natural England suggests a better assessment of potential impacts on public open spaces and Public Rights of Way, that active travel routes be linked to other green networks and urban fringe areas, and that National Highways should encourage peaceful enjoyment of the environment.
- 3.9.28. Essex County Council encourages the connection of local areas through active travel routes, as it says that this would have both environmental and community health benefits.
- 3.9.29. Essex County Council also makes recommendations regarding the project's potential impact on properties, suggesting that should Brick Farm be used beyond the construction phase for soil storage, this should be done in such a way as to ensure extraction on the site is not prejudiced.
- 3.9.30. Natural England states that the Environment Statement should include potential drainage designs and attenuation ponds used to prevent damage to watercourses.
- 3.9.31. Essex County Council suggests that planting is introduced in strategic locations to prevent flooding, that the impact of Watercourse 21 on the river Blackwater should be assessed, and that good practices should be applied to accidental leaks and spills into watercourses during the operation phase.

- 3.9.32. Natural England states that National Highways should aim for biodiversity net gain and should be guided by Defra's England Biodiversity Strategy. It also suggests that National Highways should be cautious about constructing a 2km Zone of Influence, as impacts may spread further, especially with watercourses.
- 3.9.33. Essex County Council also suggests that:
- National Highways commit to achieving 10% biodiversity net gain
 - green corridors are established through landscape planting, green bridges, culverts, and tunnels
 - Sustainable Drainage Systems also be designed to enhance biodiversity and consider landscape planting when mitigating against flood risks
 - that tree planting should be used to reduce visual intrusion into the landscape
 - planting be diverse, including a mix of native and non-native species suitable to the local character and geology of the area, so that vegetation be resilient to future disease and climate change
 - that either wildflower grassland or flowering lawns be used instead of amenity grass.
 - recommending archaeological assessments are undertaken to ascertain potential impacts on heritage assets before construction begins, and that a structural assessment of listed buildings would be required to anticipate the potential impact of vibration and provide effective mitigation measures.
- 3.9.34. Network Rail suggests that National Highways avoid the relocation of freight sites, including the Sidings Complex to the north of junction 25, and says that should this site be impacted by the proposals, an alternative would have to be provided with similar market and rail network connections.
- 3.9.35. Essex County Council recommends that junction 24 should be better connected to the local road network.

Suggestions from PILs (S42(d))

- 3.9.36. Suggestions from a few PILs include that:
- the project's impact on land would be minimised by providing 24 months' notice for any relocation of infrastructure, and that the need for permanent or temporary acquisition of land should be communicated as soon as possible
 - language for the Traffic Management Plan for Construction should follow the wording used in the Construction Traffic Management Plan for National Highways' A1 Birtley to Coal House Scheme
 - existing gullies which drain into sewers beneath car parks be assessed in terms of their maintenance and possible replacement needs.

Suggestions from local communities and other stakeholders (S47)

3.9.37. Suggestions from respondents, a few in each case, include:

- safer crossings of busy junctions that are separated from traffic
- using LTN 1/20 compliant bridges and underpasses instead of crossings
- using signal control where crossings are used
- including an active travel corridor in both directions along the A12, that is three miles wide on each side
- where National Highways intends to permanently acquire attenuation ponds, access for maintenance could instead be achieved by providing rights to, rather than the acquisition of, the land
- in cases of temporary land take, National Highways should ensure that the soil returned is in a suitable condition for agricultural production
- a soil restoration plan should be provided, with an outline for maintenance over a 5-year period
- keeping junction 20A open for traffic from the B1137, which would avoid an increase in traffic in Boreham
- including more tree planting, avoid removing mature vegetation and woodland, and that part of the old A12 could be used for a new country park
- including solid noise barriers, reduction in traffic levels, and continued maintenance of low noise surfaces to mitigate noise and air pollution
- achieving the 10% biodiversity net gain
- building drainage ponds with graduated sides in case animals fall into them
- using the surplus road space for general biodiversity improvements
- introducing the 'Community Bypass' proposal
- transforming the old dual carriageway into a single carriageway for motor vehicles, and using the remaining space for active travel, bus lanes, and biodiversity improvements
- keeping junction 20a for westbound traffic
- improving local roads in Witham in a similar way to that proposed for Hatfield Peverel, Feering, and Kelvedon
- redesigning the junctions and prioritising safety along the existing route, rather than changing its alignment
- investing the funds for the project elsewhere, such as improving public transport and active travel, and making these resilient to climate change.

4. The consultation

This chapter addresses comments made by respondents that relate to the consultation. This includes comments on materials, the consultation events, and the response process, for example.

Support from prescribed consultees (S42(a) and (b))

- 4.1.1. Natural England praises the consultation materials, saying that they support the 'structure, scope and context' of the consultation, and any ongoing survey work.

Support from PILs (S42(d))

- 4.1.2. A few PILs express general support for the consultation process, stating that they appreciated the opportunity to talk directly to the developers working on a compound adjacent to their land near junction 21a.

Support from local communities and other stakeholders (S47)

- 4.1.3. A few respondents praise the consultation process and believe it addresses the residents' concerns.

Concern from prescribed consultees (S42 (a) and (b))

- 4.1.4. Essex County Council raises concerns about the content of the consultation document and believes that the information provided across the document is inconsistent and lacks detail. They believe the consultation documents lacks details on:

- the effects of the scheme on protected and priority species, such as Barbastelle Bats and Dormice
- the pre-submission survey work carried out prior to the proposed amendments to the scheme without which it is impossible to assess, evaluate or mitigate the impacts of the proposal
- the ecological, archaeological, and flooding assessment, which they state does not seem to demonstrate the impacts or implications of the scheme since the proposed extension of the area is outside that previously covered by the PEIR
- that should the scheme go ahead there would be a 50% increase in traffic during morning peak time.

- 4.1.5. Maldon District Council criticises the consultation information material as they believe that it does not include the full phase 1 and phase 2 ecological and tree survey in the environmental report and suggests that this should be addressed as a priority. They suggest that the surveys should identify all:

- vegetation
 - vertebrate
 - invertebrate/ riparian species
 - protected species
 - short- and long-term habitat restoration.
- 4.1.6. Similarly, Messing-cum-Inworth Parish Council criticises the consultation material and believes it should provide more detail in relation to the exclusion of Hinds Bridge from the plans and the lack of northbound traffic assessment modelling for Inworth Road.
- 4.1.7. The parish council also believes that the consultation material provides inaccurate and misleading information. They state that:
- the air quality modelling uses out of date figures from a study in Kelvedon High Street completed years ago, rather than being based on statistics from Inworth, which has a different topographical position
 - they challenge the assumption made by National Highways that Messing-cum-Inworth Parish Council's Community Bypass will have a greater environmental impact than the proposals for Inworth Road
 - they challenge the accuracy of the updates figures from 90% to 42% on traffic volume, and question why at the 90% traffic projection the road did not require alterations, but at the lower 42% projection the road is deemed as requiring major investment.
- 4.1.8. Similarly, Tiptree Parish Council express concerns about the changes to the projected traffic volume figures for Inworth Road and doubt the accuracy of the computer modelling and the November 2021 327vph (42%) figure. They believe that corrections to the computer modelling have always resulted in more favourable traffic figures.
- 4.1.9. Tiptree Parish Council and Transport for London believe there should have been more stakeholder engagement in relation to the scheme and criticise the lack of response to their concerns during the recent consultations.
- 4.1.10. Copford with Easthorpe Parish Council express concern about the perceived lack of information regarding the permanent land acquisition of Queensberry playing field, and how the Council would be compensated for this loss.

Concern from PILs (S42(d))

- 4.1.11. Some PILs believe there hasn't been enough stakeholder engagement during the consultation and say that their concerns and questions remain 'unaddressed' or 'unanswered' or that negotiations have not yet commenced.
- 4.1.12. A few PILs express concern over the genuineness of the consultation process and believe the outcome of the consultation is predetermined.
- 4.1.13. Some PILs believe that the consultation documents provide misleading and/or inaccurate information, particularly in relation to:

- the impacts of the proposals on air and noise pollution and on their health and wellbeing
 - the predicted figures for the B1023, which they believe is underestimated and beyond the road capacity
 - the predictions about traffic volume at Hinds Bridge and suggest the bridge require repairs
- 4.1.14. A few PILs express concerns over the amount of information provided in the consultation document and believe that there is some information or details missing. That includes:
- the draft Construction Traffic Management Plan
 - page 19, which does not show Bury Lane Bridge
 - pages 28 and 34 does not specify that traffic through Messing Village would increase
- 4.1.15. One PIL criticises the consultation event at Messing Village Hall and says National Highways couldn't provide information on a list of queries, including the costs for B1023 improvements and the mitigation of the impacts on the environment and local communities.

Concern from local communities and other stakeholders (S47)

- 4.1.16. Many respondents criticise the consultation document and believe it provides inaccurate highly technical, and misleading information. A few of those believe that a non-technical summary free from jargon would have been helpful.
- 4.1.17. Some others believe that the consultation documents did not provide sufficient detail in relation to a list of issues, including the environment, traffic flows, and the potential impact on local communities.
- 4.1.18. Some respondents believe there should have been further communication and engagement with the local community during the consultation period.
- 4.1.19. A few respondents express other concerns on the consultation, consultation events, and consultation process include:
- a perception of predetermination of the consultation outcome, as they do not believe that the proposed changes are in response to the feedback provided in previous consultations
 - lack of transparency about the impacts of the proposals
 - lack of inclusivity and accessibility of the consultation material due to reliance on technology when a large proportion of respondents would be less comfortable with technology, they also say that the PDFs were not mobile-friendly
 - the location of the consultation events is seen as not inclusive, without providing further detail

- that the staff at the consultation events did not seem to have sufficient understanding of the local area or the impacts of the proposal on the local community
- that the questionnaire did not offer the opportunity to comment on the junction 25 at Marks Tey on the impacts of the proposal on climate change
- that the promotion of the consultation and the distribution of brochures was poor
- that the consultation length was insufficient.

Suggestions from prescribed consultees (S42(a) and (b))

- 4.1.20. Natural England suggests that National Highways makes use of the Discretionary Advice Service (DAS) and the Pre-submission Screening Service (PSS) for advice on all proposals that would require a protected species mitigation license and suggest further engagement between National Highways and Natural England to ensure that all issues related to protected species had been considered.
- 4.1.21. Historic England suggests that all proposed changes to the Scheme are fully integrated into the assessment of cultural heritage.
- 4.1.22. Bradwell Power Generation Company Limited, Maldon District Council, Braintree District Council, and the Environment Agency request for further engagement with National Highways in relation to specific technical areas such as environmental impacts, noise, vibration, and air quality impacts.
- 4.1.23. Feering Parish Council, Messing Cum Inworth Parish Council, and Essex County Council request further details on the traffic modelling figures and how this update was undertaken.
- 4.1.24. Tiptree Parish Council suggests that National Highways should carry out detailed traffic surveys in Tiptree.
- 4.1.25. Network Rail Property suggests that further consultation should take place to establish a Basic Asset Protection Agreement Framework, and they set out the specific conditions that should be incorporated into it.
- 4.1.26. Network Rail also suggest that additional project details should be shared with them in relation to freight, strategic planning, level crossings, asset protection, and legal and land interests, including standard provisions.

Suggestions from PILs (S42(d))

- 4.1.27. Several PILs request for further engagement and further information about the potential impacts of the construction and operation of the scheme.

Suggestions from local communities and other stakeholders (S47)

- 4.1.28. Several respondents suggested that National Highways should undertake further consultation, some others suggest that there should be further public engagement.

5. Appendices

Appendix A – Responses to each question

The number of unique respondents who commented on each question is shown in **Table 4** below, split by stakeholder type.

It should be noted that respondents do not always provide an answer to every question from the response form and some respondents provide responses in formats that do not follow the response form structure, as such the total number of responses to each question is usually lower than the total number of responses to the consultation.

Question	S42(a) & S42(b)	S42(d) - PIL's	S47 - Public	Total responses
2. junction 21 – southern link road removal (Hatfield Peverel)	5	10	88	103
3. Improved Road surfacing and removal of noise barrier (Hatfield Peverel)	4	11	80	95
4. Gas main (Witham)	5	7	118	130
5. Market Lane noise barrier (Witham)	5	6	57	68
6. Inworth Road	6	11	109	126
7. Easthorpe Road closure	6	8	100	114
8. Category 2 and 3 changes	5	12	68	85

Table 4. Number of responses to each question by stakeholder type

Appendix B – List of prescribed consultees who responded to the consultation

Consultee name
Anglian Water
Boreham Parish Council
Bradwell Power Generation Company Limited (BRB)
Braintree District Council
Cadent Gas
Chelmsford City Council
Copford with Easthorpe Parish Council
Enfield Council
Environment Agency
Essex County Council
Feering Parish Council
Historic England
Kelvedon Parish Council
Little Braxted Parish Council
Maldon District Council
Messing Cum Inworth Parish Council
National Grid
NATS
Natural England
Network Rail Property (Eastern Region - Anglia)
Southend-on-Sea Borough Council
The Crown Estate
Tiptree Parish Council
Transport For London
UK Health Security Agency

Table 5. List of prescribed consultees (S42(a) and (b)) that responded to the consultation

Appendix C – Respondents' profile & demographic data

This appendix provides a summary of responses to questions from the 'about you' and the 'equality and diversity section of the consultation response form.

Question 1f. Nature of interest

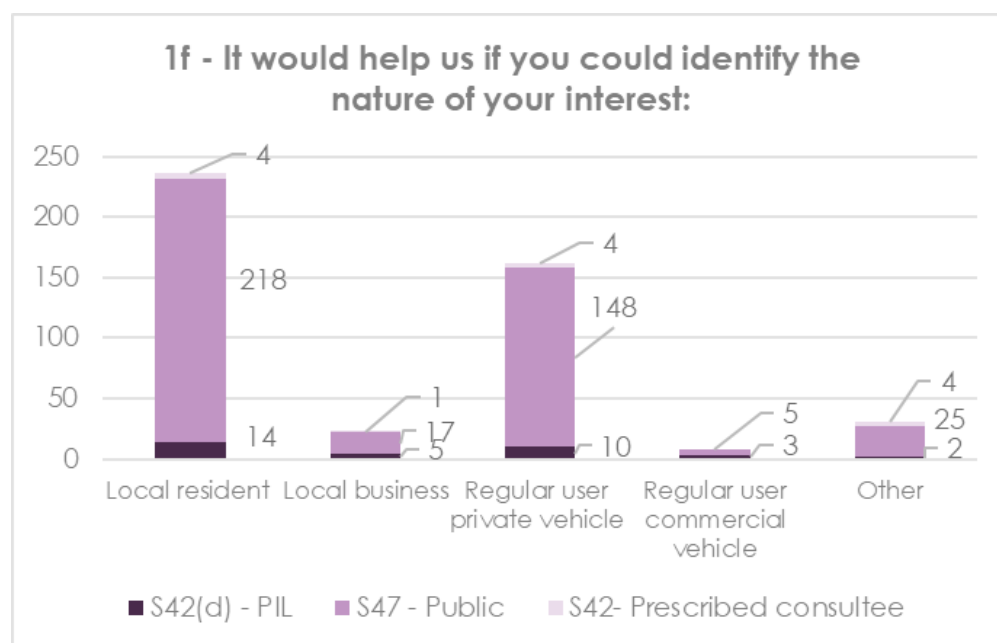


Figure 1. Count of responses to question 1f split by respondent type

Figure 1 above, shows that most respondents identify as local residents (236) and as regular road users traveling in private vehicles (162). Respondents who selected other identify as:

- walkers and users of public rights of way alongside the A12
- local cyclists
- soon to be local residents
- users of local businesses
- people who grew up in the area
- on behalf of local authorities and representatives
- occasional users of the A12, such as for social purposes
- landowner
- person with interest in related issues, such as the environment, wildlife, public health, and traffic.

Question 1g. The typical way of travel on the A12

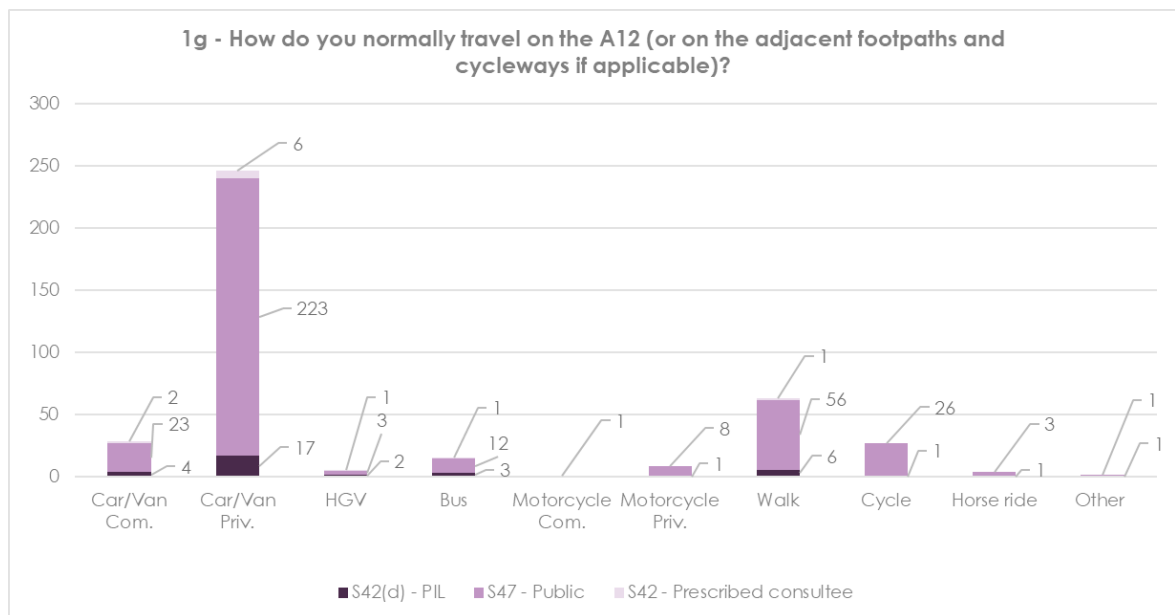


Figure 2. Count of responses to question 1g split by respondent type

Figure 2 above, shows that most respondents travel in a private car or van (246), and walk (63) on the A12.

Respondents who selected other identify as travelling by towing a horse trailer and agricultural vehicles

Question 1h. Frequency using the route

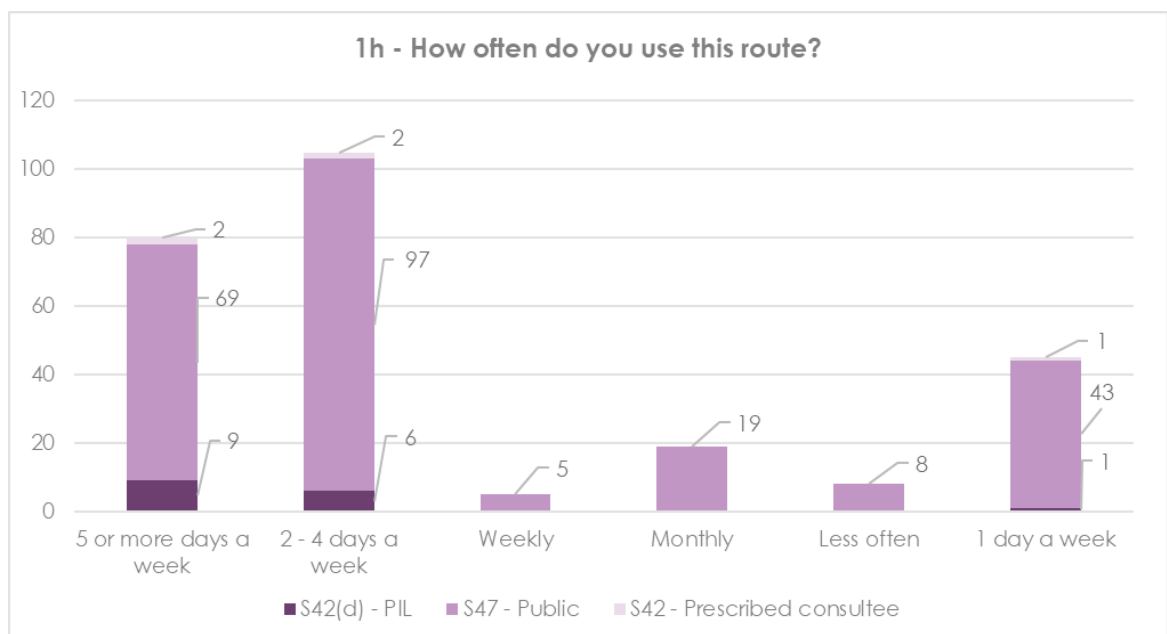


Figure 3. Count of responses to question 1h split by respondent type

Figure 3 above, shows that the options that represent a higher frequency of travel were selected by respondents more often. Overall most respondents who answered question 1h (105) use the route 2-4 days a week. Many respondents (80) stated that they use the road 5 or more days a week.

Gender

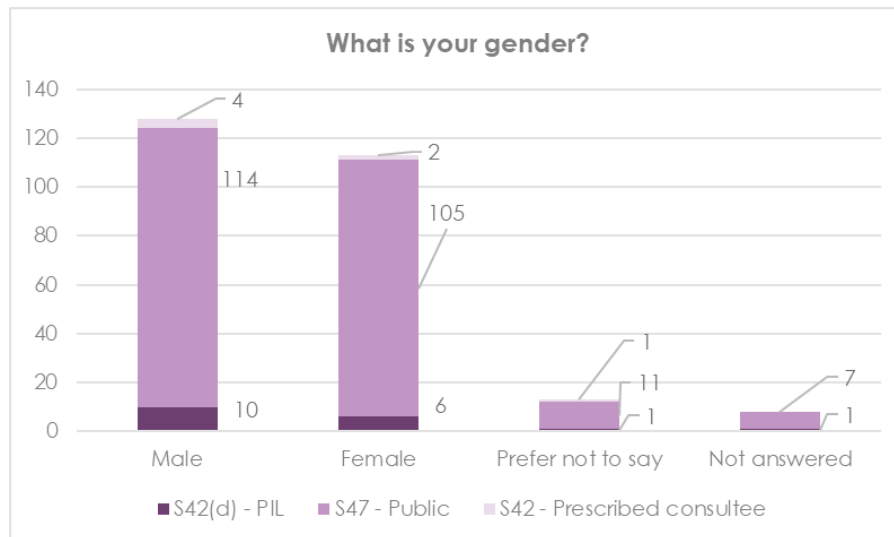


Figure 4. Count of responses to equality and diversity question 1, on gender, split by respondent type

Figure 4 above, shows that most respondents (128) selected their gender as male, though a similar number of responses (113) selected their gender as female. Male was the most frequently selected response for prescribed consultees, PILs, and members of the public.

Disability

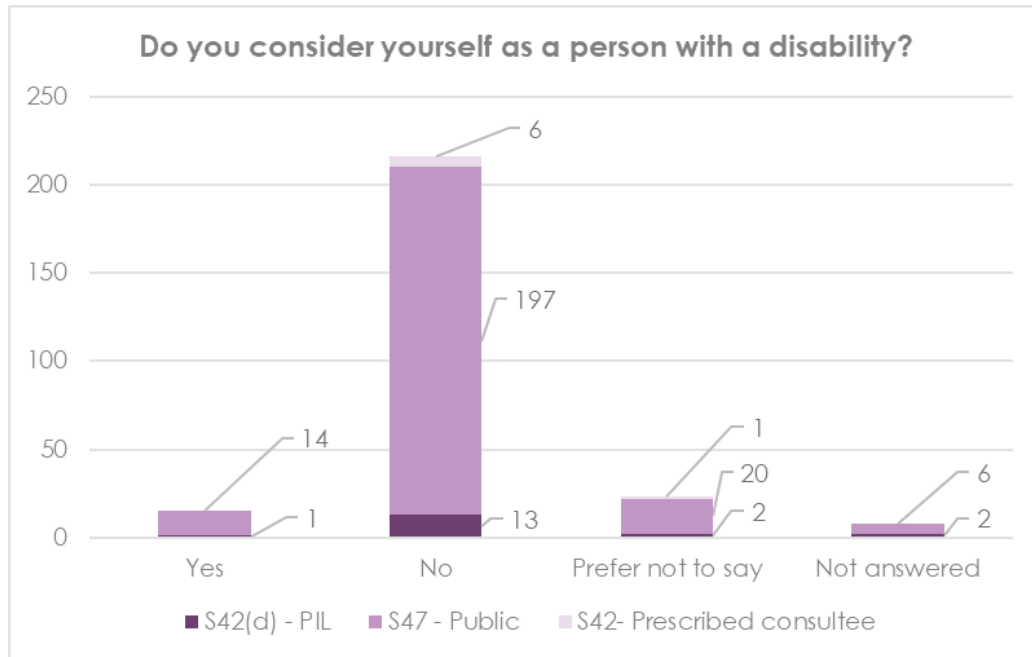


Figure 5. Count of responses to equality and diversity question 2, on disability, split by respondent type

Figure 5 above, shows that the majority of respondents do not consider themselves to be a person with a disability. Of the respondents who selected yes (15), the majority of respondents were members of the public (14).

Ethnic background

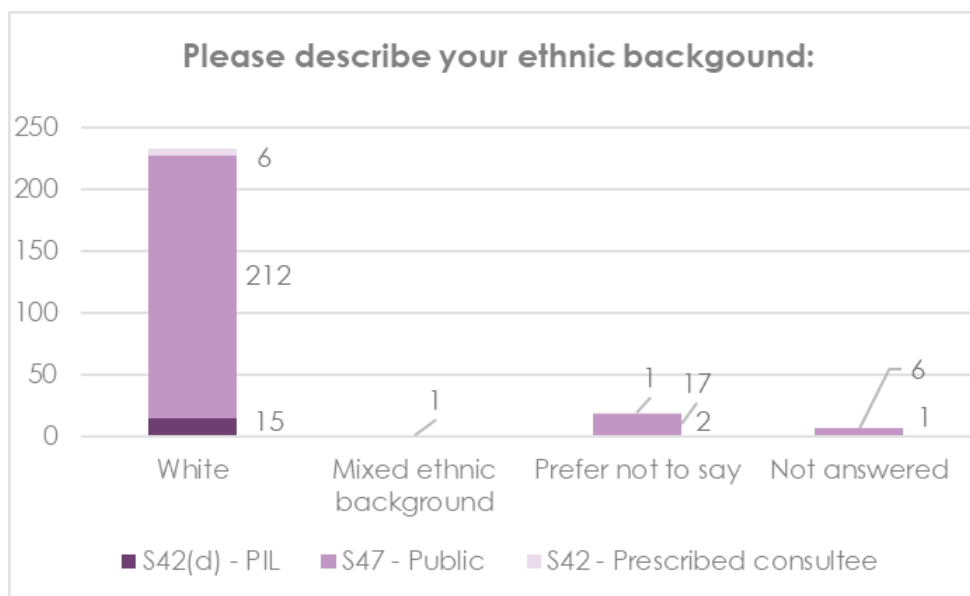


Figure 6. Count of responses to equality and diversity question 3, on ethnic background, split by respondent type

Figure 6 above, shows that 'white' was the most commonly selected ethnic background (233) by prescribed consultees, PILs, and members of the public.

Age

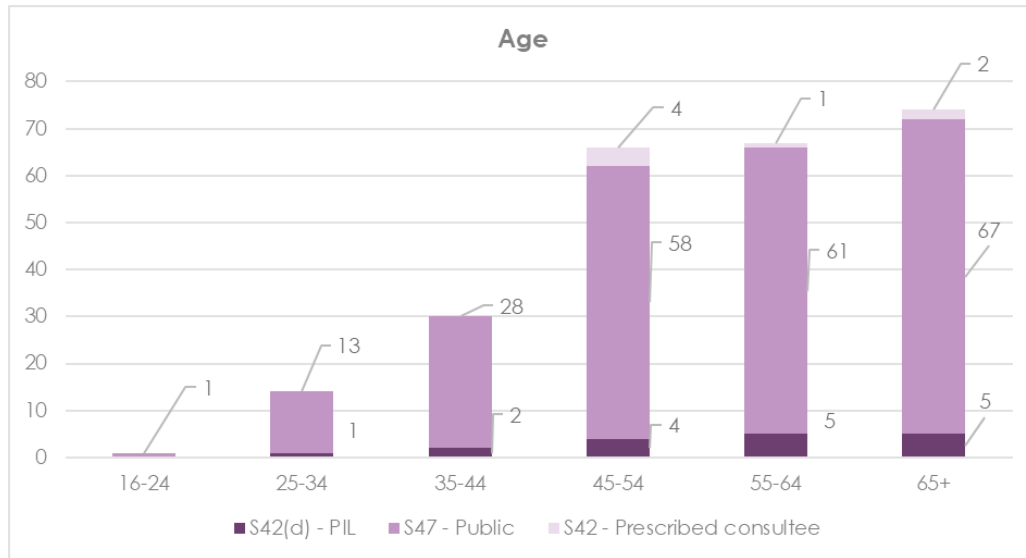


Figure 7. Count of responses to equality and diversity question 4, on age, split by respondent type.

Figure 7 above, shows that the most frequently chosen responses were those of higher age groups. While 65+ was the most popular response (74) overall, a similar number of responses were selected for 55-64 (67) and 45-54 (66).

Appendix D – Code framework

Code	Count
2 - Junction 21 - southern link road removal Concern Construction Disruption	8
2 - Junction 21 - southern link road removal Concern Environment Air pollution	1
2 - Junction 21 - southern link road removal Concern Environment Climate change/carbon emissions	3
2 - Junction 21 - southern link road removal Concern Environment Impact on health	1
2 - Junction 21 - southern link road removal Concern Environment Light pollution	1
2 - Junction 21 - southern link road removal Concern Environment Noise pollution	5
2 - Junction 21 - southern link road removal Concern Environment Wildlife and ecology	3
2 - Junction 21 - southern link road removal Concern General Objection/non-specific concern	5
2 - Junction 21 - southern link road removal Concern Highways Access	9
2 - Junction 21 - southern link road removal Concern Land management Impact on properties/landowners	3
2 - Junction 21 - southern link road removal Concern National highways Cost	2
2 - Junction 21 - southern link road removal Concern Stakeholder Request further information/review	4
2 - Junction 21 - southern link road removal Concern Traffic and Economics Traffic flow	21
2 - Junction 21 - southern link road removal Concern Traffic and Economics Traffic flow (Boreham specific)	26
2 - Junction 21 - southern link road removal Concern Traffic and Economics Traffic flow (Hatfield Peverel specific)	6
2 - Junction 21 - southern link road removal Concern WCH/Safety Safety	12
2 - Junction 21 - southern link road removal Concern WCH/Safety Walkers, cyclists and horse riders	10
2 - Junction 21 - southern link road removal Suggestion Environment Noise pollution	4
2 - Junction 21 - southern link road removal Suggestion Highways Access	10
2 - Junction 21 - southern link road removal Suggestion Highways Alternative design	19
2 - Junction 21 - southern link road removal Suggestion Highways Bypass road	2
2 - Junction 21 - southern link road removal Suggestion Highways Restore Southern Link Road	6
2 - Junction 21 - southern link road removal Suggestion Stakeholder Request further information/engagement	5

Code	Count
2 - Junction 21 - southern link road removal Suggestion Traffic and Economics Public transport	1
2 - Junction 21 - southern link road removal Suggestion Traffic and Economics Traffic calming measures	11
2 - Junction 21 - southern link road removal Suggestion WCH/Safety Safety	6
2 - Junction 21 - southern link road removal Suggestion WCH/Safety Walkers, cyclists and horse riders	8
2 - Junction 21 - southern link road removal Support Construction Disruption	1
2 - Junction 21 - southern link road removal Support General	20
2 - Junction 21 - southern link road removal Support Highways Access	5
2 - Junction 21 - southern link road removal Support Highways Infrastructure	1
2 - Junction 21 - southern link road removal Support Land management Impact on properties/landowners	1
2 - Junction 21 - southern link road removal Support Land management Land take	1
2 - Junction 21 - southern link road removal Support National highways Cost	1
2 - Junction 21 - southern link road removal Support Traffic and Economics Traffic flow	6
2 - Junction 21 - southern link road removal Support WCH/Safety Walkers, cyclists and horse riders	2
3 - Improved road surfacing and removal of noise barrier Concern Construction Disruption	3
3 - Improved road surfacing and removal of noise barrier Concern Environment General	1
3 - Improved road surfacing and removal of noise barrier Concern Environment Impact on health	1
3 - Improved road surfacing and removal of noise barrier Concern Environment Landscape and visual impact	2
3 - Improved road surfacing and removal of noise barrier Concern Environment Light pollution	1
3 - Improved road surfacing and removal of noise barrier Concern Environment Noise pollution	13
3 - Improved road surfacing and removal of noise barrier Concern Environment Wildlife and ecology	2
3 - Improved road surfacing and removal of noise barrier Concern Highways Effectiveness	9
3 - Improved road surfacing and removal of noise barrier Concern Highways Insufficient area	5
3 - Improved road surfacing and removal of noise barrier Concern Highways Maintenance/longevity	13
3 - Improved road surfacing and removal of noise barrier Concern Highways Removal of noise barriers	11
3 - Improved road surfacing and removal of noise barrier Concern Land management Impact on properties/landowners	2

Code	Count
3 - Improved road surfacing and removal of noise barrier Suggestion Construction Materials	2
3 - Improved road surfacing and removal of noise barrier Suggestion Environment Wildlife and ecology	5
3 - Improved road surfacing and removal of noise barrier Suggestion Highways Alternative design	4
3 - Improved road surfacing and removal of noise barrier Suggestion Highways Improve additional areas of road	12
3 - Improved road surfacing and removal of noise barrier Suggestion Highways Keep noise barrier	17
3 - Improved road surfacing and removal of noise barrier Suggestion National Highways Detrunking	1
3 - Improved road surfacing and removal of noise barrier Suggestion Traffic and Economics Compensation	2
3 - Improved road surfacing and removal of noise barrier Suggestion Traffic and Economics Traffic calming measures	3
3 - Improved road surfacing and removal of noise barrier Support Construction Disruption	1
3 - Improved road surfacing and removal of noise barrier Support Environment Noise pollution	7
3 - Improved road surfacing and removal of noise barrier Support General	26
4 - Gas main Concern Environment Climate change/carbon emissions	2
4 - Gas main Concern Environment Cultural heritage	2
4 - Gas main Concern Environment Hydrology/flood risk	1
4 - Gas main Concern Environment Landscape and visual impact	4
4 - Gas main Concern Environment Wildlife and ecology	9
4 - Gas main Concern Highways Access	2
4 - Gas main Concern Non-preferred routes (2, 4 & 5) Construction Disruption	2
4 - Gas main Concern Non-preferred routes (2, 4 & 5) Environment Air pollution	2
4 - Gas main Concern Non-preferred routes (2, 4 & 5) Environment Climate change/carbon emissions	9
4 - Gas main Concern Non-preferred routes (2, 4 & 5) Environment Cultural heritage	37
4 - Gas main Concern Non-preferred routes (2, 4 & 5) Environment General	16
4 - Gas main Concern Non-preferred routes (2, 4 & 5) Environment Hydrology/flood risk	8
4 - Gas main Concern Non-preferred routes (2, 4 & 5) Environment Impact on health	5
4 - Gas main Concern Non-preferred routes (2, 4 & 5) Environment Land pollution	10
4 - Gas main Concern Non-preferred routes (2, 4 & 5) Environment Landscape and visual impact	33

Code	Count
4 - Gas main Concern Non-preferred routes (2, 4 & 5) Environment Wildlife and ecology	81
4 - Gas main Concern Non-preferred routes (2, 4 & 5) General - no reason specified	17
4 - Gas main Concern Non-preferred routes (2, 4 & 5) Land management Impact on properties/landowners	14
4 - Gas main Concern Non-preferred routes (2, 4 & 5) Traffic and Economics Impact on local businesses/services	14
4 - Gas main Concern Non-preferred routes (2, 4 & 5) Traffic and Economics Traffic flow	1
4 - Gas main Concern Non-preferred routes (2, 4 & 5) WCH/safety Walkers, cyclists and horse riders	16
4 - Gas main Concern Preferred routes (1 & 3) Construction Disruption	1
4 - Gas main Concern Preferred routes (1 & 3) Environment Hydrology/flood risk	2
4 - Gas main Concern Preferred routes (1 & 3) Environment Impact on health	1
4 - Gas main Concern Preferred routes (1 & 3) Environment Landscape and visual impact	1
4 - Gas main Concern Preferred routes (1 & 3) Environment Noise pollution	2
4 - Gas main Concern Preferred routes (1 & 3) General	1
4 - Gas main Concern Preferred routes (1 & 3) Traffic and Economics Impact on business/services	2
4 - Gas main Concern Preferred routes (1 & 3) Traffic and Economics Traffic flow	1
4 - Gas main Concern Preferred routes (1 & 3) WCH/Safety Walkers, cyclists, and horse riders	1
4 - Gas main Concern Stakeholder Gas pipe route selection process	10
4 - Gas main Concern Traffic and Economics Traffic flow	1
4 - Gas main Suggestion Alternative approach Reduce demand	1
4 - Gas main Suggestion Alternative approach Use existing gas pipeline	2
4 - Gas main Suggestion Alternative approach Use renewable energy instead	1
4 - Gas main Suggestion Construction Access	2
4 - Gas main Suggestion Construction Method	4
4 - Gas main Suggestion Construction Minimise disruption	1
4 - Gas main Suggestion Environment Cultural heritage	1
4 - Gas main Suggestion Environment Hydrology/flood risk	1
4 - Gas main Suggestion Environment Wildlife and ecology	7
4 - Gas main Suggestion Highways Gas infrastructure (Cadent-specific)	1
4 - Gas main Suggestion Land management Alternative design	1
4 - Gas main Suggestion Stakeholder Gas pipeline route selection process	7
4 - Gas main Suggestion Stakeholder Listen to locals	1

Code	Count
4 - Gas main Suggestion Stakeholder Request further information/engagement	5
4 - Gas main Suggestion WCH/Safety Walkers, cyclists, and horse riders	1
4 - Gas main Support General	6
4 - Gas main Support Non-preferred option (route 2, 4 & 5)	3
4 - Gas main Support Preferred option (route 1 & 3, adjacent to A12) Construction Disruption	14
4 - Gas main Support Preferred option (route 1 & 3, adjacent to A12) Environment Cultural heritage	9
4 - Gas main Support Preferred option (route 1 & 3, adjacent to A12) Environment General	5
4 - Gas main Support Preferred option (route 1 & 3, adjacent to A12) Environment Landscape and visual impact	10
4 - Gas main Support Preferred option (route 1 & 3, adjacent to A12) Environment Wildlife and ecology	25
4 - Gas main Support Preferred option (route 1 & 3, adjacent to A12) General	13
4 - Gas main Support Preferred option (route 1 & 3, adjacent to A12) National highways Cost	2
4 - Gas main Support Preferred option (route 1 & 3, adjacent to A12) Support with caveats	9
5 - Market Lane noise barrier Concern Construction Disruption	5
5 - Market Lane noise barrier Concern Environment Climate change/carbon emissions	2
5 - Market Lane noise barrier Concern Environment Impact on health	1
5 - Market Lane noise barrier Concern Environment Noise pollution	7
5 - Market Lane noise barrier Concern Environment Wildlife and ecology	6
5 - Market Lane noise barrier Suggestion Construction Discourage road use	3
5 - Market Lane noise barrier Suggestion Construction Method	1
5 - Market Lane noise barrier Suggestion Construction Reinstatement noise barrier	5
5 - Market Lane noise barrier Suggestion Environment Climate change/carbon emissions	2
5 - Market Lane noise barrier Suggestion Environment Noise pollution	1
5 - Market Lane noise barrier Suggestion Highways Access	1
5 - Market Lane noise barrier Support General	7
6 - Inworth Road Concern Construction Disruption	5
6 - Inworth Road Concern Environment Air pollution	13
6 - Inworth Road Concern Environment Cultural heritage	7
6 - Inworth Road Concern Environment General	11
6 - Inworth Road Concern Environment Hydrology/flood risk	2
6 - Inworth Road Concern Environment Impact on health	9

Code	Count
6 - Inworth Road Concern Environment Landscape and visual impact	1
6 - Inworth Road Concern Environment Noise pollution	8
6 - Inworth Road Concern Environment Wildlife and ecology	10
6 - Inworth Road Concern General	18
6 - Inworth Road Concern Highways Access	8
6 - Inworth Road Concern Highways Bypass road	2
6 - Inworth Road Concern Highways Infrastructure	22
6 - Inworth Road Concern Land management Impact on properties/landowners	7
6 - Inworth Road Concern Land management Land take	8
6 - Inworth Road Concern National highways Cost	5
6 - Inworth Road Concern People & communities Impact on local communities (general)	4
6 - Inworth Road Concern Traffic and Economics Impact on local businesses/services	6
6 - Inworth Road Concern Traffic and Economics Traffic flow	61
6 - Inworth Road Concern WCH/Safety Safety	20
6 - Inworth Road Concern WCH/Safety Walkers, cyclists, horse riders	10
6 - Inworth Road Suggestion Environment Air pollution	6
6 - Inworth Road Suggestion Environment Cultural heritage	1
6 - Inworth Road Suggestion Environment Hydrology/flood risk	2
6 - Inworth Road Suggestion Environment Light pollution	3
6 - Inworth Road Suggestion Environment Wildlife and ecology	2
6 - Inworth Road Suggestion Highways Access	5
6 - Inworth Road Suggestion Highways Alternative design	35
6 - Inworth Road Suggestion Highways Hinds bridge	6
6 - Inworth Road Suggestion Highways Infrastructure	3
6 - Inworth Road Suggestion Highways Messing-cum-Inworth Council proposed road	9
6 - Inworth Road Suggestion Land management Impact on properties/landowners	1
6 - Inworth Road Suggestion Land management Land take	1
6 - Inworth Road Suggestion Stakeholder Request further information/engagement	10
6 - Inworth Road Suggestion Traffic and Economics Public transport	1
6 - Inworth Road Suggestion Traffic and Economics Traffic calming measures	11
6 - Inworth Road Suggestion WCH/Safety Safety	4
6 - Inworth Road Suggestion WCH/Safety Walkers, cyclists, horse riders	7
6 - Inworth Road Support Environment Hydrology/flood risk	1
6 - Inworth Road Support General	14
6 - Inworth Road Support Traffic and Economics Traffic flow	1
6 - Inworth Road Support WCH/Safety Safety	1
7 - Easthorpe Road closure Concern Environment Climate change/carbon emissions	1

Code	Count
7 - Easthorpe Road closure Concern General Objection	5
7 - Easthorpe Road closure Concern Highways Access	9
7 - Easthorpe Road closure Concern Highways Infrastructure	4
7 - Easthorpe Road closure Concern Traffic and Economics Traffic flow	9
7 - Easthorpe Road closure Concern Traffic and Economics Traffic flow (Messing specific)	7
7 - Easthorpe Road closure Concern WCH/Safety Safety	4
7 - Easthorpe Road closure Concern WCH/Safety Walkers, cyclists and horse riders	4
7 - Easthorpe Road closure Suggestion Environment Climate change/carbon emissions	2
7 - Easthorpe Road closure Suggestion Highways Access	5
7 - Easthorpe Road closure Suggestion Highways Alternative design	2
7 - Easthorpe Road closure Suggestion Highways Bypass road	2
7 - Easthorpe Road closure Suggestion Stakeholder Request further information/engagement	1
7 - Easthorpe Road closure Suggestion WCH/Safety safety	1
7 - Easthorpe Road closure Suggestion WCH/Safety Walkers, cyclists and horse riders	3
7 - Easthorpe Road closure Support General	38
7 - Easthorpe Road closure Support Highways Access	1
7 - Easthorpe Road closure Support Traffic and Economics Traffic calming measures	13
7 - Easthorpe Road closure Support WCH/Safety Safety	14
7 - Easthorpe Road closure Support WCH/Safety Walkers, cyclists and horse riders	3
8 - Category 2 and 3 changes Concern Environment Air pollution	7
8 - Category 2 and 3 changes Concern Environment Climate change/carbon emissions	5
8 - Category 2 and 3 changes Concern Environment Cultural heritage	1
8 - Category 2 and 3 changes Concern Environment General	4
8 - Category 2 and 3 changes Concern Environment Hydrology/flood risk	4
8 - Category 2 and 3 changes Concern Environment Land pollution	1
8 - Category 2 and 3 changes Concern Environment Light pollution	2
8 - Category 2 and 3 changes Concern Environment Noise pollution	14
8 - Category 2 and 3 changes Concern Environment Wildlife and ecology	4
8 - Category 2 and 3 changes Concern General Objection/non-specific concern	6
8 - Category 2 and 3 changes Concern Highways Access	22
8 - Category 2 and 3 changes Concern Highways Footbridge	3
8 - Category 2 and 3 changes Concern Highways Freight	1

Code	Count
8 - Category 2 and 3 changes Concern Highways Infrastructure	5
8 - Category 2 and 3 changes Concern Land management Impact on properties/landowners	8
8 - Category 2 and 3 changes Concern Land management Land take	15
8 - Category 2 and 3 changes Concern Stakeholder Request further information/review	6
8 - Category 2 and 3 changes Concern Traffic and Economics Impact on local businesses/services	12
8 - Category 2 and 3 changes Concern Traffic and Economics Traffic flow	12
8 - Category 2 and 3 changes Concern WCH/Safety Safety	9
8 - Category 2 and 3 changes Concern WCH/Safety Walkers, cyclists and horse riders	5
8 - Category 2 and 3 changes Suggestion Construction Access	1
8 - Category 2 and 3 changes Suggestion Construction Security	3
8 - Category 2 and 3 changes Suggestion Environment Drainage considerations (other projects)	1
8 - Category 2 and 3 changes Suggestion Environment Hydrology/flood risk	1
8 - Category 2 and 3 changes Suggestion Environment Landscape and visual impact	1
8 - Category 2 and 3 changes Suggestion Environment Mitigation measures	8
8 - Category 2 and 3 changes Suggestion Environment Noise pollution	1
8 - Category 2 and 3 changes Suggestion Environment Sustainability	1
8 - Category 2 and 3 changes Suggestion Environment Wildlife and ecology	5
8 - Category 2 and 3 changes Suggestion Highways Access	4
8 - Category 2 and 3 changes Suggestion Highways Alternative design	13
8 - Category 2 and 3 changes Suggestion Highways Infrastructure	1
8 - Category 2 and 3 changes Suggestion Land management Impact on properties/landowners	5
8 - Category 2 and 3 changes Suggestion Stakeholder Request further information/engagement	6
8 - Category 2 and 3 changes Suggestion Traffic and Economics Compensation	1
8 - Category 2 and 3 changes Suggestion Traffic and Economics Impact on local businesses/services	2
8 - Category 2 and 3 changes Suggestion Traffic and Economics Traffic calming measures	9
8 - Category 2 and 3 changes Suggestion WCH/Safety Safety	4
8 - Category 2 and 3 changes Suggestion WCH/Safety Walkers, cyclists and horse riders	3

Code	Count
8 - Category 2 and 3 changes Support Environment Hydrology/flood risk	1
8 - Category 2 and 3 changes Support General	7
8 - Category 2 and 3 changes Support Highways Access	3
Comments on the consultation Materials Concern Accessibility	4
Comments on the consultation Materials Concern Consultation document	20
Comments on the consultation Materials Concern Events	13
Comments on the consultation Materials Concern Maps/illustrations	8
Comments on the consultation Materials Concern Misleading/inaccurate information	36
Comments on the consultation Materials Concern Questionnaire	2
Comments on the consultation Materials Suggestion General	9
Comments on the consultation Materials Support General	1
Comments on the consultation Process Concern Communication	28
Comments on the consultation Process Concern General	8
Comments on the consultation Process Concern Lack of influence	12
Comments on the consultation Process Concern Predetermination	12
Comments on the consultation Process Concern Promotion	4
Comments on the consultation Process Concern Timescale	7
Comments on the consultation Process Suggestion Further consultation	14
Comments on the consultation Process Suggestion Further engagement	24
Comments on the consultation Process Suggestion Order of events	3
Comments on the consultation Process Support General	4
General comments Concern Construction Compounds	1
General comments Concern Construction Disruption	2
General comments Concern Construction Timescale	1
General comments Concern DCO Other developments	4
General comments Concern DCO Process	1
General comments Concern Environment Air pollution	3
General comments Concern Environment Climate change/carbon emissions	11
General comments Concern Environment Hydrology/flood risk	2
General comments Concern Environment Impact on health	1
General comments Concern Environment Noise pollution	3
General comments Concern Environment Wildlife and ecology	9
General comments Concern General	6
General comments Concern Highways Access	2
General comments Concern Highways Design	2
General comments Concern Land management Impact on properties/landowners	4
General comments Concern Land management Land take	6

Code	Count
General comments Concern Traffic and Economics Impact on local businesses/services	8
General comments Concern Traffic and Economics Traffic flow	8
General comments Concern WCH/Safety Safety	3
General comments Concern WCH/Safety Walkers, cyclists and horse riders	4
General comments Specific contact request / FOI request	8
General comments Suggestion Environment Cultural heritage	1
General comments Suggestion Environment General	5
General comments Suggestion Environment Hydrology/flood risk	3
General comments Suggestion Environment Landscape and visual impact	1
General comments Suggestion Environment Wildlife and ecology	2
General comments Suggestion Highways Additional improvements	1
General comments Suggestion Highways Alternative design	10
General comments Suggestion Land management Impact on properties/landowners	3
General comments Suggestion Land management Land take	1
General comments Suggestion Stakeholder Request further information/review	6
General comments Suggestion Traffic and Economics Impact on local businesses/services	1
General comments Suggestion Traffic and Economics Traffic flow	2
General comments Suggestion WCH/Safety Walkers, cyclists and horse riders	5
General comments Support Environment Climate change/carbon emissions	1
General comments Support Environment General	1
General comments Support Environment Hydrology/flood risk	2
General comments Support Environment Landscape and visual impact	1
General comments Support Environment Wildlife, and ecology	2
General comments Support General	10
General comments Support Land management Impact on properties/landowners	2
General comments Support Traffic and Economics impact on local businesses/services	1
General comments Support Traffic, and Economics Traffic flow	4
General comments Support WCH/Safety Safety	2
General comments Support WCH/Safety Walkers, cyclists, and horse riders	1



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