

Transport Infrastructure Planning Unit

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National Highways  
Woodlands  
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14 December 2023

Dear Secretary of State for Transport

**A12 Chelmsford to A120 Widening Scheme (the Project)  
DCO Application  
Further responses to interested parties responding to Secretary of State's Second  
Request for Information dated 20 November 2023**

The Applicant has reviewed the consultation responses received by the Secretary of State in response to the Secretary of State's letter of 20 November 2023.

The Applicant believes it is useful to address, where appropriate, the responses made by some of the interested parties.

**Essex County Council (ECC)**

*Item 10: Article 16(1) (Speed Limits) and Part 6 of Schedule 3*

The Applicant has nothing further to add, having provided its response in its letter of 1st December 2023.

*Item 12: The Council's comments on responses received to the first consultation letter issued by the Secretary of State dated 27 October 2023*

With regard to the lengths of road highlighted by ECC, the Applicant confirms its commitment to include measures, as detailed below, in the detailed design of the scheme to encourage compliance with speed limits. Initial concepts have been proposed at the joint Technical Working Group meetings with ECC and National Highways described in the Applicant's response to the Secretary of State's first consultation letter of 27th October 2023. We continue to work towards a jointly acceptable design solution and the Applicant continues to investigate and propose further amendments to encourage compliance with the posted speed limits.

In addition to the details provided below, in accordance with the requests in ECC's letter of 1st December:

- National Highways will provide, on the four roads referred to below, such suite of measures to encourage speed limit compliance, whilst according with the preliminary scheme design geometry, as may be requested by Essex County Council as Local Highway Authority (including where requested speed cameras):
  - Braxted Road (south of the junction Henry Dixon Road, Rivenhall End)
  - The new B1024 Link Road between Rivenhall End and Kelvedon
  - The new Essex County Fire and Rescue Service Access Road
  - London Road Roundabout (Marks Tey)
- National Highways will liaise with Essex County Council as the Local Highway Authority before agreeing or discounting any Road Safety Audit recommendations that may affect the local highway network.

The Applicant's response on the key sections set out in the ECC's letter is as follows:

1. Main Road

The Applicant provided responses to ECC's proposed wording of requirement 14 in the Applicant's Comments on Information received at Deadline 7 [REP8-014] (see the Applicant's response to REP-049-010). The Applicant maintains its view that the measures proposed in Requirement 14 are sufficient to reinforce the speed limit and that additional road narrowing is neither appropriate nor required on the B1137 in Boreham. This localised road narrowing presents an additional danger to cyclists as it can push cyclists who are riding on the road into the path of motor vehicles.

2. De-trunked A12

The Applicant has considered ECC's proposed "re-engineering" of the existing A12 (that is to be de-trunked) and discounted this for the reasons presented in Document 9.43 A12 Technical Note on De-trunking Proposals - Rev 2 [REP6-023]. The Applicant has proposed requirement 19 in the Draft DCO to provide of the approval of further written details of the roads to be de-trunked prior to these roads being de-trunked. As part of this, requirement 19(1)(b) states that the Applicant must demonstrate how the proposals maintain a safe and reliable highway network. The Applicant must commission further assessment of the de-trunked road provision as part of the Stage 2 Road Safety Audit where, should any issues be identified, recommendations will be made for their resolution. As written above the Applicant will liaise with Essex County Council as the local highway authority before agreeing or discounting any recommendations that may affect the local highway network as a result of the Road Safety Audit.

3. a) Braxted Road

The Applicant confirms that vertical alignment details were included on the Highways Engineering Sections Drawings submitted as part of the DCO Application package, showing the constrained location and vertical geometry of Braxted Road Bridge and its approaches. This has been confirmed to the Council in the Applicant's letter of 24

November. ECC has asked for further details and the Applicant continues to liaise with the Council to provide this in a timely fashion as the detailed design becomes available.

b) Cranes Bridge

The Applicant is pleased to read that ECC is considering the narrative and further design detail provided as the Applicant develops the detailed design.

c) Inworth Road Roundabout

The Applicant maintains its view, provided in its responses in Applicant's Comments on Information received at Deadline 7 [REP8-014] (see the Applicant's response to REP-049-011).

d) London Road Roundabout (Marks Tey)

Whilst the roundabout itself is proposed to be an asset maintained by the Applicant, the Applicant appreciates that the Council's concern is about the speed limit on its direct approach from the de-trunked A12. As with 3a) (above) geometrical information was included on the Highways Engineering Sections Drawings submitted as part of the DCO Application package. The Applicant confirms that further detail has been requested by the Council and continues to liaise with the Council to provide this in a timely fashion as the detailed design becomes available.

### **Mr Cathcart**

The Applicant continues to request that some ability to remove vegetation within Mr Cathcart's land is required, as surface access for inspection of the to-be installed gas main may be required. This might be required if, for instance there is a failure of the equipment being used to drill the route of the new apparatus, and a narrow corridor with limited vegetation removal is required to allow recovery from the surface.

The Applicant continues to work on detailed design for the proposed work, together with Cadent Gas Limited. The relevant drawings are not yet sufficiently advanced for them to be provided to the landowner.

### **Maldon District Council**

Regarding the Council's point 1, the Applicant has already provided, in its response to Consultation Letter 1, its view that a 28 day consultation period is appropriate in respect of consultation under requirement 22.

The Applicant notes the Council's welcoming of the updates provided by the Applicant in points 2 and 32 of the Council's letter.

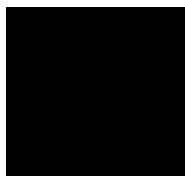
**Mr Elliston/ The Trustees of Hatfield Peverel Feoffees**

The Applicant is continuing to engage with the Trustees. Substantial correspondence has taken place and the Applicant will continue to actively engage with the Owners and to inform them of the latest detailed design. The detailed design, once concluded, will assist the Owners' understanding of the impacts of the scheme on their land.

The provisions of the Compensation Code will apply to the proposed acquisition, including the statutory provisions regarding retained land following other land held by an owner being taken by way of compulsory acquisition.

If you have any further comments or queries, I can be contacted by email at [A12chelmsfordA120wide@nationalhighways.co.uk](mailto:A12chelmsfordA120wide@nationalhighways.co.uk)

Yours sincerely



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A12 Chelmsford to A120 Widening Scheme