

<b>Purpose</b>	<b>A120/A12 Colchester and Maldon Community Forum</b>		
<b>Project</b>	A120 Braintree to A12 Feasibility Study and A12 Chelmsford to A120 Widening	<b>Date/Time</b>	20 September 2016 18:30-20:00
<b>Location</b>	Great Tey Village Hall, Chappel Road, Great Tey, C06 1JQ	<b>Prepared by</b>	David Orr-Ewing
<b>Attendees</b>	See Attachment 1		

<b>Agenda Item</b>	<b>Notes</b>	<b>Actions</b>
1	<p><b>Welcome</b></p> <p>The Chairman, Cllr Roger Fairs, welcomed the group and clarified the merging of the A12 and A120 forums for this round.</p>	N/A
2	<p><b>Consultation and Gunning Principles</b></p> <p>David Orr-Ewing (DOE) and Philippa Garden (PG) ran through the Gunning principles which have been established in case law and underpin consultation rules, with the overarching principle being fairness. The principles:</p> <ol style="list-style-type: none"> <li>1. The consultation must be at a formative stage</li> <li>2. Sufficient information must be provided to allow consultees to provide a considered response</li> <li>3. Adequate time needs to be provided to allow consultees to digest information and respond</li> <li>4. The Decision Maker(s) must conscientiously consider the output of the consultation</li> </ol> <p>PG ran through the high level programme for the non-statutory consultation to a preferred route announcement and then a statutory consultation.</p> <p>Allan Walker (AW) asked whether there would be a preferred route announced for both the A12 and the A120 in the consultation.</p>	

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	<p>PG confirmed that for the A120 there will be 3-5 route options, which will have a beginning and end, presented for consultees to respond to.</p> <p>Alistair Frost outlined that for the A12 as it is predominantly an online scheme it will be more about highlighting problems with the current route and looking for input on solutions.</p> <p>AW highlighted the important interaction between the A12 and the A120.</p> <p>CS confirmed that constraints and road requirements do limit where the A120 may join the A12 and that there are only a limited number of places where it could join.</p> <p>Alistair Frost (AF) confirmed there will be a junction strategy which will present how it might account for the A120 scheme and we are working closely with Essex County Council.</p>	
3	<p><b>A120 and A12 consultation update</b></p> <p><b>A120</b></p> <p>CS reiterated that the A120 is still at feasibility study stage. After consultation, and after any further technical work that might need to take place, it will be for Essex County Council's Cabinet to recommend a preferred route option. However It is the Secretary of State that announces an actual preferred route and Essex County Council will be pushing for the scheme to be included in the government's Road Investment Strategy 2 which covers 2020-2025.</p> <p>CS then highlighted the consultation document that was provided for the M11 Junction 7a and shows the kind of document that will be produced for the A120. More information can be found at the link below.</p> <p><a href="https://app.citizenspace.com/essexcc/m11junction7a/consult_view">https://app.citizenspace.com/essexcc/m11junction7a/consult_view</a></p> <p>AW raised concerns about how long it might take for the road to be completed.</p> <p>CS noted that the reason Essex County Council has put up £5million funding for a feasibility study is to expedite the case for the scheme and for tackling congestion and safety on the vital economic artery in Essex which was also of great economic</p>	

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	<p>importance to the country.</p> <p>Some discussion about funding took place. It was clarified that ECC had provided £5million for the feasibility study and the government had added £4million to progress the work further. In addition, there was another £5million fund for more routine maintenance and work on the <u>current</u> A120. This would not be wasted money as it will be several years before any large-scale improvements could be introduced.</p> <p>Peter Chillingworth (PG) opined that government money comes from economic assessments of value for money.</p> <p>AF added that if all goes to plan, the A120 should be included in Road Investment Strategy Two (RIS2) (2020-2025) and will be judged against the other schemes. He reiterated that value for money is the key and this is judged by the Treasury.</p> <p><b>A12</b></p> <p>AF gave an overview of the A12 and its consultation. He stated that we would be looking at junctions and issues along the route. He noted that the current slip roads, for instance, are inadequate.</p> <p>AF added that there is further feasibility work going on outside the immediacy of junctions 19-25 of the A12. He noted that only 6 schemes nationwide have been giving pre-RIS2 feasibility money and two of them are in Essex, junctions 11-15 and junctions 25-29 of the A12.</p> <p>PW noted that the announcement for the A12 junction 19-25 specifically states widening.</p> <p>AF acknowledged that the announcement did say that, but the challenge is to ensure that a scheme is developed that can be delivered and crucially shows value for money.</p>	
4	<p><b>Consultation material</b></p> <p>PG gave an overview of the material that will be provided at consultation. She added that the consultation document for each project will be the main source of information for the public. Background documents, such as the Options Assessment Report, will also be provided for consultees who may wish for more detail.</p> <p>Information Papers can also be produced that touch on niche topics or topics outside of the consultation remit, but of local</p>	

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	<p>interest, such as local plans.</p> <p>It was suggested that an information paper on how the A12 and A120 link up will be useful.</p>	
<p><b>5</b></p>	<p><b>Information events</b></p> <p>DOE gave an overview of the information events that we would be holding a number over the course of the consultation, weeks 3, 4 and 5, but that there would be fewer for the A12 (approx. 5) than the A120 (approx. 8). He asked for suggested locations for the events from the forum.</p> <p>Marks Tey was suggested as a location for both the A12 and A120 events. It was noted that the village hall is easily accessible.</p> <p>Tiptree was also suggested as a location for an A12 information event.</p> <p>AW stated that if a weblink to consultation information was provided to Parish councils they could put links onto their websites.</p>	
<p><b>6</b></p>	<p><b>Public Q&amp;A</b></p> <p>The chairman opened the forum up to the public of questions.</p> <ul style="list-style-type: none"> <li>• The first question asked about £5million that had been dedicated to the A120 for maintenance and whether that was included in the money that had been provided for the feasibility study.</li> </ul> <p>It was clarified that that was additional money for the maintenance. The £5million put forward by Essex County Council and the £4million from the Department of Transport was specifically for the development of options for the A120 scheme.</p> <ul style="list-style-type: none"> <li>• The second question asked whether it was possible that improvements to the A12 could create a junction that prevents any new A120 scheme from accessing the A12.</li> </ul> <p>It was confirmed that that is why it is important, as has happened, that Highways England and Essex County Council work closely to ensure that where possible the schemes are aligned.</p>	

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	<ul style="list-style-type: none"> <li>• The third questions asked about costs for the A120 and whether pricing was at “today’s prices”</li> </ul> <p>It was confirmed that the costs is at present day value plus forecast cost. It was added that we hold indexes for land prices and if the price of land is not a fair reflection of value it could end up at the land tribunal. It was further added that for purchasing land there is the long established compensation code.</p> <ul style="list-style-type: none"> <li>• The fourth question asked about the existing high congestion in the area, how new housing may add to this and the need for infrastructure.</li> </ul> <p>CS noted that some investment has taken place on the local road network, but as far as trunk roads are concerned, we have to influence the government via Highways England consultation processes. He added that it can’t just be about strategic road improvements, but also about public transport as a means to reduce congestion. We are looking at the potential impact of local plans and what improvements might need to be funded locally and what can be funded by development.</p> <ul style="list-style-type: none"> <li>• The fifth question asked whether there would be many junctions on the preferred A120 scheme.</li> </ul> <p>CS confirmed that under Highways England’s guidance the aspiration should be for high quality standards to be applied to the road which means it is likely that there will not be many junctions.</p> <ul style="list-style-type: none"> <li>• The last questioner asked whether there could be assurance that no development would take place until the infrastructure improvements had taken place.</li> </ul> <p>Alan Lindsay stated that the traffic modelling does look at future development and there is an acute awareness of the need to make improvements, not least because the congestion already exists. It was noted that the proposals for Garden Communities are slightly vague in light of the road situation.</p>	
7	<p><b>Any other business</b></p> <p>N/A</p>	

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8	<p><b>Next meeting</b></p> <p>The next forums for the A12 and A120 will be held separately and will be held in mid to late November.</p>	

**Appendix 1**

Member	Organisation
Cllr Roger Mannion	Tiptree Parish Council
Cllr Dominic Graham	Colchester Borough Council
Cllr Peter Chillingworth	Colchester Borough Council
Cllr Roger Fairs	Great Tey PC
Cllr Linda Gossett	Copford with Easthorpe Parish Council
Cllr David Fowles	Stanway Parish Council
Cllr Allan Walker	Marks Tey Parish Council
Paul Wilkinson	Colchester Borough Council
Alan Lindsay	Essex CC
Chris Stevenson	Essex CC
Alistair Frost	Highways England
David Orr-Ewing	Jacobs
Philippa Garden	Jacobs