

<b>Purpose</b>	<b>A120/A12 Environment Forum</b>		
<b>Project</b>	A120 Braintree to A12 Feasibility Study and A12 Chelmsford to A120 Widening	<b>Date/Time</b>	30 <sup>th</sup> September 2016
<b>Location</b>	Committee Room 6, Chelmsford County Hall, Essex CM1 1LX	<b>Prepared by</b>	Ragi Yogeswaran
<b>Attendees</b>	See Attachment 1		

<b>Agenda Item</b>	<b>Notes</b>	<b>Actions</b>
<b>1</b>	<p><b>Welcome</b></p> <p>Alan Lindsay welcomed the group and clarified the merging of the A12 and A120 forums for this round. He also clarified the importance of merging the A12 &amp; A120 Forums.</p>	<b>N/A</b>
<b>2</b>	<p><b>Consultation and Gunning Principles</b></p> <p>David Orr-Ewing ran through the Gunning principles which have been established in case law and underpin consultation rules, with the overarching principle being fairness. The principles are:</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>Noel Mead queried on the process that will be used to select options which will be showcased during consultation. DOE and Alan Lindsay confirmed that options have been selected through a sifting process which considers many factors including environmental impacts. Information will be provided at consultation showing how the sifting process takes place. We will also be doing a presentation at the next A12 forum.</p> <p>Philip Jellard stated that for the A120, there is likely to be some economical effect. Hence it will be beneficial to open up talk with local businesses at a very early stage.</p>	

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	<p>Ray Booty enquired on whether one of the short listed options by ECC will be the preferred option that will be announced. Alan Lindsay confirmed that ECC will present all options equally and will not state the preferred option.</p> <p>Philip Jellard queried whether the benefit to cost ratio will be displayed for all options. Alan Lindsay confirmed that the benefit to cost ratio will be included for all options and this will be provided by using WebTag. He also stressed the importance of using WebTag to sift options to a manageable number. Since the plan is to take the A120 scheme into RIS 2, we will be using WebTag which is used by Highways England and DfT.</p> <p>Philip Jellard asked about funding from developers. DOE confirmed that the BCR does not include that funding and that further information is in the response to CAUSE.</p> <p>Philip Jellard also asked about the overall cost of the A120 scheme and Alan Lindsay stated the previous study estimated a £500M to £600M.</p> <p>Katherine Evans asked what will be a good benefit to cost ratio. Jenny Goddard confirmed the ratio of 2 or more is high.</p> <p>Philip Jellard asked whether WebTag and the benefit to cost ratio systems are different to the processes that were carried out in 2005.</p> <p>Katherine Evans asked whether the wider road network is considered within route options. Alan Lindsay and Jenny Goddard confirmed that it is. It is important not to just move congestion around the network, but to tackle it.</p> <p>Katherine Evans also enquired whether the location of the new development will be considered when producing the options. Alan Lindsay confirmed that the locations of new development will be taken into account. Jacobs A12 and A120 teams will be working closely together and share information to make sure that the impact of other scheme is taken into account.</p>	<p>Ensure Highways England Funding policy is informed to the forum members.</p> <p>Check when WebTag was last reviewed.</p>
3	<b>A120 and A12 consultation update</b>	

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	<p><b>A120</b></p> <p>Alan Lindsay reaffirmed the scope of the A120 project (feasibility stage) and that we would be seeking views on a preferred option. Alan Lindsay also confirmed that the consultation would run for 8 weeks and would be complimented by information events. The consultation would be seeking views on route options.</p> <p><b>A12</b></p> <p>Jenny Goddard also began by reaffirming the scope of A12 project and stating the scope of non-statutory consultation. She also mentioned that the consultation for both A12 Junction 19 to 25 scheme is likely to run early next year. She also mentioned that the consultation for A12 widening scheme would run for 6 weeks.</p> <p>Katherine Evans stated that it's important to have a clear briefing to distinguish the difference between both schemes. She also suggested providing the full description for both of the schemes to clearly differentiate the difference between the schemes.</p> <p>Katherine asked why the consultation period was 6 weeks for the A12 but 8 weeks for the A120. Jenny Goddard acknowledged that its slightly shorter than for A120 but this was a result of time pressure and the programming of the scheme.</p> <p>One of the forum members asked what will be the duration of the construction phase. Jenny Goddard stated that this will be around two to three years but this will be dependent on what scheme is taken forward.</p> <p>Ray Booty asked how value for money will be analysed when the A12 and A120 will potentially connect. Alan Lindsay confirmed that this can be considered and traffic modelling has the ability to look at many factors.</p> <p>The Ray Booty asked whether A12 widening scheme means the entire section of A12 between Junction 19 to Junction 25 will be widened to three lanes each way. DOE and Jenny Goddard stated that the first step is to assess the current &amp; future issues, and then choose the best solution. One of the options is widening, which we are looking at. This means only certain areas of the A12 will be widened.</p>	

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	<p>One of the Amanda French asked whether junction options are considered. Alan Lindsay confirmed that they are being considered during the current stage as certain type of junctions at certain location will reduce collision etc.</p>	
4	<p><b>Consultation material</b></p> <p><b>DOE</b> gave an overview of the material that will be provided at consultation. He also outlined some of the surveys that are being carried out.</p> <p>Philip Jellard asked whether there will be a presentation for specific topics that will be included in the consultation document. DOE confirmed that there will be further presentations on traffic modelling towards the end of November.</p>	<p>To arrange a presentation on Traffic modelling towards the end of November</p>
5	<p><b>Information events</b></p> <p>DOE provided the consultation document produced for A27 Chichester Bypass Improvement Scheme as an example of a consultation material and requested feedback / input from the forum members.</p> <p>Katherine Evans asked whether the effect of the scheme on all travellers including NMU will be assessed. Alan Lindsay confirmed that it will be assessed.</p> <p>Katherine Evans suggested to include the effect or the benefit of public rights of way and cycling to the consultation document. She also raised a question on whether there is a criteria to determine the minimum separation required between junctions. Alan Lindsay stated that there is a minimum separation required between two junctions to allow for safe weaving and the exact separation can be found in Design Manual for Road and Bridges (DMRB).</p> <p>Beverley McClean suggested to include surface water flooding as a specific section in the consultation document. This is mainly because sections of the A12 get flooded due to large surface water flow during rainfall.</p> <p>There was further suggestion from Ray Booty to expand the commuting asset section from the example consultation document and to include information on land take.</p>	<p>Provide 2/3 paragraphs on WebTag</p>

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	<p>Philip Jellard informed other members of the forum that Braintree District Council wrote to every council tax payer to inform them about the new scheme and he suggested that we should be carrying out similar approach.</p> <p>Jenny raised question on whether there is a plan in place to carryout advertising on local papers. DOE stated that he will follow this up with Philippa.</p> <p>Philip Jellard mentioned that he does have a list of emails of parish council editors who we can contact to advertise the scheme.</p> <p>DOE stressed to all members of the forum to pass on any information to the local environmental group and these were agreed by others.</p> <p>Members of the forum asked whether all people expected to download the documents online or will there be any paper copies for offline users. DOE confirmed both forms will be available.</p>	<p>Jenny and Philippa to discuss further.</p>
6	<p><b>Any other business</b></p> <p>N/A</p>	
7	<p><b>Next meeting</b></p> <p>DOE asked whether there is any particular location where the forum members would like to have the next meeting. Alan Lindsay suggested that the meeting place should be easy to access and have good public transport.</p> <p>Next meeting will be held between and there will be a separate one for A12 &amp; A120.</p>	

Member	Organisation
Adam Scott	National Farmers Union
Alan Lindsay	Essex County Council
Amanda French	Essex Bridleways Association
Beverley McClean	Colchester Borough Council
Katherine Evans	Ramblers Association
Noel Mead	CAUSE



Member	Organisation
Philip Jellard	CAUSE
Peter Foreman	Campaign to Protect Rural England
Ray Booty	Essex Local Access Forum
Shaun Taylor	Braintree District Council
Jenny Goddard	Highways England
David Orr-Ewing	Jacobs
Ragi Yogeswaran	Jacobs
Graham Reeve	Ramblers Association