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Subject	A120 Colchester Member Meeting Notes		
Project	A120 Braintree to A12 Feasibility Study	Project No.	B3553T41
Prepared by	Lisa Pook	Date/Time	11 September 2017, 3-4.30pm
Location	Colchester Town Hall, High Street Colchester, CO1 1PJ		
Participants	Cllr Kevin Bentley (KB) Chris Stevenson (CS) Alan Lindsay (AL) Lisa Pook (LP) David Orr-Ewing (DOE) Anne Brown (AB) John Gili-Ross (JG) Sue Lissimore (SL) Mark Stubbs (MS) Jon Wallace (JW) David Evans (DE) Graham Barney (GB) Katherine Evans (KE) Jackie Maclean (JM) Paul Smith (PS) John Spademan (JS) Nigel Chapman (NC) Paul Wilkinson (PW) Dennis Willetts (DW) Brian Jarvis (BJ) Alan Walker (AW)		

Notes	Action
1 Welcome and Introductions KB welcomed attendees and commenced introductions, before providing an overview of the format of the meeting. KB reiterated importance of the route and the role of Essex County Council and councils in driving the scheme forward.	

2 **Consultation presentation**

Public Consultation Options

DOE discussed the engagement to date on the A120 including council meetings, press releases, website updates and the consultation.

DOE discussed the route selection and current status showing the five route options and their alignments.

DOE commented on the 11 consultation events resulting in 3143 attendees, and 2795 responses on the proposed route options. Attendees were asked to rate their satisfaction at the events – attendees rated the events on average 90% satisfied which is testament to the team.

Outcomes of Consultation

LP thanked the audience for their help in promoting the consultation events and discussed the findings from the consultation which ran between 17th January and 14th March 2017.

The aim of the public consultation was to inform the selection of a favoured route option recommendation for the A120 between Braintree and the A12.

LP discussed the consultation outcomes summary; 82% of respondents felt that the A120 required a complete upgrade to meet current and future demand.

Through agreement to a series of statements, respondents indicated that they strongly agreed or agreed that they would like to see upgrades which would: reduce queuing at junctions (86%), reduce HGVs' need to travel through villages (85%), improve journey times (82%) and upgrade the A120 to dual carriageway (80%). 46% also agreed or strongly agreed that pedestrian, cycling and equestrian facilities should be improved.

LP noted that a lot of respondents said they do not want the chosen option to require traffic to go through the existing Galleys Corner roundabout.

In the consultation questionnaire, respondents were asked to rank the five options presented from 1 to 5. LP proceeded to describe the outcomes of this: Of those respondents who provided a ranking, options C and E were favoured. Option C received the highest number of '1' rankings, followed by option E, when '1' and '2' rankings are considered there is little difference between the two however.

LP stated all routes have varying support but they are relatively close. If you add the first and second preference together, routes C&E are favoured, but there is no clear winner from the options.

Transport Focus

CS presented the outcome from the independent survey carried out by Transport Focus. This survey asked 2000 A120 road users a series of questions on how they use the road. It is clear from the study that there is much dissatisfaction with the current road including journey times, road type and safety issues. This study was undertaken separately from the consultation on the five route options and users were not shown any of the consultation material but just asked for their satisfaction and views of the road in its current state.

CS highlighted the findings of the Transport Focus study and that this provided further evidence that a wider group of users (other than those who live in the vicinity) see then need to upgrade the route.

CS also highlighted that there are many factors that will influence the decision of the preferred route option recommendation, in addition to the results from the public consultation and the Transport Focus Study such as strategic managerial, economic, environmental and financial matters and he illustrated these via a slide to help unpick what are often complicated jargon and terminology used within business cases.

Considerations and Timeline

CS and KB explained the timeline of continuing activity and requirements to progress the study. ECC intend to make an announcement in the autumn on its recommendations for the route and anticipate that Highways England announce the RIS2 (Road Investment Strategy 2) in 2018.

Questions/comment

JG asked for clarification on where the routes start and land.

AW reiterated importance of backing which ever route is chosen as it is important for the economy and wider area.

AW asked how the local plans link into the Highways England decision process. KB stated that the both the route and local plans will be considered but they are not intrinsically linked – one does not lead to the other.

JG asked why B & C land where they do. CS mentioned that this was linked to the environmental constraints.

KB thanked all attendees and encouraged them to attend the next cabinet meeting on 23 November, 2017.

3 Any Other Business

None

To provide link to the study

<https://www.transportfocus.org.uk/research-publications/publications/a120-braintree-marks-tey-road-users-experiences-desired-improvements/>

The meeting finished at 16:30

4 END OF MEETING