Welcome & Purpose of today

- The November Cabinet decision in context
- Explain where we are with the work following Cabinet
- Present an update on
  - Technical studies
  - Engagement Activities
  - Public Affairs work
- How Essex County Council (ECC) will approach taking the final route decision
- Outline ideas for getting the scheme into RIS2
Agenda

1. Welcome  James Burke (Jacobs)
2. Project Progress  James Burke (Jacobs)
3. Traffic and Economics  Mark Stubbs (Jacobs)
4. Engagement activities  Alison Hood (Jacobs)
5. RIS2 programme  Chris Stevenson (ECC)
A reminder of recent decisions

On 23rd November 2017, the Cabinet agreed to move forward with Options B, C, D and E

› Option A was discounted and will not be recommended (although stage 2 work will be completed on this option)

› All Options will be fully evaluated according to the requirements and presented to Highways England in May 2018
Post Consultation and Next Steps

1. July-Sept 2017: Forums were held to present the outcomes of the public consultation and the Transport Focus Study
2. Sept 2017: Consultation Report

Next Steps
› Ongoing traffic modelling and environmental studies
› Ongoing design amendments following public consultation
› Summer 2018: Essex County Council present view on feasibility study which will be handed to Highways England and Secretary of State
› 2019: Anticipated Highways England Preferred Route Announcement
A120 is at PCF Stage 2 “Option Selection”

› Carry out public consultation including exhibitions
› Analyse comments received and select a preferred option
› Refine the cost estimate
› Refine the environmental impact assessment, traffic forecasts and economic benefits
› Produce an outline business case
› Essex County Council present view on feasibility study
› Highways England Preferred Route Announcement
Key Features

Millennium Way slip roads (Options B & D)

1. Braintree Freeport
2. Left turn only out of slip road
3. Existing B1018 Millennium Way and bridge over A120
4. New A120 to Galleys Corner junction & A12
5. Fowlers Farm Roundabout
6. New signalised junction with right turn into on sliproad
7. New sliproads
8. A120 to London Road/Panners junctions & M11
9. Braintree Branch Line
   - Listed building(s)

NB: Essex County Council is progressing the Millennium Way Slips project separately to the A120 scheme
Key Features

New Galleys Corner Junction (Options B & D)

1. Existing A120 to Marks Farm Roundabout & A131
2. Existing A120 used for local traffic only & singled
3. Braintree
4. Realigned Cressing Road
5. Existing Galleys Corner Roundabout removed
6. Ex A120 to London Rd, Panners junctions & M11
7. To Fowlers Farm Roundabout
8. Ashes Road to Cressing
9. Bridge for local traffic to link Cressing Road and Ashes Road
10. New A120 to A12
Key Features
Tye Green Junction (Options C & E)

1. Ex A120 to Marks Farm Roundabout & A131
2. Galleys Corner Roundabout
3. New dual carriageway link to A131, avoiding Galleys Corner
4. New grade separated junction
5. New A120 to A12
6. New A120 to River Brain jnc & M11
7. Realigned B1018 Braintree Road
Key Features

1. New A120 to Braintree
2. Existing Quarry Access Road, leading to existing A120
3. Proposed IWMF
4. New A120 to A12
5. Extra bridge over A120 required for junction
6. Quarry Junction
   - Listed building(s)
Key Features

IWMF Junction for Options B and C

1. A120 bridge over quarry access road
2. Existing Quarry Access Road, leading to existing A120
3. New A120 to A12
4. Lagoon, part of approved quarry restoration plan
5. Proposed IWMF
6. New A120 to Braintree
7. Quarry Junction
   - Listed building(s)
Key Features

River Blackwater crossing (Options B & C)

1. New A120 to Braintree
2. Coggeshall Road (Feering)
3. New A120 to A12
4. A120 on viaduct over River Blackwater and floodplain
5. River Blackwater
6. Coggeshall Hall
Key Features

Illustrative view of new A12 Junction 24a connecting to the off-line version of the A12 for Options B and C

1. New A120 to Braintree
2. A120 bridge over Great Eastern Mainline railway
3. New offline A12 to Marks Tey (J25)
4. Existing A12 (de-trunked)
Key Features

Illustrative view of southern A12 Interchange for Option D/E connecting to the off-line version of the A12

1. Additional slip for A120 to Witham & Kelvedon traffic
2. Segregated Left Turn A120 to A12 northbound
3. Kelvedon link
4. New A12 to Marks Tey
5. New A12 on viaduct over River Blackwater (not shown)
6. New A12 widened to dual three lanes off-line
7. New A12 to Witham
8. Essex Fire HQ
9. Existing A12 (de-trunked) to Witham
10. Local road passes under new A12
11. A120 bridge over Great Eastern Mainline Railway
12. New A120 to Braintree

Listed building(s)
Mark Stubbs
A120 Transport Planning Lead, Jacobs
Economic Appraisal – what and why

Ministers take decisions on investment in support of their objectives for transport and are informed by evidence set out in a business case.

Business cases are developed in line with Treasury’s advice on evidence-based decision making set out in the Green Book and use its best practice five case model approach.

The economic appraisal is one element that informs the business case, with the specific purposes being to:

- Demonstrate the value for money of the overall scheme in the economic case (which includes economic, environmental, social, distributional and fiscal impacts);
- Demonstrate how the scheme options achieve any project specific economic objectives in the strategic case; and
- Provide part of the evidence base to help identify a Preferred Route (input to Decision Framework).

The methodology to be followed is explicitly described by the Department for Transport and Highways England in a series of guidance notes, to ensure that the evidence produced is robust and consistent. This provides a common basis for Central Government to compare projects located throughout the UK that are seeking funding.
## Economic Appraisal – impacts considered

### Included in Benefits Cost Ratio (BCR)

<table>
<thead>
<tr>
<th>Established Monetised Impacts (Initial BCR):</th>
<th>Evolving Monetised Impacts (Adjusted BCR):</th>
<th>Indicative Monetised Impacts</th>
<th>Non-Monetised Impacts</th>
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<tbody>
<tr>
<td>› User Benefits – Journey time savings and changes in vehicle operating costs</td>
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### Non-Monetised Impacts

- Severance
- Accessibility
- Townscape
- Historic Environment
- Landscape
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- Water environment
- Affordability
- Access to services

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**Included in Benefits Cost Ratio (BCR):**

- User Benefits – Journey time savings and changes in vehicle operating costs
- Noise
- Air Quality
- Greenhouse Gases
- Accidents
- Indirect tax

**Evolving Monetised Impacts (Adjusted BCR):**

- Reliability
- Wider Economic Impacts:
  - Labour Supply
  - Static Clustering (Agglomeration)
  - Output in Imperfectly Competitive Markets

**Indicative Monetised Impacts:**

- Other Wider Economic Impacts:
  - Dependent Development
    (Unlocked jobs and housing)

**Non-Monetised Impacts:**

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- Access to services
The key inputs into the economic appraisal are based on outputs from a transport model:

- The Transport Model provides forecasts of traffic flows and speeds in the future, both with and without the proposed scheme.
- The Transport Model has been updated and expanded significantly since Stage 1 based on updated data from Highways England.
- The Transport Model provides input for calculating all monetised impacts including User Benefits, Accidents, Noise and Air Quality and Wider Economic Impacts.
Decision Framework

In order to enable ECC to identify a favoured option, each route will be assessed against a broad set of criteria in Stage 2 including the following:

- Scale of impact on identified problems
- Fit with project objectives
- Fit with wider transport and Government objectives (impact on existing policies or other transport modes (freight))
- Economic Growth (Business User benefits and ability to unlock housing and jobs)
- Carbon Emissions
- Local environment
- Well being (Accessibility for all users and Safety)
- Expected Value for Money (Benefit Cost Ratio)
- Socio-distributional Impacts
- Public Acceptability (based on public consultation)
- Practical Feasibility (Ease of construction)
- Design Safety (Safety for all users)
- Capital Cost (Out-turn costs)
- Revenue Costs (Maintenance costs)
- Overall Cost Risk (Risks associated with construction and development of option)

The assessment will be used within an overall decision framework to assist Highways England to identify a Preferred Route.
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Alison Hood
A120 Engagement Manager, Jacobs
<table>
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<tr>
<th>FORUM</th>
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<tr>
<td>Members’ Forum</td>
<td>16 February 2018</td>
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<tr>
<td>Colchester Members’ Forum</td>
<td>19 February 2018</td>
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<td>Braintree Members’ Forum</td>
<td>20 February 2018</td>
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<td>Economic Forum</td>
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<tr>
<td>Environmental Forum</td>
<td>28 February 2018</td>
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<tr>
<td>Braintree Community Forum</td>
<td>12 March 2018</td>
</tr>
<tr>
<td>Colchester Community Forum</td>
<td>13 March 2018</td>
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ECC announce the findings of the study in **Summer 2018 at a Special Event**

› Aim to hold another round of forums in **Summer 2018**
› Ongoing engagement throughout 2018
### Public Affairs

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<th>MONTH</th>
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<tr>
<td>January</td>
<td>MP/Business networking event - Braintree</td>
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<tr>
<td>March</td>
<td>MP/Business networking event - Colchester</td>
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<tr>
<td>March</td>
<td>MP meeting at Whitehall</td>
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<tr>
<td>April</td>
<td>MP/Business networking event - TBC</td>
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<td>July</td>
<td>Parliamentary reception</td>
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ECC Announcement on the findings

- **November 2017**: ECC’s decision on a preferred route was delegated to the Deputy Leader and Cabinet Member for Economic Growth, Skills, Infrastructure and the Digital Economy.
- **May 2018**: Conclusion of the Stage 2 assessment and feasibility study.
- **June 2018**: Kevin Bentley to announce the results of the feasibility study.
- **Autumn 2018**: Highways England and the Department for Transport (DfT) will review and consider ECC’s announcement and the findings of the study.
- **2019**: A Preferred Route Announcement will then be announced by Highways England once RIS 2 funding is confirmed.
Getting the A120 in RIS2

Chris Stevenson
Head of Commissioning, Connected Essex, Integrated Transport
Essex County Council

• RIS2 preparation runs from now to 2019
• Work to assemble the programme has started with
  • DfT RIS2 consultation from December to February
  • Essex County Council main asks are:
    • Confirmation of A12 programme
    • A120 Braintree to A12
  • Opportunities to bolster this with
    • ECC A120 route preference June 2018
    • Public Affairs work and lobbying
    • Quality assured feasibility reports September 2018
    • Critical Local Plans confirmed by end 2018
  • DfT summarise findings of responses cMay 2018
  • DfT and Office of Road and Rail Statutory process to announce RIS2 programme in 2019
• HE mobilisation prior to April 2020
Getting the A120 into RIS 2

Highways England Process

Pre Stage 3 | Stage 3 | Stages 4/5 | Stage 6

Workstream

Ongoing Assessment | Preliminary Design and Application Preparation | DCO* Examination and Construction Preparation | Construction

RIS 2 Confirmation | DCO* Application | Notice to Proceed | Scheme Open

* Development Consent Order
Additional Information

- Direct email queries to: a120study@Jacobs.com
- Website: Essex County Council
- Further information is available on www.a120essex.co.uk
- Stage 1 documents will be published on the website in March
  - Technical Appraisal Report
  - Environmental Assessment Report
  - Business Case
  - Traffic Forecasting Report
  - Economic Assessment Report
  - Equality Impact Assessment (EqIA)
  - ECC November Cabinet Report
  - Consultation Report
  - Promoters Response