

## Proposed response from Maldon District Council

### Section 1: A12 Widening Options

- 1) Maldon District Council's Preferred route option is Option 2 (online widening and two bypasses)

Maldon District Council supports option 2. The J22-23 bypass will bypass Rivenhall End and should enable safer access to and from Braxted Road, as the bypass will enable a new junction to be designed that connects the Braxted Road to the A12.

The proposed bypass between Feering and Marks Tey (J24-25) will enable a north and southbound junction to be created at Feering, which currently only has northbound access. This should improve access to the A12 from the north of the District. A north and south bound junction at this point is particularly important, as the draft Braintree Local Plan is proposing a 1,000 home development at Feering. Without the two way junction, all south bound traffic from the development will pass through Kelvedon High Street which is already highly congested. This would negatively impact Maldon District residents' and businesses' access to the A12 via Great Braxted, Tiptree and Inworth.

### Section 2 Junction Improvements

- 2) *Do you think that improvements are needed to junction 19? (Boreham)*

The Council welcomes junction improvements along the A12 that improve the efficiency of the junctions and minimise disruption to the A12 and approach roads.

- 3) *Preferred option at junction 20a & 20b (Hatfield Peverel):*

*A) Retain and improve existing junctions 20a and 20b*

*B) Remove junction 20a and 20b and create a new junction 20*

*C) Neither*

Maldon District Council's preferred option for junction 20a and 20b is Option B (a new junction).

Junction 20a currently offers south bound access onto the A12 and northbound egress only. 20b offers northbound access and southbound egress.

The northbound exit at Junction 20a enters Hatfield Peverel at the T-junction of Bury Lane and The Street (B1137), the main road through the village. Accessing The Street from Bury Lane is difficult at peak times, due to the volume of traffic on the B1137.

At Junction 20b, there is a very good slip road coming off the A12 south bound. However, the entrance slip to the A12 northbound is below standard, reducing the ability to join the A12 safely at this point. Junction 20b offers northbound access only. Access to J20b is further constrained by the access from Maldon Road, onto The Street.

There are safety issues with the existing junctions. Junctions 20a and 20b, combined, have a similar volume of traffic as that at Junction 22, yet there have been twice as many collisions at the Hatfield Peverel junctions (see page 36 - 37 of the consultation brochure).

A new junction would provide the opportunity to design and build one junction, to an adequate standard, with both north and south bound access that could overcome the existing constraints and safety issues at the current junctions.

There is already a significant bottleneck at Hatfield Peverel where traffic backs up along Maldon Road when seeking to access the A12. Solutions will need to consider appropriate B Road access to the new junction to address this.

4) *Do you think that improvements are needed to junction 21? (Witham S)*

The Council welcomes junction improvements along the A12 that improve the efficiency of the junctions and minimise disruption to the A12 and approach roads.

5) *Do you think that improvements are needed to junction 22? (Witham N)*

The Council welcomes junction improvements along the A12 that improve the efficiency of the junctions and minimise disruption to the A12 and approach roads.

6) *Do you think that improvements are needed to junction 23? (Kelvedon)*

The Council welcomes junction improvements along the A12 that improve the efficiency of the junctions and minimise disruption to the A12 and approach roads.

7) *Do you think that improvements are needed to junction 24? (Feering)*

Yes. The proposed bypass between Feering and Marks Tey (J24 - 25) will enable a north and southbound junction to be created at Feering, which currently only has northbound access. A north and south bound junction at this point is particularly important, as the draft Braintree Local Plan is proposing a 1,000 home development at Feering. Without the two way junction, all south bound traffic from the development will pass through Kelvedon High Street which is already highly congested. This would negatively impact Maldon District residents' and businesses' access to the A12 via Great Braxted, Tiptree and Inworth.

8) *Do you think that improvements are needed to junction 25? (Marks Tey)*

The Council welcomes junction improvements along the A12 that improve the efficiency of the junctions and minimise disruption to the A12 and approach roads.

9) *Any further comments regarding existing and/or new junctions along the route*

The Council welcomes junction improvements along the A12 that improve the efficiency of the junctions and minimise disruption to the A12 and approach roads.