

A127 / A130 Fairglen Interchange scheme

Consultation Report

October 2018

Contents page

Executive Summary	1
Section 1 – About the public consultation	3
1.1 Proposed improvements	3
1.2 Consultation publicity	7
1.3 Methods of responding	9
Section 2 – Respondents and responses.....	10
2.1 Summary of respondents	10
2.2 Stakeholders that responded to the consultation	10
Section 3 – Data analysis and interpretation methodology	12
3.1 Quantitative analysis	12
3.2 Qualitative analysis	12
3.3 Use of comparative terms in reporting qualitative data	12
3.4 Considerations	13
Section 4 – Analysis of closed questions	14
4.1 Q6: Do you think improvements are needed at the Fairglen interchange?	14
4.2 Q7: Do you support the proposed short-term scheme presented for Fairglen interchange? ..	14
Section 5 – Analysis of issues raised	16
5.1 Requests for more substantial interventions	16
5.2 Southend link road	17
5.3 Support for the proposals	17
5.4 Construction impacts	18
5.5 Motor traffic congestion	18
5.6 Opposition to the scheme.....	19
5.7 Non-motorised users	19
5.8 Environmental impacts	20
5.9 Comments on consultation.....	20
Section 6 – Stakeholder responses.....	21
6.1 Local authorities	21
6.2 Statutory organisations.....	23
6.3 Community and campaign groups	23
6.4 Businesses	25
Section 7 – Respondent demographics	26
7.1 Respondent areas	26
7.2 Respondent postcodes.....	27
7.3 Mode of transport	29
7.4 Age of respondents	30
7.5 Ethnicity of respondents	30
7.6 Physical impairments	31
7.7 Sensory impairments.....	32
7.8 Learning difficulty or disability	32

7.9	Caring for someone.....	33
Section 8 – Responses to issues raised		34
8.1	Link between the A130 and A127	34
8.2	Southend link road	34
8.3	Widening the A127	34
8.4	Fairglen roundabout	34
8.5	Impact on construction	35
8.6	Impact on congestion	35
8.7	Long-term scheme.....	35
8.8	Rayleigh Spur traffic lights.....	35
8.9	Provision of public transport.....	35
8.10	Cycling-walking bridge	36
8.11	Air quality.....	36
8.12	Housing and commercial developments	36
8.13	Induced demand.....	36
8.14	Fairglen flooding.....	37
Appendix A – Consultation questions		38
Appendix B – Notification letters and emails.....		41
Appendix C – Council offices and libraries.....		42
Appendix D – Email to stakeholders		45
Appendix E – Stakeholder contact list.....		47
Appendix F – Fairglen press release		53

Executive Summary

In February and March 2018, Essex County Council consulted on proposed improvements to the A127 / A130 Fairglen interchange in south Essex. This consultation report sets out the Fairglen interchange improvement proposals, explains what activities took place during the Fairglen consultation, what the results of that consultation were, and outlines our responses to the issues raised during consultation.

About the Fairglen interchange

The Fairglen interchange lies at a key point on the transport network in south Essex, forming a strategic connection between the A13, A127, A130 and A1245. The Fairglen interchange comprises two roundabouts: Fairglen roundabout and Rayleigh Spur roundabout, connected by a section of the A1245, and collectively forming an important link between the A130 and A127.

The interchange currently experiences high levels of congestion during peak periods and high volumes of traffic at other times too. There are also safety concerns, with significant numbers of collisions involving motor vehicles, which have been attributed to poor sightlines for drivers at some locations and to incorrect lane use.

As well as current traffic congestion and safety concerns, the interchange is expected to come under increased pressure in future as plans for significant growth in housing and jobs are realised. It is estimated that over 62,000 jobs will be created in south Essex by 2037, and that over 3,400 new homes per year will be needed to accommodate this new workforce.

Short-term and long-term schemes

The proposed improvements to the Fairglen interchange consulted on in 2018 are referred to as the short-term scheme. An earlier iteration of these proposals were first made public in 2017, when the public and stakeholders were informally asked what they thought of the plans. That short-term scheme was developed further in response to comments received during the engagement activity in 2017. The current short-term scheme is designed to allow the interchange to handle current traffic levels and predicted increases for up to 15 years, enabling and supporting economic growth across south Essex.

The short-term scheme includes:

- A new 'Southend link road' linking the A130 southbound to a new signalised junction on the A1245.
- Widened slip roads on most of the arms of the Fairglen roundabout.
- Extra and/or longer slip lanes on both A127 on-slip roads.
- Improvements at the Rayleigh Spur roundabout, including new traffic lights at two arms of the junction and an additional lane on the roundabout itself.
- A pedestrian-cycling bridge across the A1245 south of the Fairglen roundabout.

During consultation, Essex County Council also outlined plans for a long-term scheme for Fairglen interchange, which is currently unfunded and at an earlier design stage. Should traffic levels continue to increase as projected in the next 15 years, then the long-term scheme could be implemented in the future to help manage increased traffic flow. The long-term scheme has been designed to ensure it is compatible with the short-term scheme. As well as widening existing roads and slip-roads, the long-term scheme involves building an underpass allowing southbound traffic to avoid the Rayleigh Spur roundabout, and an overpass allowing northbound traffic on the A130 to connect directly with the A127 eastbound, avoiding the Fairglen roundabout.

About the public consultation

The consultation on the Fairglen interchange short-term improvement scheme ran from 6 February to 20 March 2018. Detailed information about the proposed interventions was made public via various channels including the internet and local press, and the public and stakeholders were invited to give feedback. We received 196 responses to the consultation, and this report summarises the responses, demographic data, and the issues raised as part of the consultation process.

The most commonly raised issues were:

- Requests for a new junction linking the A130 and the A127.
- Concern the new traffic lights on the new Southend link road would cause delays on the A1245.
- Requests for left turns to be allowed at where the Southend link road meets the A1245.
- Concerns about illegal left turns from Southend link road into the A1245.
- Requests for the A127 to be widened in the east, west or both directions.
- Requests for the Fairglen Roundabout to be widened.
- Concern that building the scheme would result in severe delays on the road network.
- Concern the scheme would move congestion elsewhere rather than reducing journey times.
- Requests for the long-term scheme to be implemented immediately.
- Concern about the proposed new traffic lights at the Rayleigh Spur roundabout.
- Requests for improved provision of public transport across the region.
- Concern the proposed walking-cycling bridge would not be used.
- Concern the proposed walking-cycling bridge would not provide sufficient benefits for cyclists.
- Concern about an increase in motor traffic increasing air pollution.

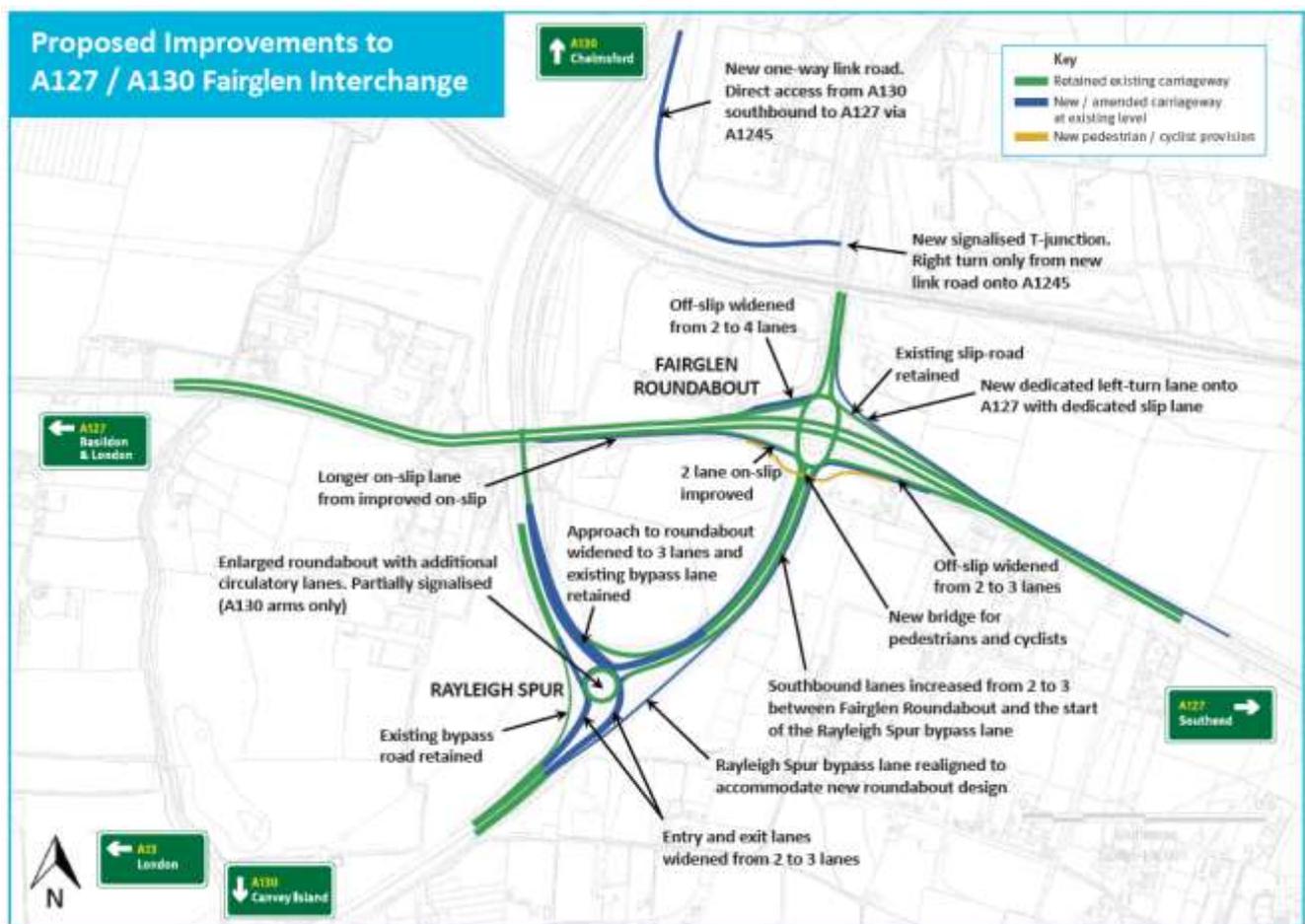
1. About the consultation

Essex County Council sought views on a scheme to improve the Fairglen interchange with the aim of reducing congestion and improving road safety. The consultation took place from 6 February to 20 March 2018 to gather feedback on the proposed interventions. This report provides a summary of the consultation responses received from stakeholders, businesses, organisations and individuals. Information and views provided in response to this consultation have been presented to the project team in order to better inform the ongoing design process.

1.1 Proposed improvements

A series of improvements across the interchange, including a new Southend link road, plus upgrades at the Fairglen roundabout and the Rayleigh Spur roundabout. The annotated maps below provide a detailed explanation of the main interventions proposed as part of the short-term scheme.

Figure 1: Overview of proposed improvements to the A127 / A130 Fairglen interchange (short-term scheme)



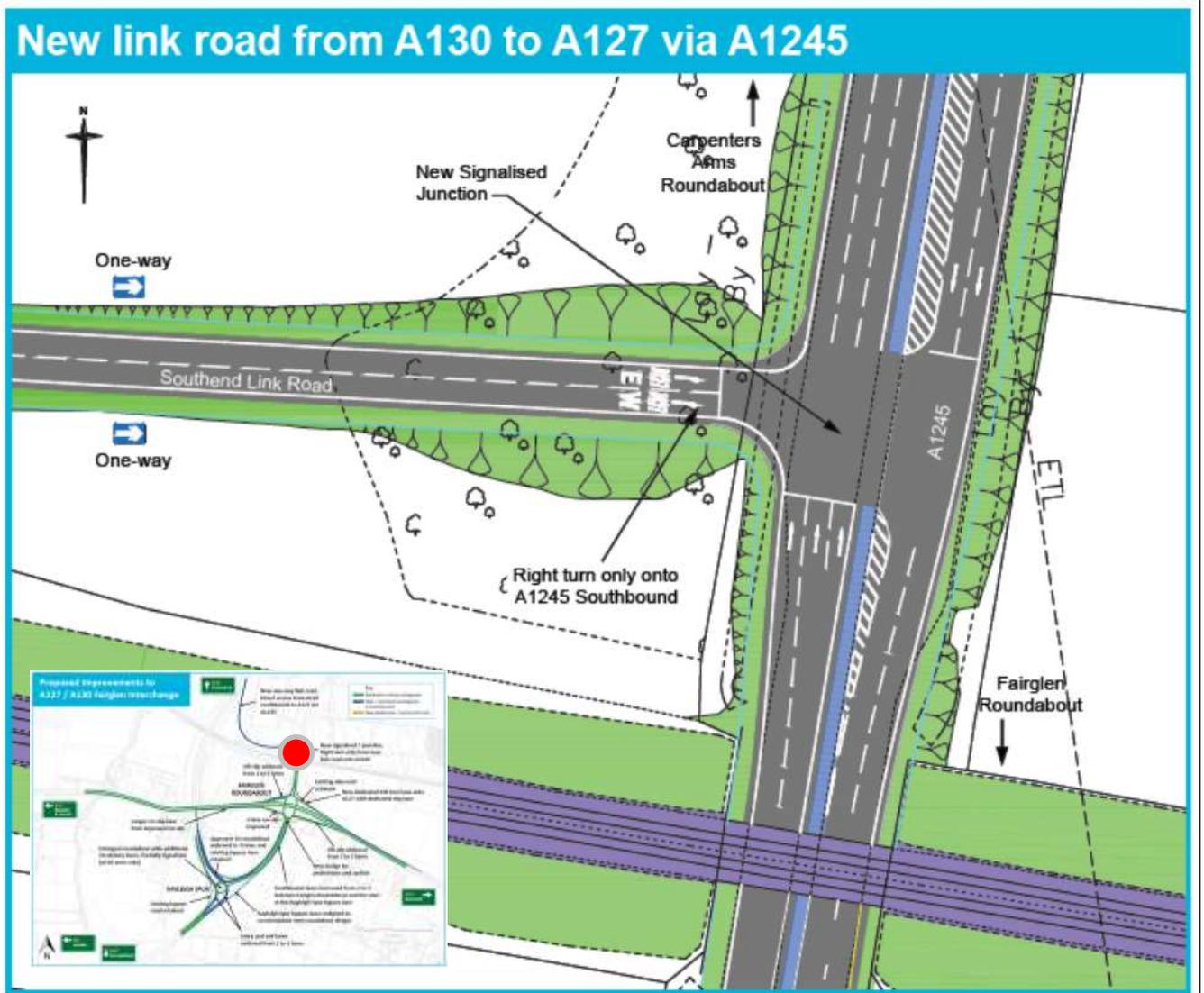
The proposed short-term Fairglen interchange improvement scheme included:

- A new Southend link road, connecting the A130 southbound to a new signalised junction on the A1245, where traffic must turn right (southbound).
- Widened slip roads on most of the arms of the Fairglen roundabout.
- Additional and/or longer slip lanes on both A127 on-slip roads.
- Improvements at the Rayleigh Spur roundabout, including new traffic lights at two arms of the junction and an additional lane on the roundabout itself.

- A new bridge for pedestrians and cyclists, linking to existing routes alongside the A127.

Figure 2: Detailed drawing showing proposed signalised T-junction linking new Southend link road to the A1245

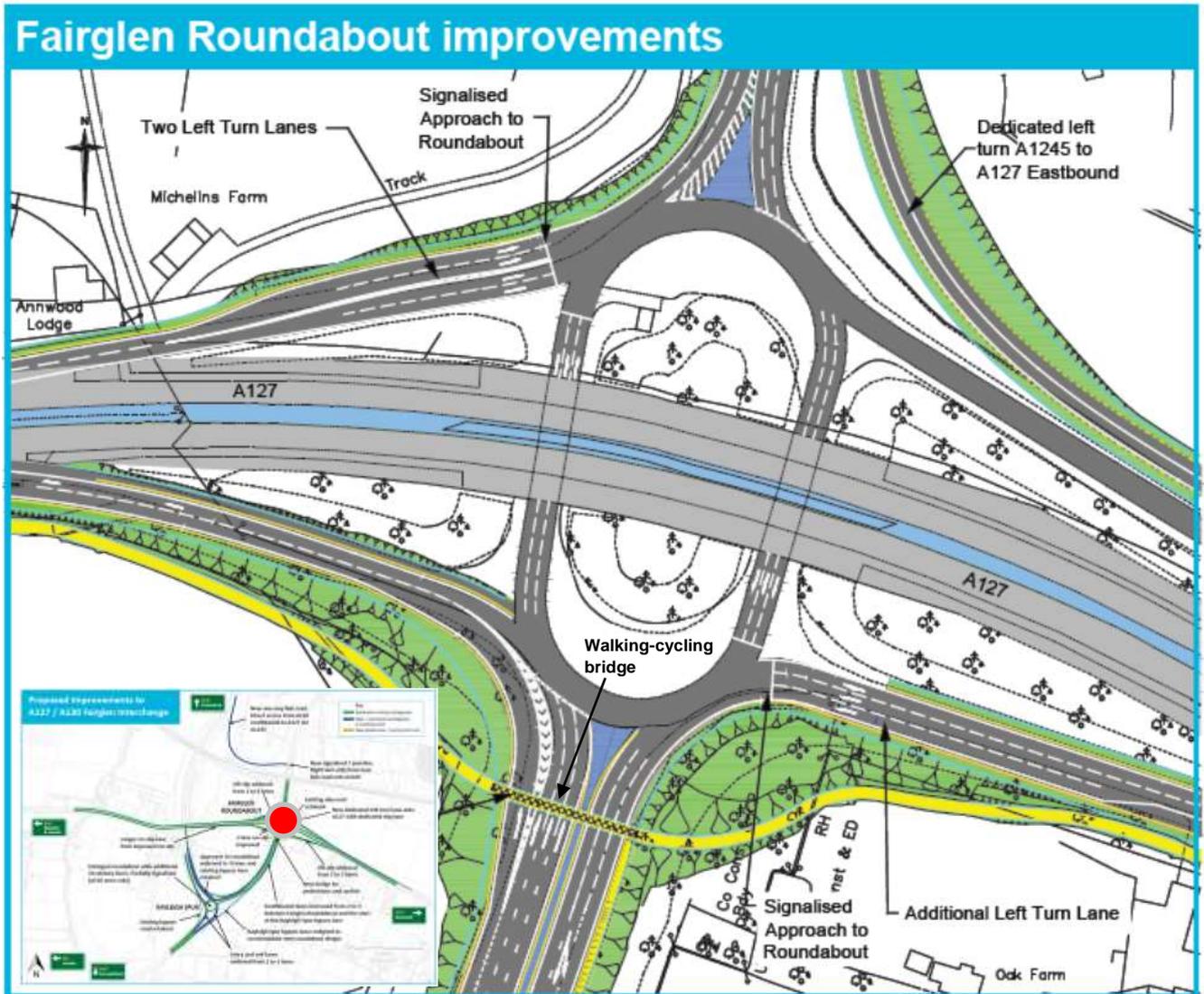
The red dot on the inset map shows this junction's position relative to the rest of the scheme.



- A new Southend link road would provide a direct route from the A130 southbound to the A1245, from where traffic could easily access the A127.
- This single-lane road, which would widen to two lanes at the traffic signals, would help relieve pressure on the Rayleigh Spur roundabout, where delays to traffic entering on the A130 southbound can be severe.
- Access to the link road would be via a single-lane slip road. The link road would join the A1245 via a new traffic-light-controlled junction with two right-turn-only lanes.
- The link road would be one-way, with no direct route in the opposite direction from the A1245 to the A130.

Figure 3: Detailed drawing showing proposed improvements at the Fairglen roundabout

The red dot on the inset map shows this roundabout's position relative to the rest of the scheme.

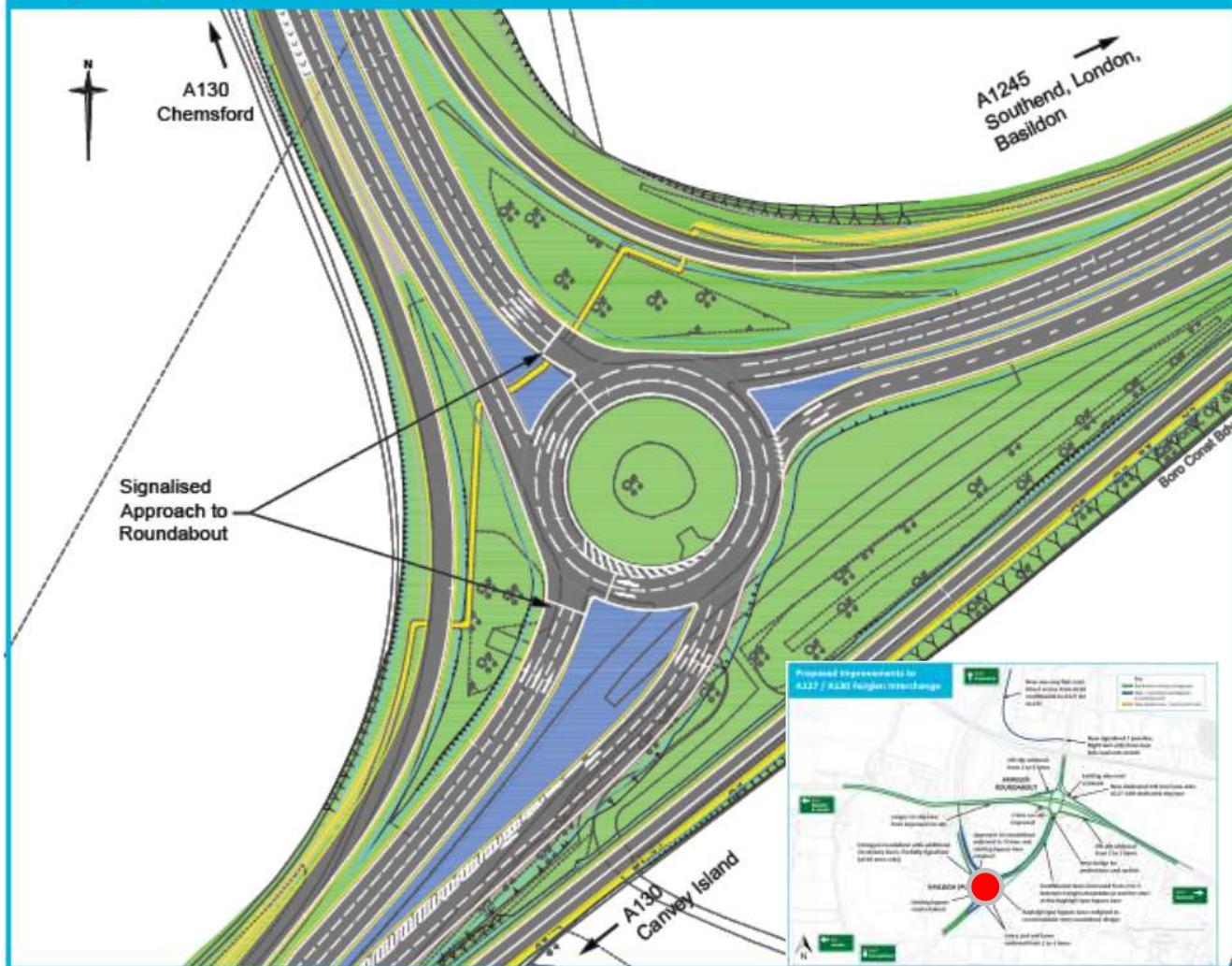


- A new dedicated left-turn lane from A1245 to A127 eastbound, bypassing roundabout, with new dedicated slip lane and existing slip road retained.
- The slip lane for traffic exiting the A127 eastbound towards the roundabout would be expanded from two lanes to four.
- The slip lane for westbound traffic entering A127 from the roundabout would be extended and expanded from one lane to two.
- The slip lane for westbound traffic leaving A127 to enter the roundabout would be expanded from two lanes to three.
- There would be an additional southbound lane from Fairglen roundabout to the start of the Rayleigh Spur bypass lane.

Figure 4: Detailed drawing showing proposed improvements at Rayleigh Spur roundabout

The red dot on the inset map shows this roundabout's position relative to the rest of the scheme.

Rayleigh Spur Roundabout improvements

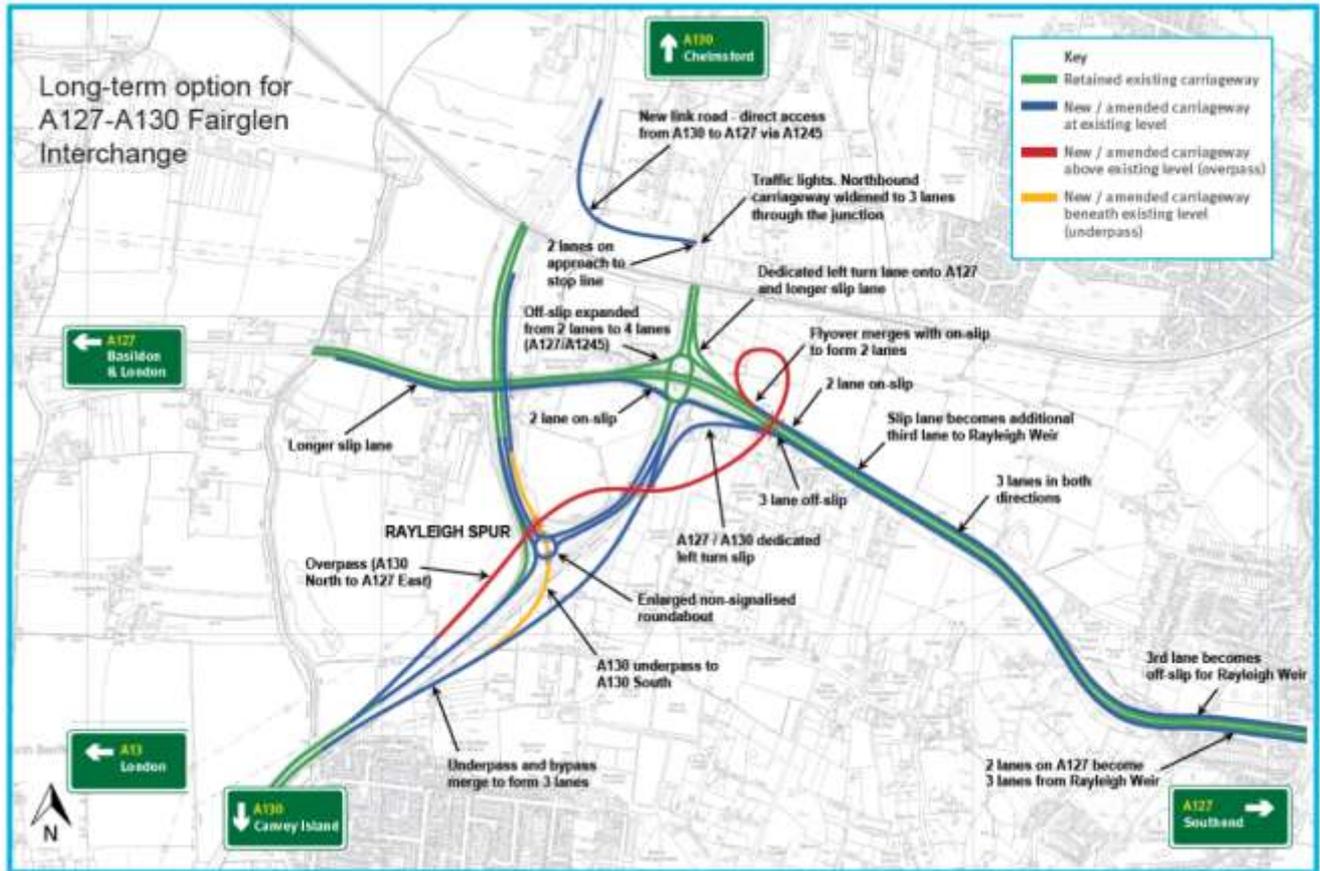


- The roundabout would be enlarged with additional circulatory lanes and traffic lights on two of the three arms.
- There would be new traffic lights at the A130 southbound approach to roundabout, with the road expanded to three lanes. The existing two-lane left-only bypass would be retained, avoiding the roundabout and traffic lights.
- There would be new traffic signals at the A130 northbound approach to roundabout, with the road expanded from two lanes to three. The existing two-lane left only bypass would be retained, avoiding the roundabout and traffic lights.
- The southbound A130 exit from the roundabout would be expanded from two lanes to three, merging down to two lanes where the left-slip lane currently runs alongside to form a third lane.
- The A1245 southbound approach to the roundabout would continue to operate without traffic lights.

In addition to the proposed short-term scheme outlined above, we also provided information about the long-term scheme, which would further increase traffic capacity through the junction. The long-term scheme is compatible with the short-term scheme, but is currently unfunded. As such, we did not invite consultees to comment on

details of the long-term scheme design.

Figure 5: Long-term scheme proposed for Fairglen interchange



1.2 Consultation publicity

The Fairglen consultation took place for six weeks, from 6 February to 20 March 2018. The consultation was publicised using the following digital and non-digital channels to make the information widely available and to encourage people to respond:

- **Essex County Council website**

At launch, information about the scheme, including detailed drawings of the interventions, was made available at www.essex.gov.uk/fairglen. The website included:

- **Information about the scheme:** The website used text, videos, images, infographics and downloadable documents to provide both a summary and detailed information about the proposed interventions and the predicted impacts.
- **3D fly-through:** A four-minute video was produced showing a bird's-eye fly-through view of the changes proposed as part of the scheme. A voiceover and annotations helped to explain what changes would be made and the reasons behind them. The fly-through video can be viewed at <https://youtu.be/9cGJOr-PqMc>.
- **Consultation brochure:** A 28-page A4 consultation brochure was produced describing the scheme's rationale and impacts in detail. A PDF of this brochure was made available on our website, and can be viewed at: <http://www.essexhighways.org/uploads/docs/fairglen-interchange-web.pdf>.

The brochure covered the following topics:

- Regional growth in south Essex
 - Who uses the interchange and why?
 - Current problems and scheme objectives
 - Details of the proposed interventions
 - Predicted impacts on motor traffic
 - Economic benefits of the scheme
 - Environmental impacts
 - Long-term solutions
 - Consultation and responding
- **Video of Cllr Kevin Bentley:** The website included an introductory video featuring Essex County Council Cabinet Member Kevin Bentley explaining the benefits of the scheme. The video can be seen here: <https://youtu.be/vOV0ldB2oNo>.
 - **How to respond:** A section on the website described the different ways the public and stakeholders could respond to the consultation: filling in the online response survey; emailing fairglen.interchange@jacobs.com; downloading a PDF response form and posting it to us; filling in printed survey from the back of the consultation brochure and posting it to us. See Appendix A for a list of questions we asked consultees in our survey.
 - **Document downloads:** These included the consultation brochure, a list of locations where paper consultation brochures could be collected, a consultation response form, and the 'A127 Corridor for Growth: An Economic Plan' strategy document.
- **Libraries and council offices**

During the consultation, approximately 1,500 paper copies of the consultation brochure were made available to the public via libraries and council offices in south Essex. Brochures were also placed at Southend Airport. At each location where there were brochures, we also installed a 2-metre-high publicity banner to highlight the consultation and encourage people to take a brochure or visit our website. See Appendix C for the list of brochure locations, an example of the point-of-sale materials, and a graphic of the banners that were used.
 - **Emails to stakeholders**

The consultation was publicised using an email to approximately 500 stakeholder and community contacts relevant to the scheme. These included parish and district councils, local councillors, local MPs and key representative groups for the area, such as businesses, campaign and resident organisations. The text of the email sent is reproduced in Appendix D.
 - **Social media**

A social media campaign was carried out to further raise awareness of the consultation and the proposals:

 - The video fly-through was posted to YouTube, where it was viewed over 5,500 times
 - Videos and links to the website were posted on the Essex County Council Facebook page, where there were over 10,000 views
 - Twitter users were engaged via a series of tweets from the Essex County Council account.

- **Press release**
A press release was sent out by Essex County Council to appropriate print and online media on the day the consultation opened. The text of the press release is reproduced in Appendix F.
- **Launch event**
A launch event took place in Rayleigh, near the scheme, on the day the consultation opened. At the launch, there were video and staff presentations explaining the scheme to key stakeholders including politicians and media.
- **Essex County Council customer contact centre**
Information about the scheme was made available to the Essex County Council customer contact centre so that anyone who phoned the call centre could be informed about the scheme and advised about the ways they could comment on the scheme. Responses could also be captured directly by customer service representatives.
- **Landowner events**
We held a series of invitation-only meetings with the landowners most likely to be directly affected by the scheme. At these meetings we presented detailed information about the scheme and its impacts on individual landowners, encouraging them to provide feedback on our proposals.
- **Online advertising**
We carried out a campaign of paid-for advertising during which information about the Fairglen scheme and the consultation was made available alongside news stories on the www.essexlive.news website. During the campaign, the Fairglen consultation was advertised to over 20,000 web users over a 21-day period.
- **Southend Business Partnership Briefing**
Members of the project team attended the March 2018 Southend Business Partnership Briefing at the Park Inn Hotel, Southend-on-Sea. We presented the video fly-through at a networking event featuring over 100 local businesses, encouraging business representatives and owners to provide feedback on the scheme.

1.3 Methods of responding

We provided a number of non-digital and digital methods that consultees could use to provide feedback on the scheme. These channels were available for individuals and stakeholders to provide feedback, and were also open to those who wanted to ask questions about the interventions and impacts:

- Fill in the online survey on our website
- Email fairglen.interchange@jacobs.com
- Phone the Essex County Council Customer Contact centre
- Download and print a response form from our website, and post it to the address below
- Fill in the printed response form at the back of the consultation brochure, and post it to the address below

Fairglen Interchange Engagement Team
224-226 Tower Bridge Road
London
SE1 2UP

2. Respondents and responses

2.1 Summary of respondents

196 responses were accepted for the Fairglen consultation, which included a combination of online, email, and postal responses. We received 201 responses, but 5 responses were discounted because they exactly duplicated other responses – i.e. on 5 occasions the same person provided the same information twice.

The respondent types were:

Respondent type	Number
Individuals	169
District / Town / Parish Councils	11
Voluntary or community organisations	5
Businesses (including agricultural)	5
Statutory organisations	5
Individual on behalf of a friend or relative	1
Total	196

Responses were received via these channels:

Respondent method	Number
Online	154
Email	38
Post	4
Total	196

For a summary of the issues raised by individual respondents, see Section 5 of this report.

2.2 Stakeholders that responded to the consultation

We received responses from 26 stakeholders, listed below in categories with the number in each category shown in brackets:

District, town, parish councils and councillors (11)

Basildon Borough Council

Castle Point Borough Council

Cllr Chris Jackman, Wickford Park Ward, Basildon Borough Council

Cllr John Griffin, Wheatley Ward, Rochford District Council

Great Burstead and South Green Village Council

Great Hallingbury Parish Council

Little Hallingbury Parish Council

Ramsden Crays Parish Council
Shotgate Parish Council
South Woodham Ferrers Town Council
Stow Maries Parish Council

Statutory organisations (5)

Essex County Fire and Rescue Service
Essex Local Access Forum
Highways England
Historic England
Natural England

Voluntary, community or campaign organisations (5)

Alliance of British Drivers
Essex Bridleways Association and the British Horse Society
Hockley and Hawkwell Residents Associations
Ramblers Association
Rawreth Flood Action Group

Businesses (including agricultural) and business organisations (5)

Car or Van Ltd (Morbec Farm)
DP World London Gateway
Essex Chambers of Commerce
London Southend Airport Co Ltd
Unnamed agricultural business

For a summary of the issues raised by stakeholders, see Section 6 of this report.

3. Data analysis and interpretation methodology

This report presents analysis of quantitative data from closed questions and qualitative information from open questions.

3.1 Quantitative analysis

Quantitative data is based on the closed questions from the questionnaire, which provide set answers for respondents to select. These are reported in our analysis through charts and explanatory text, providing a summary of the responses received.

3.2 Qualitative analysis

Qualitative data is based on the open questions from the questionnaire, which allowed respondents to write their own views and comments. These responses were analysed using a code frame that allows us to identify the themes and issues within the response to an open question and assign an identifying 'tag' to each theme and issue raised. These tags are then used to guide the reporting of the themes and issues that have emerged across all responses. They are not intended as a means to 'count' issues, but can be used to identify some comparative levels of comment, as has been done in this report.

The code frame was developed by the analysis team and informed by the responses received. This approach was taken to ensure that the themes and issues identified were drawn from the responses and to remove any bias in developing the themes and areas of interest. During the coding process and following the completion of the coding phase, quality assurance processes were carried out to ensure the validity and consistency of the coding which had been applied.

3.3 Use of comparative terms in reporting qualitative data

In reporting qualitative information from open questions, it is usual not to quantify the comments using numbers or percentages. As discussed above, responses to open questions are coded to identify the themes and issues that they raise, and these codes are used to guide reporting and to give an understanding of the comparative regularity and frequency of themes and issues being raised. The codes are not intended to be, and would not be appropriate for, carrying out statistical comparisons.

In place of numbers, terms such as 'most', 'many', 'several', 'some' and 'few' have been used. These terms have been applied within the context of each scheme or question, identifying the frequency with which a code (indicating a particular viewpoint) has been used as a proportion of the overall number of responses received. As such, if twenty-eight of one hundred respondents (28%) made a comment under a particular code (for example, 'disagree with the scheme overall') that would be reported as 'Several' respondents raising that issue. The categories have been balanced to give more granularity at lower levels and to highlight the main areas of comment. These terms have been used in this report as follows:

Term	Frequency of code use
'Most'	51% -100%
'Many'	31% - 50%
'Several'	11% - 30%
'Some'	2% - 10%
'Few'	Less than 2%

This approach is intended to allow the reader to consider the comments made on a level basis. While the number of comments received may differ, the treatment remains the same in discussing the proportion of

respondents who held a particular view on the scheme. This reflects the qualitative nature of the information provided to open questions.

3.4 Considerations

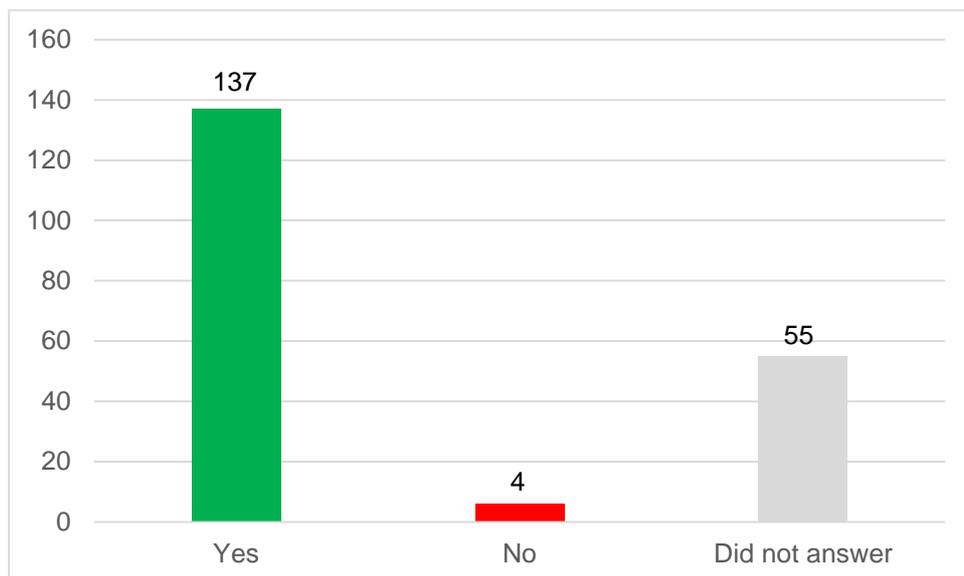
It should be noted that those who respond to a consultation are a self-selecting sample, made up of those who have chosen to respond. As such, the findings from a consultation are not necessarily indicative of the views of the wider population. Responses provide a picture of views and issues of those who respond. This provides an invaluable insight into concerns and issues around a proposal, but these views may be skewed to a particular viewpoint and should not be considered a representative sample of the population.

Notwithstanding this all comments have been noted and considered, this rationale has been communicated for transparency and to illustrate how statistical significance is measured.

4. Analysis of closed questions

Question 6 of the questionnaire asked respondents to give their overall views on the proposals. The numbers of respondents who provided each answer are shown in the Y-axis of the table below.

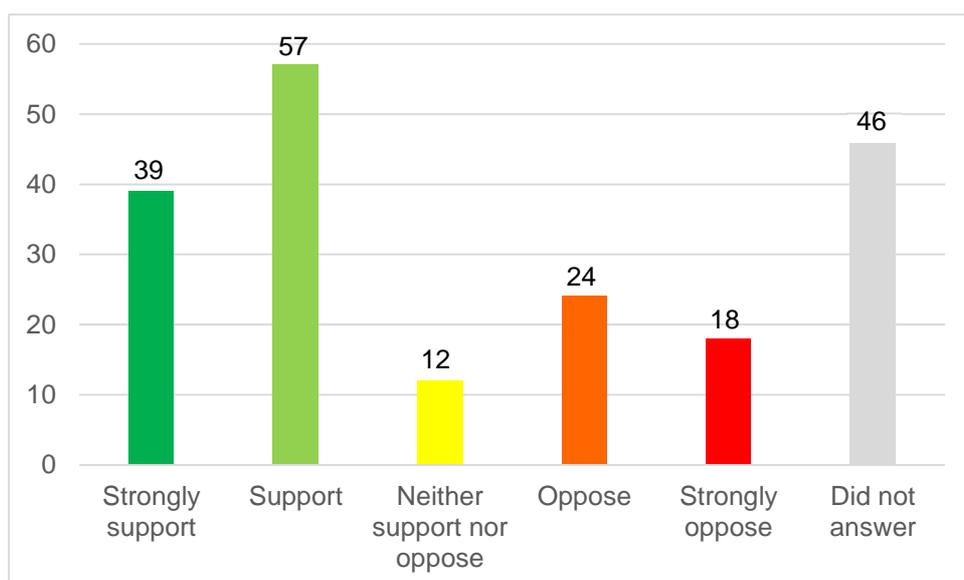
4.1 Q6: Do you think improvements are needed at the Fairglen interchange?



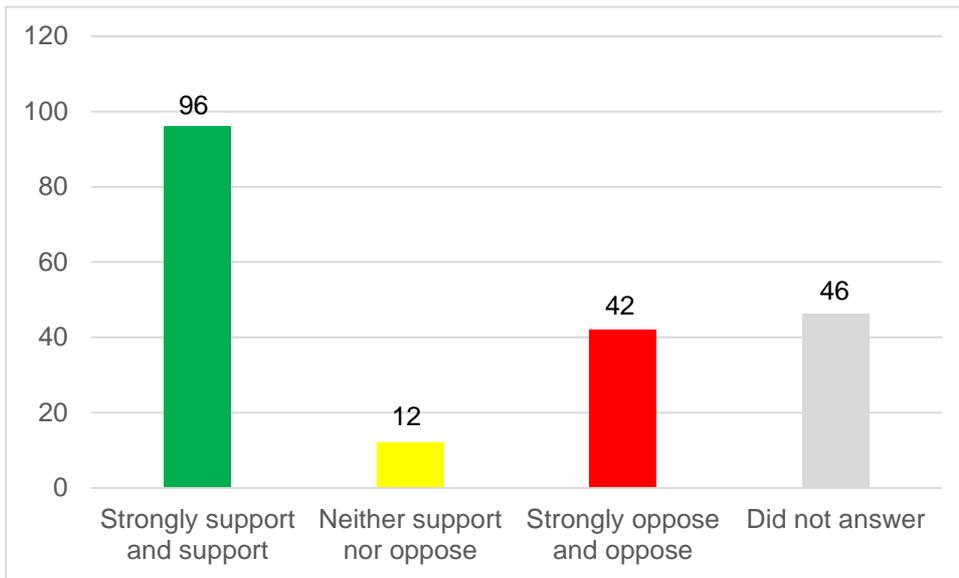
Most of those who answered this question said they supported improvements at the Fairglen interchange. Those who said they did not think the interchange needed improvement tended to oppose expansion of the road network and development in the area.

4.2 Q7: Do you support the proposed short-term scheme presented for Fairglen interchange?

Question 7 asked respondents to indicate a level of support for the scheme. The number of respondents who gave each answer are shown below.



The table below shows the overall levels of support in Question 7 when aggregating 'Strongly support' with 'Support' and 'Strongly oppose' with 'Oppose'.



This shows a clear level of support for the scheme from respondents.

5. Analysis of issues raised

Question 8 of the survey asked respondents to provide their comments on the proposed scheme. As described in Section 3 of this report, we have carried out a qualitative analysis of all comments, and here we set out the main issues raised, including some example of comments.

5.1 Requests for more substantial interventions

5.1.1 Requests for a new road, link or junction not included as part of the proposed scheme

Many respondents made a request for a new road, link or junction that is not part of the current proposals. Frequently, these requests were for an intervention that would improve their daily journey. We have further broken down these requests in the table below, showing the most commonly requested new intervention:

How many asked for this?	Specific road, link or junction that was asked for by respondents
Several	New link between A130 and A127
Some	Widening A127
A few	New link between A130 and A1245
A few	New Southend relief road

Sample comments from individuals:

"Would it not be possible to put new slip road from southbound A130 direct onto A127 eastbound?"

"A more effective plan would be to provide a junction from the A130 to the A127"

"The A127 needs a third lane from Fairglen to Southend Tesco to really help traffic flow"

5.1.2 Concern the scheme doesn't address a specific issue in the area

Several respondents expressed concern the scheme would not address a particular issue for motorists. These comments often named a specific concern, and the most frequently raised are listed below:

How many requested this?	Specific road, link or junction that was asked for by respondents
Several	Congestion on the A127
Some	Congestion at Saddler's Farm junction
Some	Congestion on the A1245
A few	Congestion on Fairglen roundabout

Sample comments from individuals:

"The eastbound approach at the Weir always tails back towards Fairglen and the scheme will not change this"

"Fails to address issues for cars travelling west on A127 wanting to access A130 both directions or A1245 N"

"I can't see how the proposal will do anything significant to alleviate the conflict and delays that currently exist where southbound traffic approaching the roundabout is held up by traffic on the roundabout"

5.1.3 Request to implement the long-term scheme instead of the short-term scheme

Some respondents called for the long-term scheme (as defined in the consultation materials) to be implemented immediately.

Sample comment:

“The long term scheme I feel would be the better for both short & long term solutions”

5.1.4 Other issues raised

A few respondents requested more investment in roads across the wider area.

A few respondents requested that the long-term scheme be implemented when appropriate.

A few respondents requested a reduction in speed limits at the interchange to improve road safety.

A few respondents requested more traffic lights to improve road safety.

A few respondents requested better lighting at Fairglen roundabout, A1245 and slip roads.

5.2 Southend link road

5.2.1 Concern the Link Road will delay existing traffic on the A1245

Several respondents expressed concern that additional traffic on the A1245 from the Southend link road and the traffic lights at the new junction would delay existing traffic on the A1245. A few said northbound traffic would back up as far as the Fairglen roundabout, causing delays on the roundabout.

Sample comments from individuals:

“The new link road onto the A127 will just cause more congestion as it is a known fact that putting a set of traffic lights on a major road just causes congestion”

“Traffic lights prior to Fairglen roundabout on A1245 Southbound likely to cause delays on that road for traffic travelling south from A129/A1245 roundabout wanting to turn west on the A127”

5.2.2 Requests to allow left turns from Southend link road into the A1245

Some respondents requested that traffic be allowed to turn left from the new Southend link road into the A1245 to reduce the volume of traffic using the Fairglen roundabout.

Sample comment from an individual:

“The new link road needs to be both a left and right turn lane to enter the A1245 due to the amount of traffic leading to the A127 Fairglen roundabout being high, making less congestion also”

5.2.3 Concerns that motorists will turn left illegally

Some respondents expressed concern that motorists would be likely to turn left illegally from the Southend link road into the A1245 northbound.

5.3 Support for the proposals

5.3.1 General support for the proposals

Several respondents expressed general support for the proposals.

Sample comments from individuals:

“We need it done now”

“It is a great idea”

The dedicated slip from A1245 to A127 eastbound is a good addition.

5.3.2 Support for proposed cycling-walking bridge

Some respondents expressed support for the proposed cycling-walking bridge over the A1245, south of the Fairglen roundabout.

Sample comment from an individual:

“I support the cyclists and walkers bridge. Well done”

5.3.3 Support for proposed bypass lane from A1245 to A127

Some respondents expressed support for the proposed new bypass lane from the A1245 southbound to the A127 eastbound.

Sample comment from an individual:

“The dedicated slip from A1245 to A127 eastbound is a good addition”

5.3.4 Support for lane increases

Some respondents supported the proposed lane increases across the interchange.

5.3.5 Other issues raised

A few respondents said they supported the proposed Southend link road.

A few respondents said they supported the extension of the A127 entry slip roads.

5.4 Construction impacts

5.4.1 Concern about impact of construction

Some respondents expressed concern about the impact of construction of the new scheme on journey times through the interchange.

Sample comment from an individual:

“I am concerned that the works could adversely affect traffic leading to greater delays”

5.4.2 Request for additional information

A few respondents requested detailed information about construction schedules and the impacts on traffic.

5.5 Motor traffic congestion

5.5.1 Concern about moving congestion elsewhere

Some respondents expressed concern that the interventions would move congestion to other parts of the road network rather than reducing journey times.

Sample comment from an individual:

“Why spend money to just push trouble into other areas of the road network?”

5.5.2 Request to improve public transport

Some respondents called for public transport to be improved in the region to help relieve pressure on the road network.

Sample comment from an individual:

“The proposals are very welcome, although better public transport links between south Essex and Chelmsford would make the interchange less busy”

5.5.3 Other comments

A few respondents expressed concern that new housing and commercial developments were contributing to increased congestion across the region.

A few respondents expressed concern that the expansion of road network induced demand and failed to provide a long-term solution to motor traffic congestion.

A few respondents expressed concern about the scheme's impact on a specific local landowner, particularly how increased congestion might affect their properties.

A few respondents requested increased speed limits across the interchange to reduce congestion.

5.6 Opposition to the scheme

5.6.1 Concern about poor value for money

Some respondents expressed concern that the interventions would not provide value for money.

Sample comment from an individual:

“I am not an engineer and I have no experience in roads, but even I can see that the short-term plan will not work and is a total waste money”

5.6.2 Concern about traffic lights at Rayleigh Spur

Some respondents expressed concern that the proposed new traffic lights at Rayleigh Spur would have a negative impact on journey times, with a few respondents calling for the lights to be temporary.

Sample comment from an individual:

“Remove traffic lights. They make traffic stop causing congestion. Free flow lanes keep traffic moving. If it's felt that traffic lights are required, then make them temporary during rush hours with flow sensors”

5.7 Non-motorised users

5.7.1 Requests to do more for cycling

Some respondents called for more to be done to improve conditions for cycle journeys, typically by calling for improved and safer links to help connect local communities.

Sample comment from an individual:

“A connection is requested between the new footway + cycleway bridge and the A1245 link (the Canvey Island road)”

5.7.2 Concern cyclists would not be able to cross the A127

Some respondents expressed concern that cyclists would not be able to cross the A127 to make use of the new cycling-walking bridge or to continue eastbound journeys.

Sample comment from an individual:

“However there is no similar such provision on the north side and no provision for cyclists and pedestrians to move safely north/south over the proposed improved interchange”

5.7.3 Concern the walking-cycling bridge is not value for money

Some respondents expressed concern that demand for the walking-cycling bridge is too low to make it a value-for-money element of the scheme.

Sample comment from an individual:

“I also see little need for a walkway / footbridge no one walks along the road it is a main trunk road. Complete waste of money”

5.7.4 Other comments

A few respondents requested that more be done to improve conditions for walking in the area.

A few respondents called for improved conditions for horse riding in the area.

5.8 Environmental impacts

5.8.1 Concern about impact on air quality and public health

Some respondents expressed concern about the scheme’s impact on air quality and public health, with motor traffic seen as worsening pollution and encouraging inactive lifestyles.

Sample comment from an individual:

“The scheme does not recognise the wider consequences of increased car usage (e.g. increased congestion elsewhere, air pollution, and negative impacts on public health)”

5.8.2 Other comments

A few respondents expressed concern about increased noise impact on local residents.

A few respondents called for the scheme to address existing flooding problems at Fairglen roundabout.

5.9 Comments on consultation

A few respondents requested more traffic flow data to be included with the consultation information.

6. Stakeholder responses

The following section summarises the responses from organisations and businesses asking for them to comment on the scheme.

6.1 Local authorities

6.1.1 Basildon Borough Council

Basildon Borough Council strongly supported the proposed short-term scheme. The council said it believed the scheme will provide much needed congestion relief and resilience to a key point on the highway network, not only for Basildon Borough residents, but for residents of the south Essex region as a whole.

The Council stated that the preferred Fairglen interchange scheme has been tested as part of the Basildon Borough Transport Modelling of the Publication version of the Local Plan. The mitigation schemes recommended as part of this study, are shown to successfully mitigate the impact of Local Plan growth on the highway network in the Basildon Borough, and would complement the improvement scheme proposed at the Fairglen interchange. The Council said Fairglen interchange would play an important role in the overall highway improvements proposed in the Basildon Borough Local Plan.

The Council said additional traffic signals will result in idling traffic, and therefore it supported the inclusion of appropriate mitigation for any potential negative impact of the proposal on air quality. The Council also supports the suggested compensation measures that may be required to manage flood risk given the location of the interchange within a critical drainage area.

Basildon Borough Council supported the development of a long-term option given the likely increase in traffic movements as modelled as part of the evidence base to support the Basildon Borough Local Plan.

The council said it is committed to working with Essex County Council to develop a long-term improvement scheme that is compatible with development and highway improvement proposals contained in the Basildon Borough Local Plan as it progresses through to adoption.

6.1.2 Castle Point Borough Council

Castle Point Borough Council acknowledged the existing issues at the Fairglen interchange. The Council understood funding is only available at this time for the short-term option, but requested that work on this option is carried forward as quickly as possible. The council said during the implementation of the short-term option appropriate phasing must be followed to ensure that parts of the interchange may continue to operate as normal if there are no works directly taking place in that location. They also said that during implementation every opportunity must be taken to ensure that live traffic lanes on the network are only closed for the shortest possible time and only to facilitate works necessary in that particular area of the scheme.

Castle Point Borough Council requested that further consideration is given to both left (northbound) as well as right (southbound) turns at the new Southend link road signal-controlled junction on the A1245 given the potential benefits that this could provide to traffic seeking to access Rayleigh and Wickford.

The council requested that every opportunity should be taken to seek funding for the long-term option, so that all necessary preliminary design work can begin promptly. The Council said the appropriate highways route-safeguarding arrangements should be put in place now for the long-term option in order to identify and secure the land for the necessary improvements.

The Council asked that during the design of the long-term option consideration is given to a suitable means of access to land to the south-east of the Fairglen interchange to facilitate development.

6.1.3 Great Burstead and South Green Village Council

The Council welcomed the proposed improvements to alleviate the traffic congestion experienced at this location particularly during peak times.

6.1.4 Cllr Chris Jackman, Wickford Park Ward, Basildon Borough Council

The Councillor expressed concern that the scheme might affect future development of the Pitsea to Wickford rail link. He supported the short-term scheme but expressed the view that the long-term scheme would be feasible due to the cost and disruption involved. He called for the A127 to be prioritised over more 'Southend-centric' solutions, claiming that Essex County Council had let down Basildon residents.

6.1.5 Cllr John Griffin, Wheatley Ward, Rochford District Council

The councillor welcomed attempts to improve traffic flow in the area. He expressed concern about issues at Michelins Farm such as fly-tipping. He also raised concerns about some planning applications requesting access to the A127 or A1245. He also said future plans to build a medical facility nearby could be more difficult if the road network not accessible. The Councillor called for improvements to the wooded area on the approach to the Rayleigh Weir intersection, such as the removal of roadside litter. The Councillor expressed concern the new traffic lights on the A1245 would have an adverse impact on traffic flow.

6.1.6 Great Hallingbury Parish Council

Great Hallingbury Parish Council responded saying that it had no comments regarding A127 / A130 Fairglen interchange improvement scheme.

6.1.7 Little Hallingbury Parish Council

Little Hallingbury Parish Council responded saying that it had no comments regarding A127 / A130 Fairglen interchange improvement scheme.

6.1.8 Ramsden Crays Parish Council

Ramsden Crays Parish Council was concerned that there will be an effect on the traffic within Ramsden Crays. It asked that Essex County Council instruct personnel to put in place constructive procedures to assist this situation. The Council asked whether a study has been conducted to consider the effect on other highways and if so, how will it affect Ramsden Crays parish.

6.1.9 Shotgate Parish Council

Shotgate Parish Council was concerned around traffic being diverted through Shotgate. It said traffic in this area is very heavy at the best of times without having any more diverted that way. The Council did not see the proposed new route causing many problems in Shotgate. However, it noted that there could be congestion at the right-turn-only traffic lights from the A130 on to the A1245, and on the northbound A1245 (to Chelmsford) at those traffic lights.

6.1.10 South Woodham Ferrers Town Council

South Woodham Ferrers Town Council supported the short-term scheme.

6.1.11 Stow Maries Parish Council

Stow Maries Parish Council said the Fairglen interchange works well and flows freely until the A127 stops or slows to a point that the traffic joining the A127 cannot join the flow. It said this is causing a backlog, and claimed that changing the interchange is futile unless the A127 exit slip-roads are lengthened allowing the traffic to clear the A127, preventing vehicles blocking the A127. The council suggested vehicles turning left at the Rayleigh Weir could have a left filter lane not controlled by lights. It said this would move traffic off the A127 faster if this approach were taken at other junctions such as Progress Road.

6.2 Statutory organisations

6.2.1 Essex County Fire and Rescue Service

The Essex County Fire and Rescue Service said that as a service they are committed to maintaining attendance times, saying they are obliged to attend any property within 15 minutes on 90% of occasions or, if it is a life-threatening emergency, within 10 minutes.

The Service said they wanted more information about when the proposed works will start and how long the proposed works will take. The Service asked if there will be a phased approach to the works. It said that if the new one-way link road off the southbound A130 to the A1245 and the accompanying new dedicated slip-road onto the eastbound A127 went in first, then this might relieve pressure during the earlier stages of construction. The Service said that if the works are concurrent, attendance times might increase.

The Service said this will be important for them to ensure that sufficient progress is maintained for their numerous fire appliances in the area and also their Aerial Ladder Platforms. It welcomed the opportunity to discuss the scheme further, and suggested its counterparts in police and ambulance services be included in these conversations.

6.2.2 Essex Local Access Forum

Essex Local Access Forum said there is no provision for improved non-motorised access between north and south of the A127. It said there is an opportunity in the planned long-term scheme to include this access across all proposed flyovers.

6.2.3 Highways England

Highways England noted that the Fairglen interchange is a considerable distance from the Strategic Road Network (SRN) and had no comments on the proposed scheme at this stage. It said the proposed scheme will not have any negative material impact on the SRN. However, it asked to maintain continuous communication between the project team, local authority and Lower Thames Crossing team.

6.2.4 Historic England

Historic England did not offer any comments on the basis of the information available to date. It suggested Essex County Council seek the views of its specialist conservation and archaeological advisers, as relevant. It said that if the Council needed detailed advice from Historic England on the current consultation, it should contact Historic England to explain our request.

6.2.5 Natural England

Natural England said the Fairglen scheme does not pose any likely risk or opportunity in relation to Natural England's statutory purpose, therefore it did not comment on this consultation. It has assessed this scheme as low risk. However, if the proposal is amended in a way which significantly affects its impact on the natural environment Natural England advised that we contact them.

6.3 Community and campaign groups

6.3.1 Alliance of British Drivers

The Alliance of British Drivers raised concerns about the capacity of the traffic signals at the junction with the proposed new southbound link road and the A1245. It said queues on the A1245 northbound on approach to the signals could stretch back to the roundabout with the A127 if traffic flows are heavier than expected.

6.3.2 Essex Bridleways Association and the British Horse Society

Essex Bridleways Association and the British Horse Society acknowledged the need for improvement at the interchange. However, they expressed concern that no provision has been made for equestrians in this scheme. They asked what 'connectivity improvements for non-motorised users' have been provided, expressing concern that equestrians have been ignored.

They called for the reconnecting of Bridleway 279_192 (north of the A127 at Morbec Farm) and Byway 279_150 (south at Carpenters Farm). They said this would link two significant networks for equestrians, and also benefit cyclists and pedestrians, joining routes north and south of the A127 that have been severed for decades. They said the lack of effort with regard to keeping routes open had made the A127 a significant physical barrier.

The organisation said there have already been fatalities here in the past, including a 13-year old boy who was killed crossing the road. They asked for a safe crossing for equestrians, and said they would like to be involved in future discussions with the council.

6.3.3 Hockley and Hawkwell Residents Association

Hockley and Hawkwell Residents Association said the new link road would provide a direct route from the A130 southbound to the A1245, from where traffic could easily access the A127. It said this would work better with a roundabout on the A1245 because traffic lights will slow traffic leaving the A127. It noted that the slip lane for traffic exiting the A127 eastbound towards the roundabout would be expanded from two lanes to four. It said this and all the other lanes joining the roundabout should have dedicated left turn lanes without traffic lights. It was concerned about eastbound traffic on the A127 being held up by traffic leaving at this junction.

The Association said it does not believe new traffic lights at the A130 southbound approach to roundabout are necessary, saying they have not seen delays at this roundabout.

The Association noted the installation of a pedestrian and cycle bridge on the south side of the A127. It said stressed there are only footpaths on both sides of the A127 and said that if this bridge is for pedestrians and a two-way cycle way, then some additional modifications and signage would be required at the Rayleigh Weir and Nevendon junctions.

6.3.4 Ramblers Association

The Ramblers Association supported this scheme because of the proposed walking-cycling bridge. It said crossing the slip roads is difficult, especially on the Southend side. It claimed that motorists do not slow down or give early signals.

The association said the new bridge on the south side of the A127 is excellent if travelling towards Basildon from Southend. However, it questioned if the new bridge will help if going from Basildon to Southend. If this is not the case, the association wanted to know what is being done to improve safety for cyclists /pedestrians travelling in the Basildon to Southend direction.

The association requested a connection between the new bridge and the A1245 link (Canvey Island Road), saying this would mean cyclists and pedestrians travelling between the Canvey Island road and the A127 would not have to negotiate the roundabout but could much more safely use the new bridge. It noted that none of the plans show the public footpaths Basildon 218 (short) and Basildon 169, and asked that the public footpaths are shown on the plans.

It asked for a connection between Basildon Footpath 169 and the new bridge, saying this will improve connectivity and usability of the Public Rights of Way network. It suggested that Basildon Footpath 169 becomes a joint footpath/cycleway and that Fane Road (a private road shown dashed yellow) also becomes a joint footpath/cycleway.

They said that making these changes would provide a safe off-road connection between the A127 and the housing at North Benfleet and Benfleet bridleway 62 to the south, so encouraging sustainable transport.

Alongside its consultation response, the Association attached a google aerial view which shows a track along the south side of the A127 from the Fairglen interchange west under the A130 and on to Bonville Farm, the proposed/past multi-activity centre (see current planning application 17/01769/FULL) and Basildon public footpath 149. It suggested that this track and Basildon Footpath 149 become a shared footpath/cycleway connecting up with the new bridge at the Fairglen interchange. It said this would result in a safe east-west off-

road link further away from traffic fumes and traffic noise.

6.3.5 Rawreth Flood Action Group

Rawreth Action Group expressed concern about flooding at Rawreth. It claimed construction of the A130 contributes to the regular flooding the area now experiences. The group also expressed concern about a new road bridge in Rawreth which they believe was not designed correctly and is unable to pass the water from nearby ditches/streams, causing significant flooding upstream.

6.4 Businesses

6.4.1 Car or Van Ltd (Morbec Farm)

Car or Van asked for further information on the scheme, saying it wanted to understand the implications this will have for the current traffic situation. It said the routes are already congested and questioned whether Essex County Council will close lanes during construction phase with the potential for more delays.

It asked if it would be compensated in any way for how traffic delays that might affect their operating costs. It also asked for more detailed information on when work on the scheme will start.

6.4.2 DP World London Gateway

DP World London Gateway was generally welcoming of the scheme. The business said as a regional development of significant scale the A130, A127 and Fairglen interchange will provide an important role in connecting London Gateway to recruitment catchment areas.

It asked Essex County Council to consider how the Fairglen scheme could contribute to providing public transport provision with a good north/south connectivity for example by making provision for bus priority measures. They said that anticipated job growth will generate demand for north/south movements within the south Essex region between centres such as those along the A12, A127 and A13 corridors.

The business asked to be further consulted on regarding the junction signage proposals. It said it would like to have a better understanding of how traffic to the significant Thames employment centres (such as DP World London Gateway) will be dealt with and whether the signage proposals direct London/Dartford Crossing-bound traffic to use the A127 or the A13. It also said it would like to understand how the proposed Lower Thames Crossing might affect such proposals.

6.4.3 Essex Chamber of Commerce

The Essex Chamber of Commerce said more needs to be done to improve public transport between mid-Essex and south Essex to reduce the number of cars using the Fairglen interchange.

6.4.4 London Southend Airport

London Southend Airport Co Ltd said the improvements are much needed to ensure London Southend Airport passengers are able to arrive at the airport in time for departing flights.

6.4.5 Unnamed agricultural business

This agricultural business based in Norfolk called for a reduction in traffic volumes and road-building, saying that additional road capacity increases demand.

7. Respondent demographics

Respondents were asked to provide demographic information, but this was not mandatory. The charts below summarise this information where it was provided.

7.1 Respondent areas

Respondents were asked to indicate the area in which they lived from a list, and 148 respondents answered this question. 48 respondents either chose not to answer this question or responded without filling the survey.

Area	Number	%
Rochford	28	14
Southend	27	14
Basildon	23	12
Castle Point	20	10
Rayleigh	15	8
Wickford	6	3
Maldon	6	3
Chelmsford	6	3
Colchester	3	2
Thurrock	3	2
London	3	2
South Woodham Ferrers	2	1
Others	6	3
No answer	48	24

7.2 Respondent postcodes

Respondents were asked to provide a postcode. 155 did so and these are listed in the table below, as well as being shown on the maps on the next page. 41 respondents either chose not to answer this question or responded without filling the survey.

Postcode	Number	%
SS6	32	16
SS2	17	9
SS9	15	9
SS11	12	6
SS0	8	4
SS5	8	4
SS8	6	4
SS2	5	3
SS16	5	3
SS3	5	3
SS4	4	2
SS12	4	2
SS14	4	2
Other SS	3	2
CM	16	8
CO	4	2
RM	2	1
Norfolk	3	2
London	2	1
No answer	41	21

Figure 6: The distribution of all postcodes that were provided by respondents.

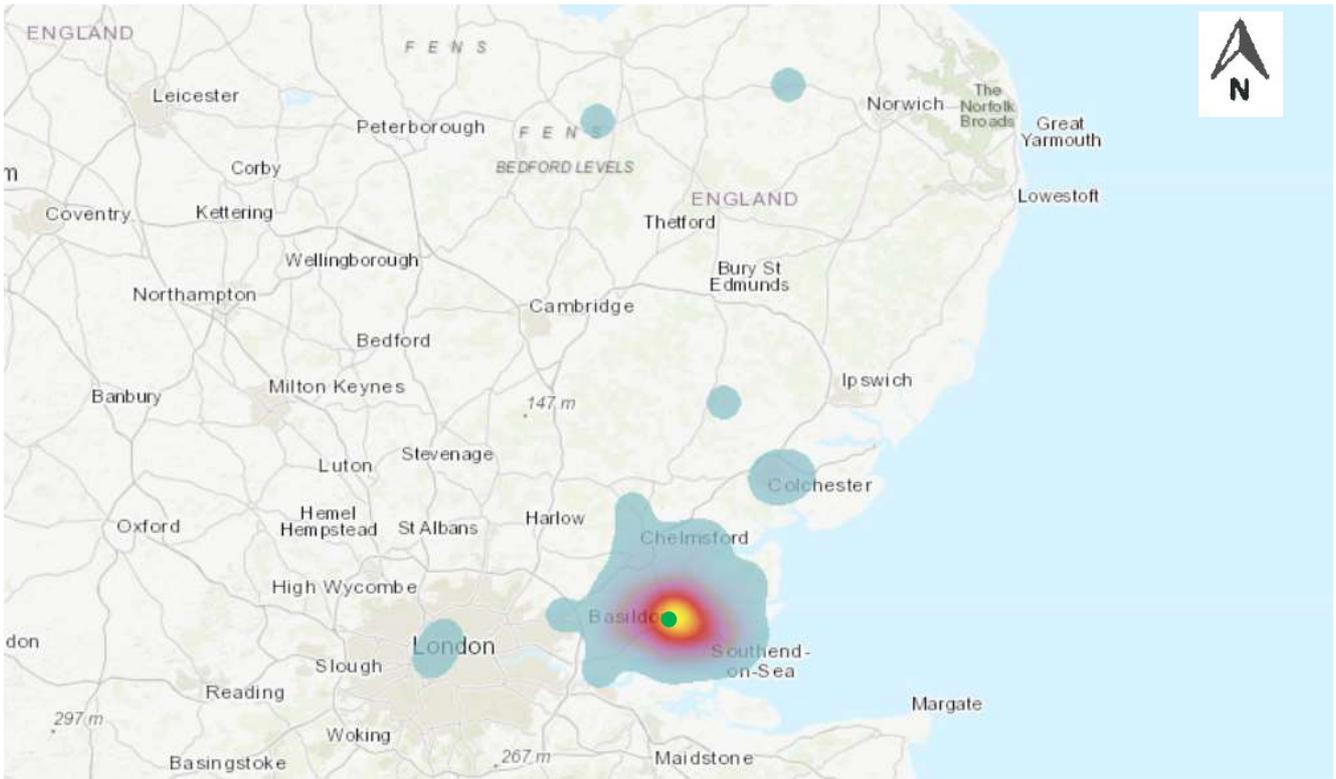
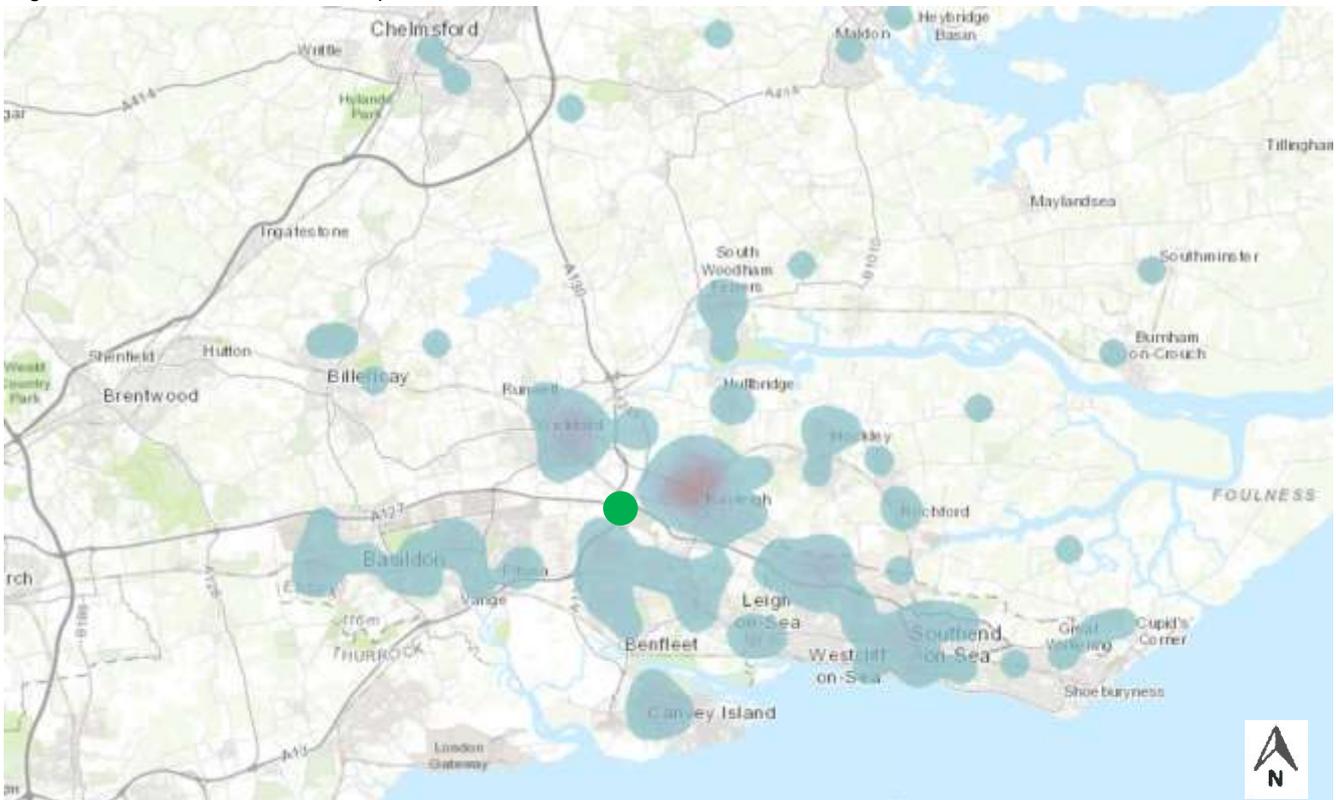


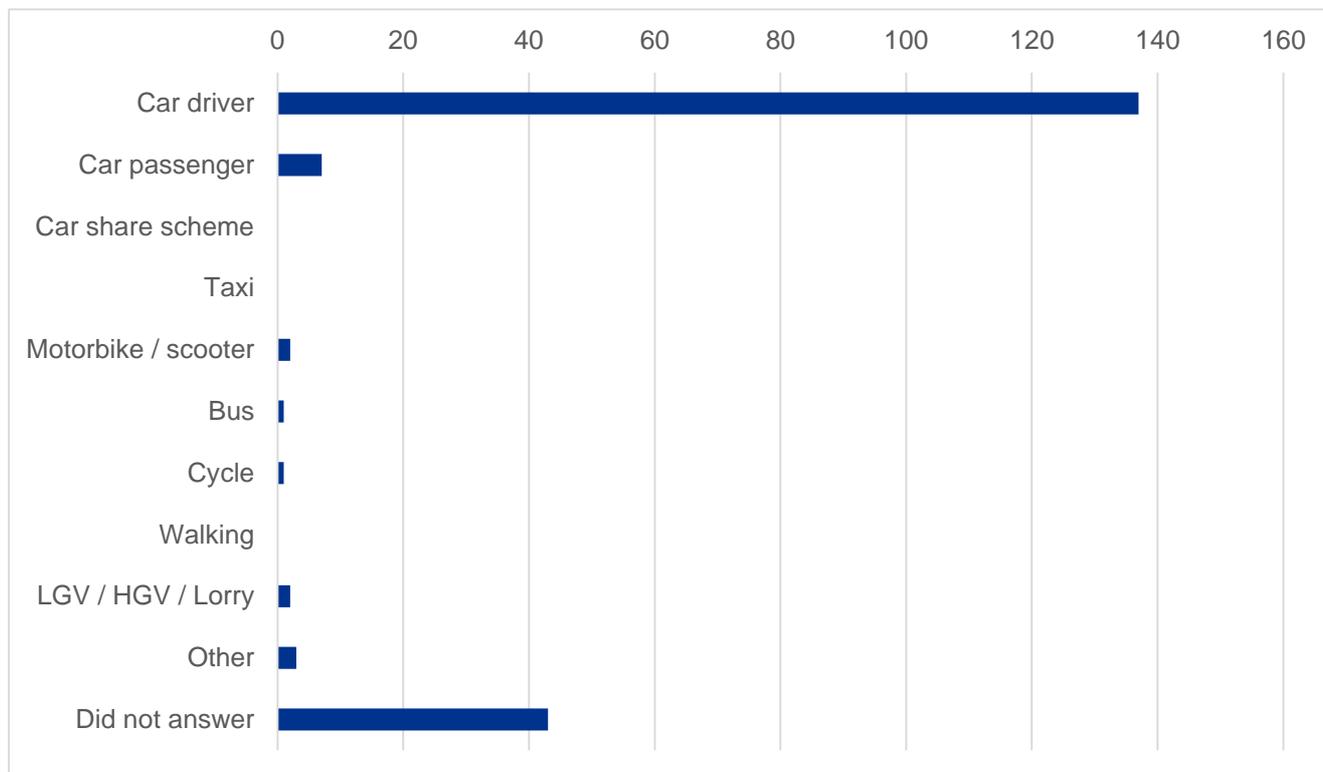
Figure 7: Zoomed in distribution of postcodes closer to the scheme.



The green dots on the maps show the location of the Fairgreen Interchange in each instance.

7.3 Mode of transport

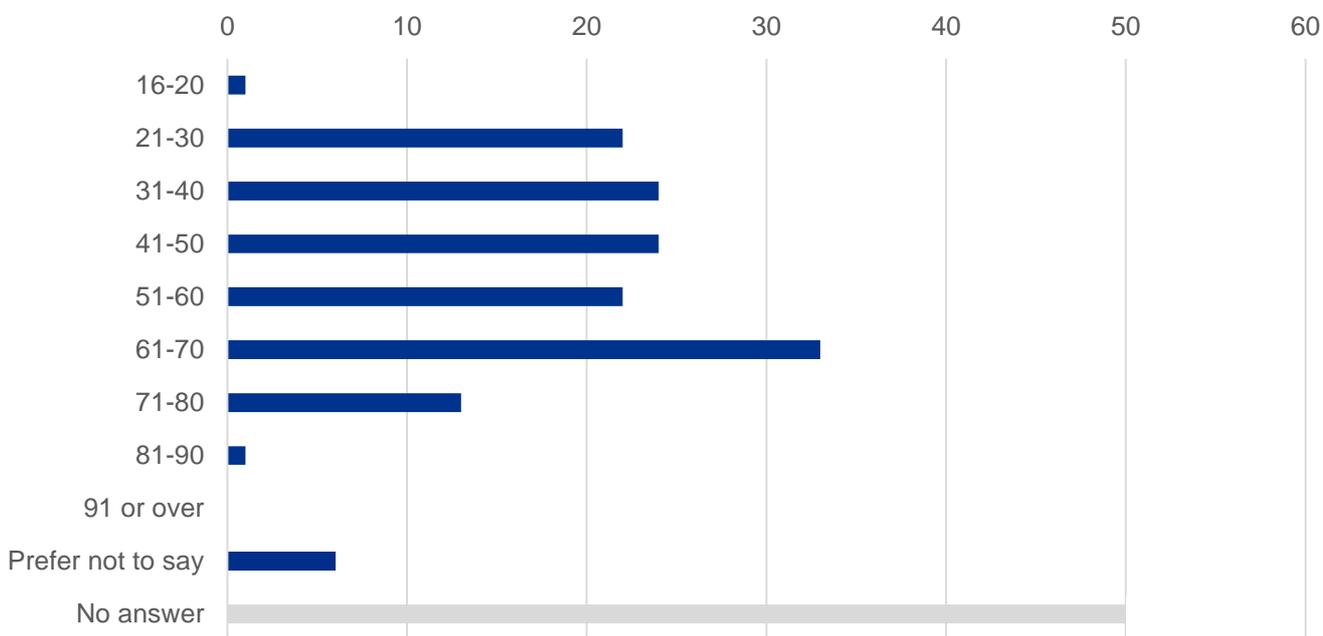
We asked respondents to indicate which mode of transport they used most frequently when travelling through the Fairglen interchange. Private motor car driver was by far the most common response, with low numbers for all other responses. 43 respondents either chose not to answer this question or responded without filling in the survey.



Mode of transport	Number	%
Car (or similar private vehicle) – driver	137	70
Car (or similar private vehicle) – passenger	7	4
Car share scheme	0	0
Taxi	0	0
Powered two-wheeler (e.g., motorbike or scooter)	2	1
Bus	1	1
Cycle	1	1
Walking	0	0
LGV / HGV / Lorry	2	1
Other	3	2
No answer	43	22

7.4 Age of respondents

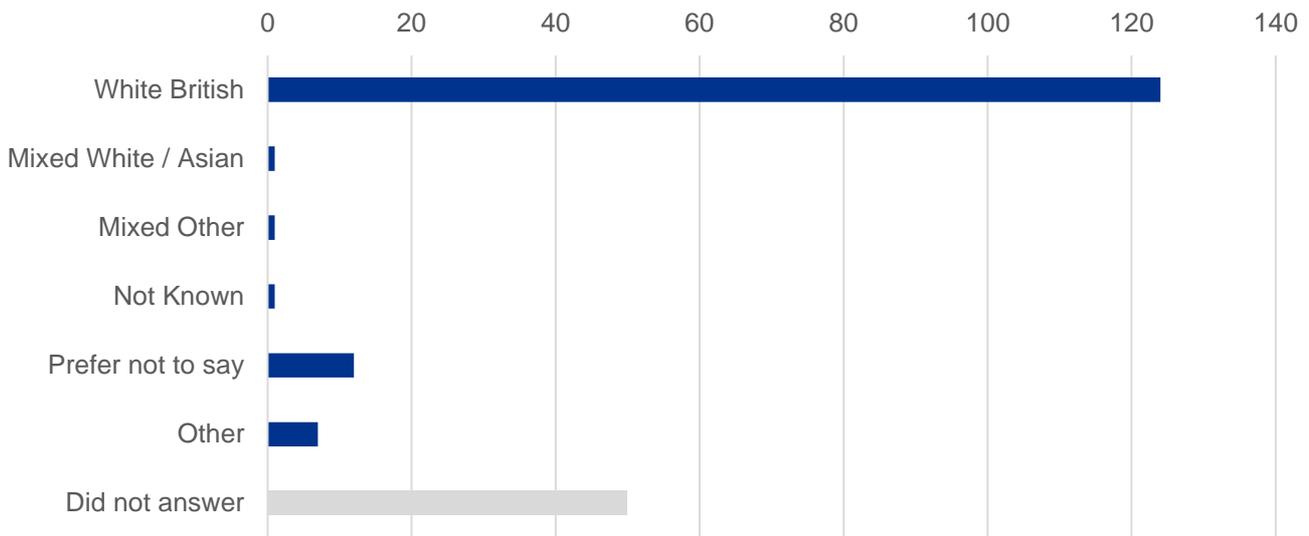
The most frequent age range was 61-70, with a fairly even spread across other age ranges between 21 and 60. Those aged 16-20 are poorly well represented, while those 71-80 are less well represented. There were only a small number of respondents saying they were over 80. 50 respondents either chose not to answer this question or responded without filling in the survey.



Age range	Number	%
16-20	1	<1
21-30	22	11
31-40	24	12
41-50	24	12
51-60	22	11
61-70	33	17
71-80	13	7
81-90	1	<1
91 or over	0	0
Prefer not to say	6	3
No answer	50	26

7.5 Ethnicity of respondents

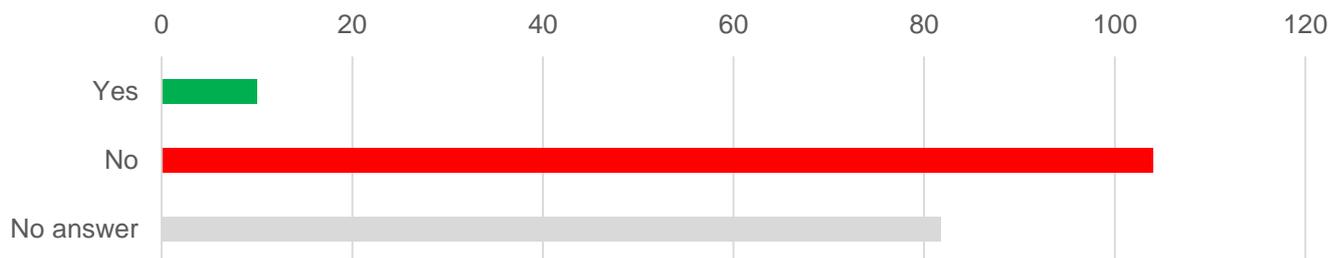
The majority of respondents described themselves as White British. The next highest response was from people who preferred not to say. The most frequent response from those who used the Other option was to say they were White English. 50 respondents either chose not to answer this question or responded without filling the survey.



How would you describe your ethnicity?	Number	%
White British	124	63
Mixed White / Asian	1	<1
Mixed Other	1	<1
Not known	1	<1
Prefer not to say	12	6
Other	7	4
Did not answer	50	26

7.6 Physical impairments

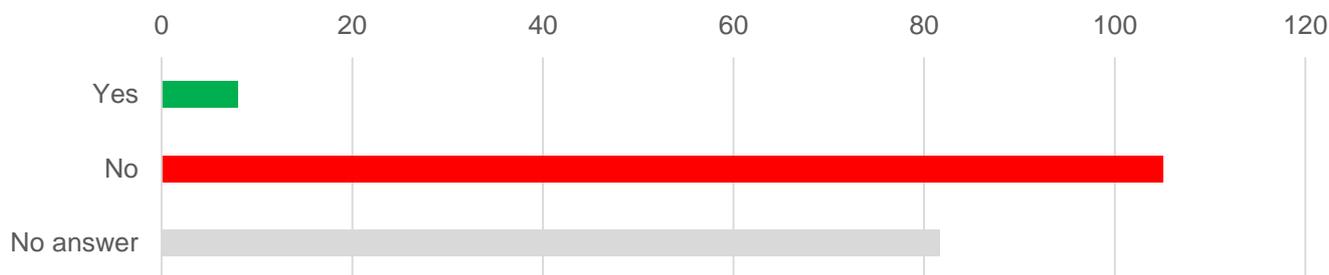
Of those who responded to the question 'Do you consider yourself to have a physical impairment?', 10 said yes, which was 5% of all respondents. 82 respondents either chose not to answer this question or responded without filling the survey.



Do you consider yourself to have a physical impairment?	Number	%
Yes	10	5
No	104	53
No answer	82	42

7.7 Sensory impairments

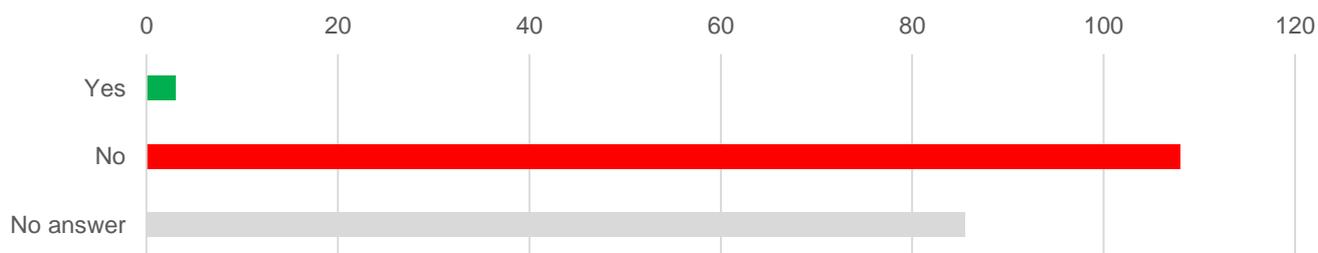
Of those who responded to the question 'Do you consider yourself to have a sensory impairment?', 9 said yes, which was approximately 5% of all respondents. 82 respondents either chose not to answer this question or responded without filling in the survey.



Do you consider yourself to have a sensory impairment?	Number	%
Yes	9	5
No	105	53
No answer	82	42

7.8 Learning difficulty or disability

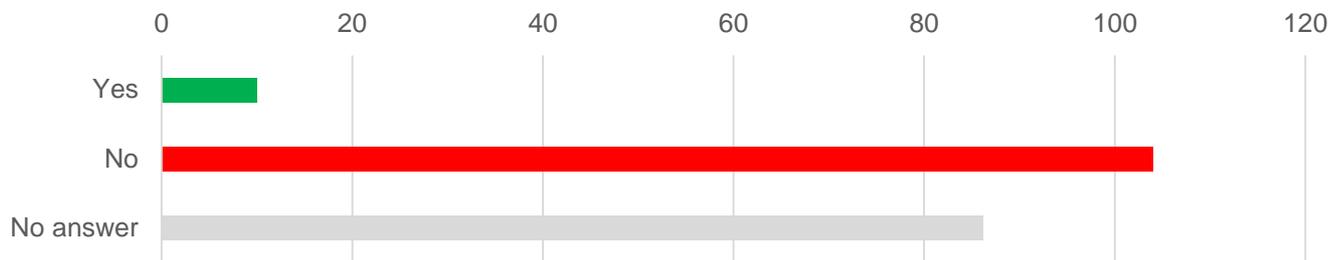
Of those who responded to the question 'Do you consider yourself to have a learning difficulty or disability?', only 3 said yes, which was less than 2% of respondents. 85 respondents either chose not to answer this question or responded without filling in the survey.



Do you consider yourself to have a learning difficulty or disability?	Number	%
Yes	3	2
No	108	55
No answer	85	43

7.9 Caring for someone

Of those who responded to the question 'Are you currently caring for someone?', 5 said yes, which was 3% of all respondents. 87 respondents either chose not to answer this question or responded without filling in the survey.



Are you currently caring for someone?	Number	%
Yes	5	3
No	104	53
No answer	87	44

8. Responses to issues raised

This section presents Essex County Council's responses to the issues most commonly raised by members of the public and stakeholders during the consultation. For the full list of issues raised, see Section 5 of this report.

8.1 Link between the A130 and A127

Several respondents called for a new junction linking the A130 and the A127.

Essex County Council is not currently considering this due to the high financial and environmental costs associated with this type of junction.

8.2 Southend link road

Several respondents expressed concern that the new traffic lights associated with the new Southend link road would cause significant delays on the A1245.

Essex County Council has carried out traffic-modelling for journeys through Fairglen interchange, and is satisfied the new Southend link road will provide substantial benefits to motorists by providing a more direct route from the A130 to the A127. It is also satisfied that the impact on traffic using the A1245 will not be significantly negative. The Council will continue to carry out traffic-modelling between now and the construction phase to ensure that it best understands the predicted traffic flows, incorporating the latest data from other projects such as the Lower Thames Crossing.

After implementation any delays associated with the additional traffic lights on the A1245 will be mitigated by the use of intelligent traffic signals, which can be adjusted to reduce congestion.

Some respondents called for left turns to be allowed at where the Southend link road meets the A1245.

The Southend link road is being implemented to allow shorter traffic journeys for motorists heading southbound on the A130 who want to access the A127, allowing them to avoid the Rayleigh Spur roundabout. To ensure that the junction operates efficiently, the link road is most effective for this purpose.

Some respondents claimed that it would be impossible to prevent illegal left turns from Southend link road into the A1245.

Essex County Council is satisfied that by using a combination of design and enforcement that it can discourage motorists from making illegal left turns. When any new junction is installed, a period of monitoring and enforcement follows to encourage motorists to use the junction correctly, and this will be the case with the Southend link road.

8.3 Widening the A127

Some respondents called for the A127 to be widened in the east, west or both directions.

Essex County Council is not planning to widen the A127 in the immediate future because this would require acquisition of substantial additional funding. Widening the A127 between the Fairglen roundabout and Rayleigh Weir is one of the interventions proposed as part of the long-term option for the Fairglen interchange, but that scheme is currently unfunded. The Council will ensure that any scheme that is implemented is compatible with the long-term scheme.

8.4 Fairglen roundabout

Some respondents called for the Fairglen roundabout to be widened, with the addition of new lanes to improve traffic flow.

The number of lanes at the Fairglen roundabout is constrained by the position and type of structural supports that already exist in this multi-level junction. In the course of our feasibility investigations into the current Fairglen interchange improvement scheme, Essex County Council looked closely at the structures that make up the Fairglen roundabout. Designs that involved moving or rebuilding these structures were rejected due to the costs involved, and the severe impact on the surrounding road network during the necessary rebuilding these supports.

8.5 Impact on construction

Some respondents expressed concern that building the scheme would result in severe delays on the road network.

The Fairglen construction programme will be planned to minimise the impact on traffic wherever possible. The Council will phase delivery of the scheme to allow some new parts of the scheme to be opened, improving traffic flow, before the rest of the construction takes place. It will use its experience of building other schemes in the area to ensure that any temporary traffic management operates as efficiently as possible.

8.6 Impact on congestion

Some respondents expressed concern that the scheme would move congestion elsewhere rather than reducing journey times.

Our traffic modelling shows that the scheme will provide substantial benefits to motorists using the Fairglen interchange. This junction improvement represents only part of the jigsaw. Other schemes for the A127 and other key routes are also under consideration.

8.7 Long-term scheme

Some respondents called for the long-term scheme to be implemented immediately.

The short-term scheme consulted on is designed to handle traffic flows through the interchange for the next 15 years, and has been future-proofed to ensure it would be compatible for a long-term option should that be necessary. The long-term scheme would only be implemented if future traffic flows show that it is necessary and if funding is acquired. As such, it remains unfunded and there are no plans to implement it in the immediate future.

8.8 Rayleigh Spur traffic lights

Some respondents expressed concern about the proposed new traffic lights at the Rayleigh Spur roundabout, saying they would delay traffic unnecessarily.

Essex County Council acknowledges that one by-product of the new traffic lights at the Rayleigh Spur roundabout could be slightly longer queues on some arms of the roundabout. However, the traffic lights will help even out traffic flows on the junction arms, creating better managed journeys for motorists. The Council will consider the use of CCTV cameras, and use traffic-monitoring and dynamic traffic signals to allow it to change the traffic light phases, adjusting wait times depending on queue lengths. It is satisfied that the new traffic lights will provide significant overall benefits to motorists. This will provide a better journey time for strategic traffic from the A130 to A127, improving overall movement.

8.9 Provision of public transport

Some respondents called for improved provision of public transport to improve connectivity across the region and as a further measure to reduce the number of motor traffic journeys using the Fairglen interchange.

As part of its transport strategy, Essex County Council supports the provision of public transport wherever possible. However, the Council recognises that major roads such as the A130 and A127 are a vital part of the

region's transport system. Public transport improvements will and are being considered separately to this scheme.

8.10 Cycling-walking bridge

Some respondents expressed concern that the proposed walking-cycling bridge would not be used due to low numbers of pedestrians and cyclists on this route.

Essex County Council will continue to monitor demand to ensure the walking-cycling bridge is a cost-effective proposition, noting that current levels of demand are not necessarily indicative of future demand. Part of congestion management is to install more sustainable and connected corridors to encourage people away from the private car. Without these incentives car use will continue to increase further.

Some respondents expressed concern that the proposed walking-cycling bridge would not provide sufficient benefits for cyclists travelling eastbound along the A127.

Cost and logistical constraints mean the walking-cycling bridge is proposed to the south of the Fairglen roundabout, facilitating journeys east and west for people walking and cycling along the south side of the A127.

The cycle track on the south side of the A127 is a two-way track. Essex County Council would install signage at Rayleigh Weir and Nevendon junctions to ensure cyclists know they have to travel on the south side of the A127 to cross at Fairglen.

8.11 Air quality

Some respondents expressed concern about there being an increase in motor traffic at the interchange thereby increasing air pollution.

Essex County Council is currently working closely with the Department for Environment, Farming and Rural Affairs (DEFRA) on an Air Quality Action Plan for the A127 corridor. This funded plan covers the section of the A127 that includes the Fairglen roundabout. This plan will seek to mitigate the impacts of motor traffic on air quality in the area, and will be publicised through Essex County Council and DEFRA as soon as it has been finalised.

8.12 Housing and commercial developments

A few respondents expressed concern that new housing and commercial developments in south Essex would have a negative impact on traffic congestion at the Fairglen interchange.

Accommodating future growth is one of the key reasons why Essex County Council invests in the transport network. Commercial developments provide new jobs for the region, while housing developments provide places to live for existing residents and new people attracted to the region by its increased prosperity.

8.13 Induced demand

A few respondents expressed concern that building new road capacity increases the number of journeys taken by car, ultimately resulting in those roads becoming congested.

As described above, expanding road capacity allows for new housing and commercial developments, which increase the prosperity of the region. Our traffic-modelling accounts for regional economic growth, and Essex County Council is satisfied that the proposed scheme will have significant benefits on traffic travelling through the Fairglen interchange.

8.14 Fairglen flooding

A few respondents expressed concern about the Fairglen interchange scheme having a negative impact on flooding in the area.

The Fairglen interchange scheme includes substantial new drainage designs for the area to accommodate the environmental changes associated with implementing new highway infrastructure. Essex County Council is satisfied the scheme will not have an adverse impact on flooding in the local area.

Appendix A – Consultation questions

These are the questions that we asked consultees in our online and paper surveys. Where multiple choice answers were provided, we have included those choices.

Question 1: What is your title?

Question 2: What is your first name?

Question 3: What is your last name?

Question 4: Please provide your postcode

Question 5: Please provide your email address

Question 6: Do you think improvements are needed at the Fairglen interchange?

- Yes
- No

Question 7: Do you support the proposed short-term scheme presented for Fairglen interchange?

- Strongly support
- Support
- Neither support nor oppose
- Oppose
- Strongly oppose

Question 8: Do you have any comments on our proposed short-term scheme for the Fairglen interchange?

Question 9: What mode of transport do you use most regularly when travelling through the A127 / A130 Fairglen interchange?

- Car (or similar private vehicle) – driver
- Car (or similar private vehicle) – passenger
- Car share scheme
- Taxi
- Powered two-wheeler (e.g., motorbike or scooter)
- Bus
- Cycle
- Walking
- LGV / HGV / Lorry

- Other, please specify

Question 10: Are you completing this questionnaire on behalf of:

- Yourself (as an individual)
- A friend or relative (Please answer using their details)
- A district or local authority
- A voluntary or community sector organisation
- A business
- Other, please specify

Question 11: If you are responding on behalf of an organisation, please tell us the name of the organisation

Question 12: If you are responding on behalf of an organisation, please tell us who the organisation represents

Question 13: If you are responding on behalf of an organisation, please explain (where applicable) how the views of the members were assembled

Question 14: What is your age?

Question 15: How would you describe your ethnicity?

- White British
- White Irish
- White Other
- Gypsy / Roma
- Traveller of Irish Heritage
- Black or Black British African
- Black or Black British Caribbean
- Mixed White / Black African
- Mixed White / Black Caribbean
- Black Other
- Asian or Asian British Pakistani
- Asian or Asian British Indian
- Asian or Asian British Other
- Mixed White / Asian Response
- Asian Other

- Chinese
- Mixed Other
- Not Known
- Prefer not to say
- Other, please specify

Question 16: Do you consider yourself to have a physical impairment?

- Yes
- No

Question 17: Do you consider yourself to have a sensory impairment?

- Yes
- No

Question 18: Do you consider yourself to have learning difficulty or disability?

- Yes
- No

Question 19: Are you currently caring for someone?

Question 20: What is your locality?

- Basildon
- Braintree
- Brentwood
- Castle Point
- Chelmsford
- Colchester
- Epping Forest
- Harlow
- Maldon
- Rochford
- Southend
- Tendring
- Thurrock
- Uttlesford
- London borough
- Other, please specify

Appendix B – Notification letters and emails

Below is an example of the letters sent to members of the public in the immediate vicinity of the scheme to notify them of the consultation. Additional letters were sent to those landowners likely to be directly affected.



Fairglen Engagement Team
Jacobs (on behalf of Essex County Council)
224-226 Tower Bridge Road
London
SE1 2UP

7 February 2018

Dear [REDACTED],

Have your say on our proposed improvements to the A127 / A130 Fairglen Interchange

Essex County Council would like your feedback on plans to improve the A127 / A130 Fairglen Interchange. The Interchange is operating very near to its traffic capacity, with road users experiencing congestion at all arms of the junction, particularly at peak times; unpredictable journey times; and high collision rates.

In February 2017, we shared our vision for an improved Interchange, which would lead to improved journey times and safer conditions for motorists. The February 2017 information included a short-term and a long-term proposal. Since then, we have progressed the plans for the short-term scheme significantly and have now launched a public consultation giving everyone an opportunity to find out more about the proposals and give us their feedback.

Key features of the proposal are:

- A new 'Southend Link Road' north of the railway line from the A130 southbound
- Widened slip roads on all Fairglen Roundabout arms
- Additional and/or longer slip roads on both A127 on-slips
- Improvements at Rayleigh Spur Roundabout, including new traffic lights
- New walking and cycling bridge, linking existing routes along the A127

The consultation is open for six weeks, until 20 March 2018, with information about the scheme available at www.essex.gov.uk/fairglen. The website includes important information about the scheme, such as the benefits it would offer to people driving through the Interchange, as well as improvements for pedestrians and cyclists.

How to respond to the consultation
You can give us your feedback on the scheme in the following ways:

- Visit www.essex.gov.uk/fairglen and fill in the online survey
- Email your feedback to us at fairglen.interchange@jacobs.com
- Fill in the paper survey, which can be downloaded from our website or found at the back of our Consultation Brochure, which contains detailed information about our proposals. Consultation Brochures can be collected from libraries and council offices across South Essex (see our website for a list of locations). Paper surveys should be posted to:

Appendix C – Council offices and libraries

Consultation brochures were made available to the public at the following locations:

Basildon Borough Council
Basildon Centre
St Martin's Square
Basildon
SS14 1DL

Basildon Library
The Basildon Centre
St Martin's Square
Basildon
SS14 1EE

Castle Point Borough Council
Kiln Road
Thundersley
Benfleet
SS7 1TF

Essex County Council
County Hall
Market Road
Chelmsford
CM1 1QH

Fryerns Library
Whitmore Way
Basildon
SS14 2NN

Great Tarpots Library
127 London Road
Benfleet
SS7 5UH

Leigh Library
Broadway West
Leigh-on-Sea
SS9 2DA

London Southend Airport
Southend-on-Sea
SS2 6YF

Kent Elms Library
1 Rayleigh Road
Leigh-on-Sea
SS9 5UU

Pitsea Library
Community Centre
off Maydells
Pitsea
SS13 3DU

Rayleigh Library
134 High Street
Rayleigh
SS6 7BX

Rayleigh Town Council
The Pavilion
KGV Playing Field
Bull Lane
Rayleigh
SS6 8JD

Rochford District Council
Civic Suite and Rayleigh
Information Centre
2 Hockley Road
Rayleigh
SS6 8EB

Rochford District Council Offices
South Street
Rochford
SS4 1BW

Shoeburyness Library
Delaware Road
Southend-on-Sea
SS3 9NS

South Benfleet Library
264 High Road
Benfleet
SS7 5HD

Southchurch Library
221 Lifstan Way
Southend-on-Sea
SS1 2XG

Southend Forum Library
Elmer Square
Southend-on-Sea
SS1 1NS

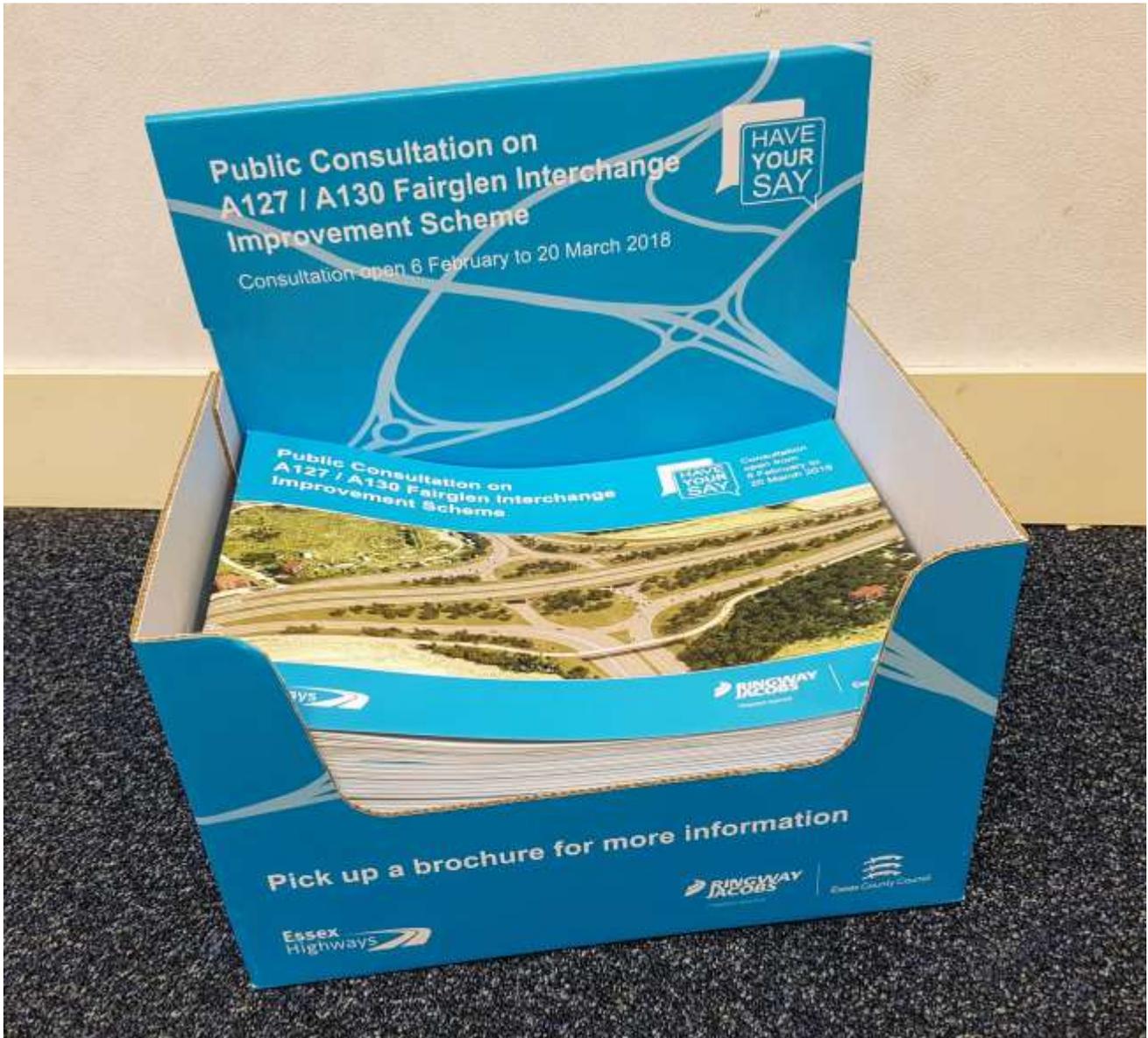
Southend-on-Sea Borough Council
Southend Civic Centre
Victoria Avenue
Southend-on-Sea
SS2 6ER

Vange Library
Southview Road
Basildon
SS16 4ET

Westcliff Library
649 London Road
Westcliff-on-Sea
SS0 9PD

Wickford Library
Market Road
Wickford
SS12 0AG

Consultation brochures were displayed at key locations in the following point of sale boxes:



Where consultation brochures were displayed in point of sale boxes, we also displayed the following banner:

Public Consultation on A127 / A130 Fairglen Interchange Improvement Scheme



Rayleigh Spur Roundabout *Fairglen Roundabout*

Consultation open from
6 February to 20 March 2018

To find out more pick up a brochure
from reception or visit:

www.essex.gov.uk/fairglen



The A127 / A130 Fairglen Interchange is a vital link in our region's road network, but users regularly experience a series of problems:

- Congestion at all arms of the junction, particularly during peak times
- Unreliable journey times
- High collision rates

These problems are making it difficult for the South Essex area to realise its economic potential, and is making daily life more inconvenient for residents, businesses and visitors.

Essex County Council has looked at the problems and developed a proposal to improve journey times, safety standards, and the highway environment for those who use the Interchange.

This forms part of an ambitious programme of projects aimed at futureproofing the vital network of roads across South Essex.



Appendix D – Email to stakeholders

Below is the text of the email that was sent to members of the public and stakeholders on our database. The list of stakeholders can be found on the next page.

Dear Sir or Madam,

Have your say on our proposed improvements to the A127 / A130 Fairglen interchange

In February 2017, we contacted you because we were developing our proposals to improve the A127 / A130 Fairglen interchange. The February 2017 information included a short-term and a long-term proposal. Since then, we have progressed the plans for the short-term scheme significantly and have now launched a public consultation giving everyone an opportunity to find out more about the proposals and give us their feedback.

Under the short-term scheme proposals that we are consulting on now, your property would not be directly affected by the scheme. However, our consultation materials include early plans for a 'long-term' scheme at the A127 / A130 Fairglen interchange, which might be implemented around 2036. This scheme could affect your property, but is currently undeveloped and unfunded. If you have any questions about this, you may contact us via fairglen.interchange@jacobs.com or **07465 609184**.

Essex County Council would welcome your feedback on plans to improve the A127 / A130 Fairglen interchange. The interchange is operating very near to its traffic capacity, with road users experiencing congestion at all arms of the junction, particularly at peak times; irregular journey times; and high collision rates.

Key features of the proposals are:

- A new 'Southend link road' north of the railway line from the A130 southbound
- Widened slip roads on all Fairglen roundabout arms
- Additional and/or longer slip roads on both A127 on-slips
- Improvements at Rayleigh Spur roundabout, including new traffic lights
- New walking and cycling bridge, linking existing routes along the A127

The consultation is open for six weeks, until 20 March 2018, with information about the scheme available at www.essex.gov.uk/fairglen. The website includes important information about the scheme, such as the benefits it would offer to people driving through the interchange, as well as improvements for pedestrians and cyclists.

How to respond to the consultation

You can give us your feedback on the scheme in the following ways:

- Visit www.essex.gov.uk/fairglen and fill in the online survey
- Email your feedback to us at fairglen.interchange@jacobs.com Fill in the paper survey, which can be downloaded from our website or found at the back of our Consultation Brochure, which contains detailed information about our proposals. Consultation Brochures can be collected from libraries and council offices across south Essex (see our website for a list of locations). Paper surveys should be posted to:

Engagement Team (Fairglen interchange)
Jacobs
224-226 Tower Bridge Road
London
SE1 2UP

If you have any questions about the scheme, please get in touch with us via email or post, and we will aim to answer your queries in time for you to respond to the consultation.

The consultation information can be translated or made available in alternative formats. Please get in touch if you would like us to provide you with information about the scheme in an appropriate format.

Yours faithfully,



Mike Cavenett
Fairglen Engagement Lead
Jacobs (on behalf of Essex County Council)

Appendix E – Stakeholder contact list

The following organisations and individuals were contacted to notify them about the Fairglen consultation:

Acres Way	Clr Dadds, Basildon Borough Council
Affinity Water	Clr Davies, Basildon Borough Council
Alliance of British Drivers	Clr Ellis, Basildon Borough Council
Anglian Water Services Limited	Clr Fellowes, Basildon Borough Council
Amey (Maintenance Agents and Network Provider)	Clr Gordon, Basildon Borough Council
Anglian Water	Clr Green, Basildon Borough Council
Arriva	Clr Harrison, Basildon Borough Council
Association of British Ports	Clr Hodge, Basildon Borough Council
Association of Drainage Authorities	Clr Holliman, Basildon Borough Council
Basildon Borough Council	Clr Jackman, Basildon Borough Council
Clr Phil Turner, Basildon Borough Council	Clr Lawrence, Basildon Borough Council
Clr Anthony Hedley, Basildon Borough Council	Clr McGeorge, Basildon Borough Council
Clr Stephen Hillier, Basildon Borough Council	Clr Moore, Basildon Borough Council
Clr Linda Allport-Hodge, Basildon Borough Council	Clr C Morris, Basildon Borough Council
Clr Alan Ball, Basildon Borough Council	Clr D Morris, Basildon Borough Council
Clr David Sheppard, Basildon Borough Council	Clr Mowe, Basildon Borough Council
Alex Ellis, Basildon Borough Council	Clr Sargent, Basildon Borough Council
Clr Frank Ferguson, Basildon Borough Council	Clr Schrader, Basildon Borough Council
Clr Kayte Block, Basildon Borough Council	Clr Smith, Basildon Borough Council
Clr Allen, Basildon Borough Council	Clr Sullivan, Basildon Borough Council
Clr Arnold, Basildon Borough Council	Clr Ward, Basildon Borough Council
Clr Baggott, Basildon Borough Council	Basildon Community Transport Services
Clr Barnes, Basildon Borough Council	Basildon University Hospital
Clr Bennett, Basildon Borough Council	Beestons
Clr Blake, Basildon Borough Council	Blind and Sight Impaired Society
Clr Brown, Basildon Borough Council	Bowers Gifford and North Benfleet Parish Council
Clr Burton-Sampson, Basildon Borough Council	Braeside Equestrian Centre
Clr Buxton, Basildon Borough Council	Brentwood Borough Council
Clr Callaghan, Basildon Borough Council	Clr Louise McKinlay, Brentwood Borough Council
Clr Canham, Basildon Borough Council	Clr John Kerslake, Brentwood Borough Council
Clr Carrion, Basildon Borough Council	Brentwood Roman Catholic Diocese Trustee
Clr Clancy, Basildon Borough Council	British Driving Society

British Horse Society

British Motorcyclists Federation

BT Openreach

Byways and Bridleways Trust

Campaign for Better Transport

Campaign to Protect Rural England

Campaign to Protect Rural England (Essex)

Canals and River Trust

Canoe England

Canvey Island Town Council

Castle Point Borough Council

Cllr Colin Riley, Castle Point Borough Council

Cllr John Anderson, Castle Point Borough Council

Cllr Alan Bayley, Castle Point Borough Council

Cllr Eoin Egan, Castle Point Borough Council

Cllr Tom Skipp, Castle Point Borough Council

Cllr Wendy Goodwin, Castle Point Borough Council

Cllr Norman Smith, Castle Point Borough Council

Cllr Jeffrey Stanley, Castle Point Borough Council

Cllr Dave Blackwell, Castle Point Borough Council

Cllr Peter May, Castle Point Borough Council

Cllr Alan Acott, Castle Point Borough Council

Cllr Charles Mumford, Castle Point Borough Council

Cllr Carole Sach, Castle Point Borough Council

Cllr Nick Harvey, Castle Point Borough Council

Cllr John Payne, Castle Point Borough Council

Cllr Grace Watson, Castle Point Borough Council

Cllr Barry Campagna, Castle Point Borough Council

Cllr Barry Palmer, Castle Point Borough Council

Cllr Janice Payne, Castle Point Borough Council

Cllr Ray Howard, Castle Point Borough Council

Cllr Jane King, Castle Point Borough Council

Cllr Peter Greig, Castle Point Borough Council

Cllr Allan Taylor, Castle Point Borough Council

Cllr Neville Watson, Castle Point Borough Council

Cllr Colin MacLean, Castle Point Borough Council

Cllr John Hudson, Castle Point Borough Council

Cllr Liz Wass, Castle Point Borough Council

Cllr Steven Cole, Castle Point Borough Council

Cllr Clive Walter, Castle Point Borough Council

Cllr Brian Wood, Castle Point Borough Council

Cllr Godfrey Isaacs, Castle Point Borough Council

Cllr Norman Ladzrie, Castle Point Borough Council

Cllr Bill Sharp, Castle Point Borough Council

Cllr David Cross, Castle Point Borough Council

Cllr Alf Partridge, Castle Point Borough Council

Cllr Andrew Sheldon, Castle Point Borough Council

Cllr Bill Dick, Castle Point Borough Council

Cllr Beverley Egan, Castle Point Borough Council

Cllr Ron Hurrell, Castle Point Borough Council

Cllr Simon Hart, Castle Point Borough Council

Cllr Paul Varker, Castle Point Borough Council

Castle Point Golf Course

Cllr Roy Whitehead, Chelmsford City Council

Chalkwell Coach Hire and Tours

Chelmsford City Council

Chelmsford Voluntary Service

Civil Aviation Authority

Cogent Land 1 LLP

Consolidated General Investment Corporation

Confederation of British Industry

Confederation of Passenger Transport

CPTUK (London and South East)

Country Land and Business Association

Church Commissioners for England

Cycling UK

Danbury Parish Council

Department for Business, Energy and Industrial Strategy

Department for Communities and Local Government

Sajid Javid MP

Dominic Raab MP
 Jake Berry MP
 Rishi Sunak MP
 Heather Wheeler MP
 Jesse Norman MP
 Department for Transport
 Design Council
 Disabled Motoring UK
 Disabled Persons Transport Advisory Committee
 Doddinghurst Parish Council
 DP World London Gateway Logistics Park
 DP World London Gateway Port
 Driver & Vehicle Licensing Agency
 Dove Jeffery Homes
 East of England Ambulance
 Eastern Power Networks PLC
 ECL Sensory Service
 EDF Energy
 Ensign Bus Company
 Environment Agency
 Equality and Human Rights Commission
 Essex Association of Local Councils
 Essex Bridleways Association
 Essex Chamber of Commerce
 Essex Coalition of Disabled People
Essex County Council
 Cllr Kevin Bentley, Essex County Council
 Cllr David Finch, Essex County Council
 Cllr Dick Madden, Essex County Council
 Cllr Michael Mackrory, Essex County Council
 Cllr Ray Gooding, Essex County Council
 Cllr Simon Walsh, Essex County Council
 Cllr Susan Barker, Essex County Council
 Cllr Sue Lissimore, Essex County Council
 Cllr Stephen Robinson, Essex County Council

Cllr Jude Deakin, Essex County Council
 Cllr John Spence CBE, Essex County Council
 Essex Fire and Rescue
 Essex Health & Wellbeing Board
 Essex Highways
 Essex Local Access Forum
 Essex Police
 Essex Resilience Forum
 Essex Roads Cycling Club
 Essex Sight (part of Essex Blind Charity)
European Parliament Members
 Patrick O'Flynn MEP
 John Flack MEP
 Alex Mayer MEP
 Stuart Agnew MEP
 Geoffrey Can Orden MEP
 Tim Aker MEP
 David Campbell Bannerman MEP
 Families Acting for Change Essex (FACE)
 Families in Focus
 The Fencing Centre
 Festival Leisure Park
 First Essex
 Forestry Commission (National Office)
 Forty Plus Cycling Club: Essex A Section
 Forty Plus Cycling Club: Mid Essex Tuesday Section
 Friends of the Earth
 FTA (Freight Transport Association)
 Galleywood Parish Council
 Gas and Electricity Markets Authority (Ofgem)
Great Burstead & South Green Parish Council
 Cllr M Dear, Great Burstead & South Green Parish Council
 Greater Anglia
 Greater Essex Business Board
 The Growth Partnership

Hadleigh Farm	John Baron MP
Hadleigh Town Council	Rebecca Harris MP
Hard of Hearing/Deaf combined group	Alex Burghart MP
Havering Association for People with Disabilities	Jackie Doyle-Price MP
Havering Borough Council	Sir David Amess MP
Cllr Jason Frost, Havering Borough Council	James Duddridge MP
Cllr Roger Ramsey, Havering Borough Council	Mark Francois MP
Hawkwell Parish Council	Stephen Metcalfe MP
Hawkwell Residents Association	John Whittingdale MP
Health & Wellbeing Board	Michelins Properties
Health and Safety Executive-East & South East	My Place Café
Healthwatch Essex	National Farmers Union (East Anglia)
Herongate and Ingrave Parish Council	National Grid
Hickfort	National Grid Electricity Transmission PLC
Highways Authority and Utilities Committee	National Trust
Historic England (East of England)	Natural England
Hockley Parish Council	Network Rail
Hockley Residents Association	NHS Improvement
Homes and Communities Agency	NHS Mid Essex Clinical Commissioning Group
Hullbridge Parish Council	NIBS Buses
Hutchinson Ports	Noak Bridge Parish Council
Inland Waterways Association	Office of Rail and Road
Institute of Advanced Motorists	Older People / Physical Impairment
Leigh-on-Sea Town Council	Options for Independent Living
Little Burstead Parish Council	Planning Agents Forum
Cllr John Mitchell, Little Burstead Parish Council	Port of Tilbury
Living Streets	Purleigh Parish Council
Living Well Essex	Purple
Local Government Association	RAC
London Southend Airport	Ramblers Association
London Stansted Cambridge Consortium	Ramsden Bellhouse Parish Council
Maldon District Council	Ramsden Crays Parish Council
Cllr Henry M Bass, Maldon District Council	Rawreth Parish Council
Maldon District Council	Rayleigh Town Council
Members of Parliament	Cllr J Newport, Rayleigh Town Council

Cllr R Shorter, Rayleigh Town Council

Cllr T Wallis, Rayleigh Town Council

Regal Busways Ltd

Regeneration Positive

Residents Association Forum

Rettendon Parish Council

Road Haulage Association

Riding for the Disabled Association Inc. Carriage Driving

Rochford District Council

Cllr Mike Steptoe, Rochford District Council

Cllr Terry Cutmore, Rochford District Council

Cllr Dave Sperring, Rochford District Council

Cllr Ian Ward, Rochford District Council

Cllr Jamie Burton, Rochford District Council

Cllr Lesley Butcher, Rochford District Council

Cllr Craig Cannell, Rochford District Council

Cllr Michael Carter, Rochford District Council

Cllr Nicholas Cooper, Rochford District Council

Cllr Robin Dray, Rochford District Council

Cllr Daniel Efde, Rochford District Council

Cllr Adrian Eves, Rochford District Council

Cllr Julie Gooding, Rochford District Council

Cllr John Griffin, Rochford District Council

Cllr Brian Hazlewood, Rochford District Council

Cllr Neil Hookway, Rochford District Council

Cllr Diane Hoy, Rochford District Council

Cllr Michael Hoy, Rochford District Council

Cllr Tina Hughes, Rochford District Council

Cllr George Loannou, Rochford District Council

Cllr Mike Lucas-Gill, Rochford District Council

Cllr June Lumley, Rochford District Council

Cllr Christine Mason, Rochford District Council

Cllr Elliot Mason, Rochford District Council

Cllr John Mason, Rochford District Council

Cllr David Merrick, Rochford District Council

Cllr Bob Milne, Rochford District Council

Cllr Toby Mountain, Rochford District Council

Cllr James Newport, Rochford District Council

Cllr Ron Oatham, Rochford District Council

Cllr Cheryl Roe, Rochford District Council

Cllr Laureen Shaw, Rochford District Council

Cllr Simon Smith, Rochford District Council

Cllr Chris Stanley, Rochford District Council

Cllr Mike Webb, Rochford District Council

Cllr Carole Weston, Rochford District Council

Cllr Arthur Williams, Rochford District Council

Cllr Stuart Wilson, Rochford District Council

Rochford Parish Council

Cllr John Stanton, Rochford Parish Council

Royal Mail

Royal National Institute of Blind People

Royal Society for the Protection of Birds)

Runwell Parish Council

RWE Npower

S J R Farming

Shotgate Parish Council

South East Local Enterprise Partnership

South Hanningfield Parish Council

Southend-on-Sea Borough Council

Cllr John Lamb, Southend-on-Sea Borough Council

Cllr Bernard Arscott, Southend-on-Sea Borough Council

Cllr Stephen Aylen, Southend-on-Sea Borough Council

Cllr Brian Ayling, Southend-on-Sea Borough Council

Cllr Margaret Borton, Southend-on-Sea Borough Council

Cllr Helen Boyd, Southend-on-Sea Borough Council

Cllr Alex Bright, Southend-on-Sea Borough Council

Cllr Steve Buckley, Southend-on-Sea Borough Council

Cllr David Burzotta, Southend-on-Sea Borough Council

Cllr Maureen Butler, Southend-on-Sea Borough Council

Cllr Trevor Byford, Southend-on-Sea Borough Council

Cllr Tino Callaghan, Southend-on-Sea Borough Council	Cllr Paul Van Looy, Southend-on-Sea Borough Council
Cllr Anne Chalk, Southend-on-Sea Borough Council	Cllr Chris Walker, Southend-on-Sea Borough Council
Cllr James Courtenay, Southend-on-Sea Borough Council	Cllr Nick Ward, Southend-on-Sea Borough Council
Cllr Tony Cox, Southend-on-Sea Borough Council	Cllr Julian Ware-Lane, Southend-on-Sea Borough Council
Cllr Meg Davidson, Southend-on-Sea Borough Council	Cllr Floyd Waterworth, Southend-on-Sea Borough Council
Cllr Lawrence Davies, Southend-on-Sea Borough Council	Cllr Peter Wexham, Southend-on-Sea Borough Council
Cllr Caroline Endersby, Southend-on-Sea Borough Council	Cllr Charles Willis, Southend-on-Sea Borough Council
Cllr Fay Evans, Southend-on-Sea Borough Council	Cllr Ron Woodley, Southend-on-Sea Borough Council
Cllr Mark Flewitt, Southend-on-Sea Borough Council	Southend University Hospital NHS Trust
Cllr Nigel Folkard, Southend-on-Sea Borough Council	Southminster Parish Council
Cllr David Garston, Southend-on-Sea Borough Council	Special Needs and Parents
Cllr Jonathan Garston, Southend-on-Sea Borough Council	Sport England
Cllr Ian Gilbert, Southend-on-Sea Borough Council	Stagecoach Bus
Cllr Stephen Habermel, Southend-on-Sea Borough Council	Stephenson's of Essex
Cllr Roger Hadley, Southend-on-Sea Borough Council	SUMMIT - Tendring Mental Health Support Service
Cllr Ann Holland, Southend-on-Sea Borough Council	Support 4 Sight
Cllr Derek Jarvis, Southend-on-Sea Borough Council	Sustrans
Cllr Anne Jones, Southend-on-Sea Borough Council	Swan Housing Group
Cllr Derek Kenyon, Southend-on-Sea Borough Council	Thames Enterprise Park
Cllr Helen McDonald, Southend-on-Sea Borough Council	Thames Water Utilities
Cllr David McGlone, Southend-on-Sea Borough Council	The AA
Cllr Judith McMahon, Southend-on-Sea Borough Council	Thurrock Council
Cllr Andrew Moring, Southend-on-Sea Borough Council	Cllr Rob Gledhill, Thurrock Borough Council
Cllr James Moyies, Southend-on-Sea Borough Council	Transport Focus
Cllr Carole Mulroney, Southend-on-Sea Borough Council	Transport for London
Cllr Cheryl Nevin, Southend-on-Sea Borough Council	Virgin Media
Cllr David Norman, Southend-on-Sea Borough Council	Wat Taylor Centre
Cllr Georgina Phillips, Southend-on-Sea Borough Council	Water Services Regulation Authority
Cllr Kevin Robinson, Southend-on-Sea Borough Council	West Horndon Village Parish Council
Cllr Lesley Salter, Southend-on-Sea Borough Council	Wildlife Trust for Beds, Camb and Northants
Cllr Mike Stafford, Southend-on-Sea Borough Council	Woodland Trust
Cllr Martin Terry, Southend-on-Sea Borough Council	Woodside Garden Centre

Appendix F – Fairglen press release

Have your say on A127/A130 Fairglen interchange plans

Drivers, residents and businesses are being encouraged to give their views on multi-million pound plans to modernise a major junction in south Essex.

Today (Tuesday, 6 February) Essex County Council launched a six-week public consultation on a major scheme to reduce congestion and improve safety at the A127/A130 Fairglen interchange.

The proposals include:

- a new one-way link road from the southbound A130 onto the southbound A1245
- a new dedicated slip lane from the southbound A1245 onto the eastbound A127 towards Southend
- additional lanes on the approach to the Rayleigh Spur and Fairglen roundabout
- a new walking and cycling bridge over the A1245 just south of the Fairglen roundabout

Residents can respond to the consultation and see a computer generated fly-through video of the plans showing how the Fairglen interchange could look by visiting the consultation website at www.essex.gov.uk/fairglen.

Cllr Kevin Bentley, Deputy Leader of Essex County Council, said the plans will give ‘a major boost to residents and businesses in south Essex’ at a launch event at The Grange in Rayleigh today.

He said: *“The Fairglen interchange is a crucial link in our region’s road network connecting residents and businesses in south Essex to investment opportunities across the rest of the country and the rest of the world through our region’s ports and airports.*

“We know there are currently issues for motorists at this junction that we must solve to keep Essex moving and to support anticipated economic and housing growth across the county.

“These plans will provide a major boost to residents and businesses in south Essex, but we need your views to make sure we provide a solution that works for everyone.

“We have developed these proposals using feedback from residents and businesses as part of Fairglen interchange public information events we held in February 2017, and now we plan to give everyone the chance to have their say on the new proposals.

“Make sure you visit the website or pick up a consultation document so you can help shape the future of this key junction.”

The proposed scheme includes building new roads and widening existing ones to help reduce journey times and increase safety. In addition to the improvements for motorists, a new walking and cycling bridge is planned which aims to offer significant benefits for sustainable transport users.

The consultation will run for six weeks from Tuesday, 6 February until Tuesday 20 March 2018.

Options for schemes to improve capacity to the A127 / A130 Fairglen interchange were first presented in February 2017, and the short-term option has been developed further, ready for public consultation.

There’s a number of ways to respond to the consultation:

- Visit www.essex.gov.uk/fairglen to fill out the consultation questionnaire online
- Email your feedback to fairglen.interchange@jacobs.com

- Fill in the paper survey, which can be downloaded from our website or found at the back of our Consultation Brochure, which contains detailed information about our proposals. Consultation Brochures can be collected from libraries and council offices across south Essex ([check the website for a list of locations](#)). Paper surveys should be posted to: *Engagement Team (Fairglen interchange) Jacobs, 224-226 Tower Bridge Road, London, SE1 2UP*
- Those unable to fill out the consultation online or by post can call 0345 743 0430

ENDS