Public Consultation on A127 / A130 Fairglen Interchange Improvement Scheme

HAVE YOUR SAY

Consultation open from 6 February to 20 March 2018

Essex Highways

RINGWAY JACOBS integrated expertise

Essex County Council

Contents

Foreword

The A127 is a crucial link in our region's road network, particularly for residents of Basildon, Brentwood, Castle Point and Rochford, as well as neighbouring Southend. It is of vital importance to our sustained economic growth, connecting us to investment and leisure opportunities in London and elsewhere in the country, and a gateway to the rest of the world, via our air and seaports. The road has served us well for many years, but with the growth in housing and businesses proposed in Local Plans, the time has come to acknowledge that it needs to be improved and do something about it.

Essex County Council is already working closely with its partners to plan and deliver a range of vital works at pressure points along the route. This forms part of a £1bn pipeline of infrastructure investment across our four strategic growth corridors: the A120, A12, M11, A127 and A13. One of our top priorities for improvement is the Fairglen Interchange, where the A127 and A130 meet.

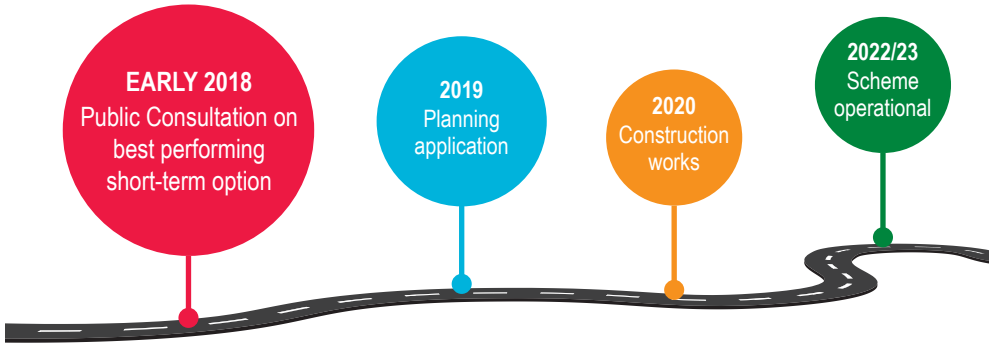
We announced in February 2017 that we were considering ambitious plans for dealing with unacceptable congestion and safety concerns at the Interchange. We explained that the next stage was to develop detailed designs of the scheme and make sure they provide the best possible results for all road users.

I am very pleased to tell you that those plans have made significant progress, and that we all now have a chance to offer feedback through this consultation process. I encourage everyone with an interest in the scheme, and in the continuing success of our region, to read this document, let us know what you think, and help us provide the people of Essex with the high quality transport network they deserve.

We appreciate there are concerns about increased congestion and delays during construction of the proposed scheme. We have listened to feedback received during the construction of other major schemes, and will work closely with our contractors to programme works in a way that minimises inconvenience to all road users wherever possible.

Councillor Kevin Bentley

Deputy Leader and Cabinet Member for Economic Growth, Skills, Infrastructure and the Digital Economy



Introduction

Growth in South Essex and the importance of the A127

South Essex continues to be an attractive place for people to live, visit or do business, and there is much to suggest that this trend will continue for many years to come. Proposed developments such as the Lower Thames Crossing, Saxon Business Park, the growing London Southend Airport, London Gateway Port, and the expansion of the Port of Tilbury represent huge opportunities for our communities to grow and prosper.

We expect to see 62,000 new jobs created in the region up to 2037, and in that period as many as 4000 new homes per year will be needed. This makes it vitally important that we invest effectively and quickly in a road network that is capable of helping residents and visitors to fully enjoy our region.

That is why Essex County Council is developing and implementing a series of improvements to one of our most important arterial roads – the A127 – and working closely with local people and stakeholders to achieve the best possible results.

The A127 connects Southend and much of South Essex to London and the M25, and regular users of the road know that it often struggles to meet the high demand that this generates. Many junctions routinely experience congestion during peak hours, and in some sections the rate of collisions and incidents are unacceptably high, causing the Interchange to have a significant lack of resilience.

We have looked closely into these issues and identified a series of locations along the road where innovative engineering works will help to improve journey times, provide better connections to the wider area, and create safer conditions for all road users. We are working hard to secure additional funding for these works, and making progress on the detailed designs of each.

Improving the A127 / A130 Fairglen Interchange is one of our main priorities and is the focus of this consultation.

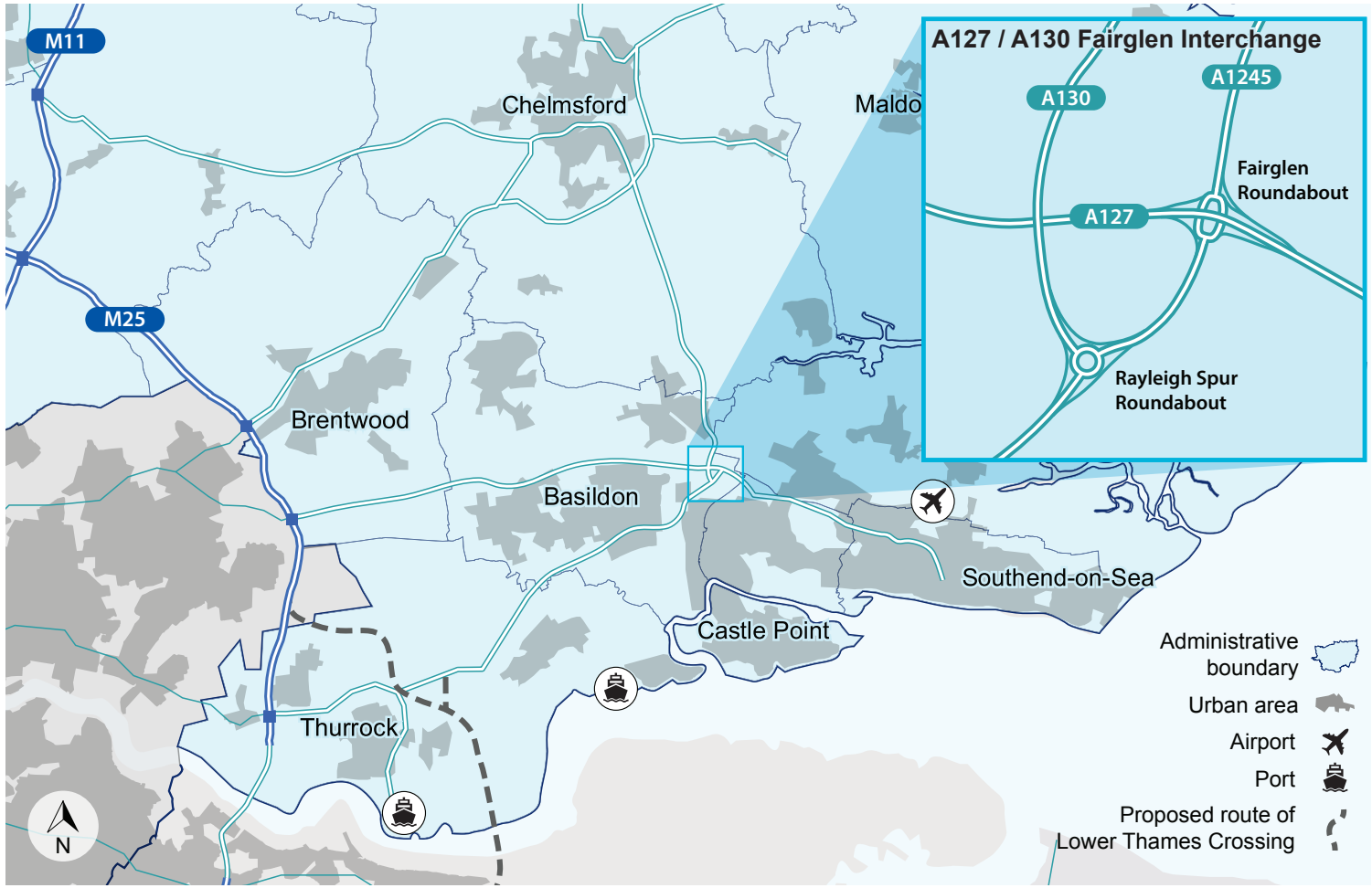
We will continue to provide opportunities for local people and organisations to be involved in our work. For more information on our plans for the wider A127 route, please refer to

http://www.essexhighways.org/uploads/Nevendon-A127-Corridor-for-Growth-Paper.pdf

A130 / A1245 Rayleigh Spur Roundabout

A127 / A130 Fairglen Roundabout

The A127 / A130 Fairglen Interchange



Where is the interchange?

The A127 / A130 Fairglen Interchange is in the south of Essex, within the administrative areas of Basildon Borough Council, Castle Point Borough Council and Rochford District Council. The interchange is a key link in the strategic highway network for South Essex, as shown on the overview map opposite.

There are two main elements to the Interchange: the Fairglen Roundabout and the Rayleigh Spur Roundabout. The A1245 intersects the A127 at the Fairglen Roundabout, while the A130 intersects the A1245 at the Rayleigh Spur Roundabout. Both of the roundabouts are connected via the A1245 link.

Who uses the A127 / A130 Fairglen Interchange and how are they using it?

The A127 / A130 Fairglen Interchange is a popular route with commuting motorists and freight using the A127 to travel between Southend, Canvey Island and the surrounding area to the east, and to Basildon and London to the west. It also connects Chelmsford to the north with the ports and other industries around Thurrock and Tilbury to the south. Seasonal trips to Southend and the coastal resorts of South Essex also contribute to the number of drivers who rely on the Interchange.

Local Authorities across the South Essex area each have significant plans for growth in housing and jobs. It is estimated that over 62,000 jobs will be created up to 2037, meaning as many as 4,000 homes per year will be needed to accommodate a growing population. This will add to the number of people who use the Interchange, and increase daily congestion levels.

Current traffic flow data shows that the A130 arm from the north of the Interchange has reached its maximum capacity, while all other arms on the Rayleigh Spur and Fairglen roundabouts are nearing their capacity limits.

The highest traffic flows are experienced on the A127 westbound towards London during the morning peak period (7am to 8am), and A127 eastbound during the afternoon peak. High flows are also common on the A130 travelling towards Southend. This results in higher congestion along the A1245 link, which connects the two roundabouts that comprise the A127 / A130 Fairglen Interchange.

What are the problems?

We have carried out an extensive study of the Interchange to identify the various problems that are experienced by road users, as well as their causes:

- High levels of congestion
- Three major roads joining at one location, leading to traffic conflicts
- Slow average speeds and unreliable journey times
- A high proportion of side swipe and night time collisions at the Fairglen Roundabout, as well as rear end collisions on approaches and slip roads - this is potentially due to poor lane discipline
- Evidence of vehicle collisions at Rayleigh Spur roundabout, possibly as a result of poor sight lines on the approaches
- Due to its strategic location, incidents on the wider road network have severe impacts on traffic flows at the Interchange

High levels of congestion

Poor visibility on approaches

Slow average speeds and unreliable journey times

Problems on the wider road network severely affect Fairglen Interchange

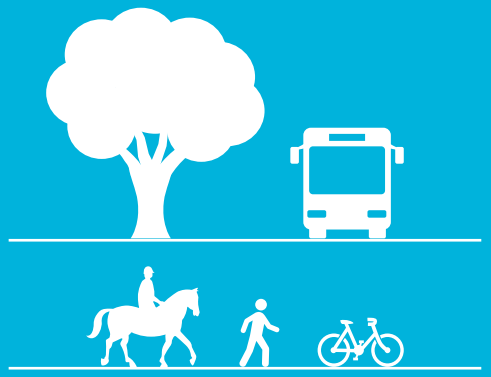
Many incidents at Fairglen roundabout at night and on approaches and slip roads

Scheme objectives

Connectivity

Accommodate future travel demands to facilitate growth across South Essex.

Ensure good connectivity to/from South Essex via key transport corridors.

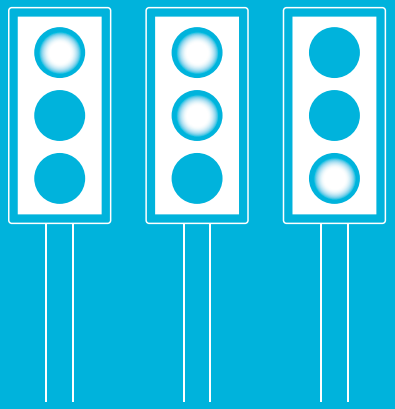


Environment / Sustainability

Improve opportunities for residents and employees in South Essex to access alternative sustainable transport modes and encourage their use.

Protect and enhance the natural, built and historic environments.

Improve connectivity for non-motorised users at the A127 / A130 Fairglen Interchange.



Resilience

Manage congestion at peak times to ensure reliable journey times through the A127 / A130 Fairglen Interchange.

Ensure Essex County Council assets are appropriate for the future highway network.

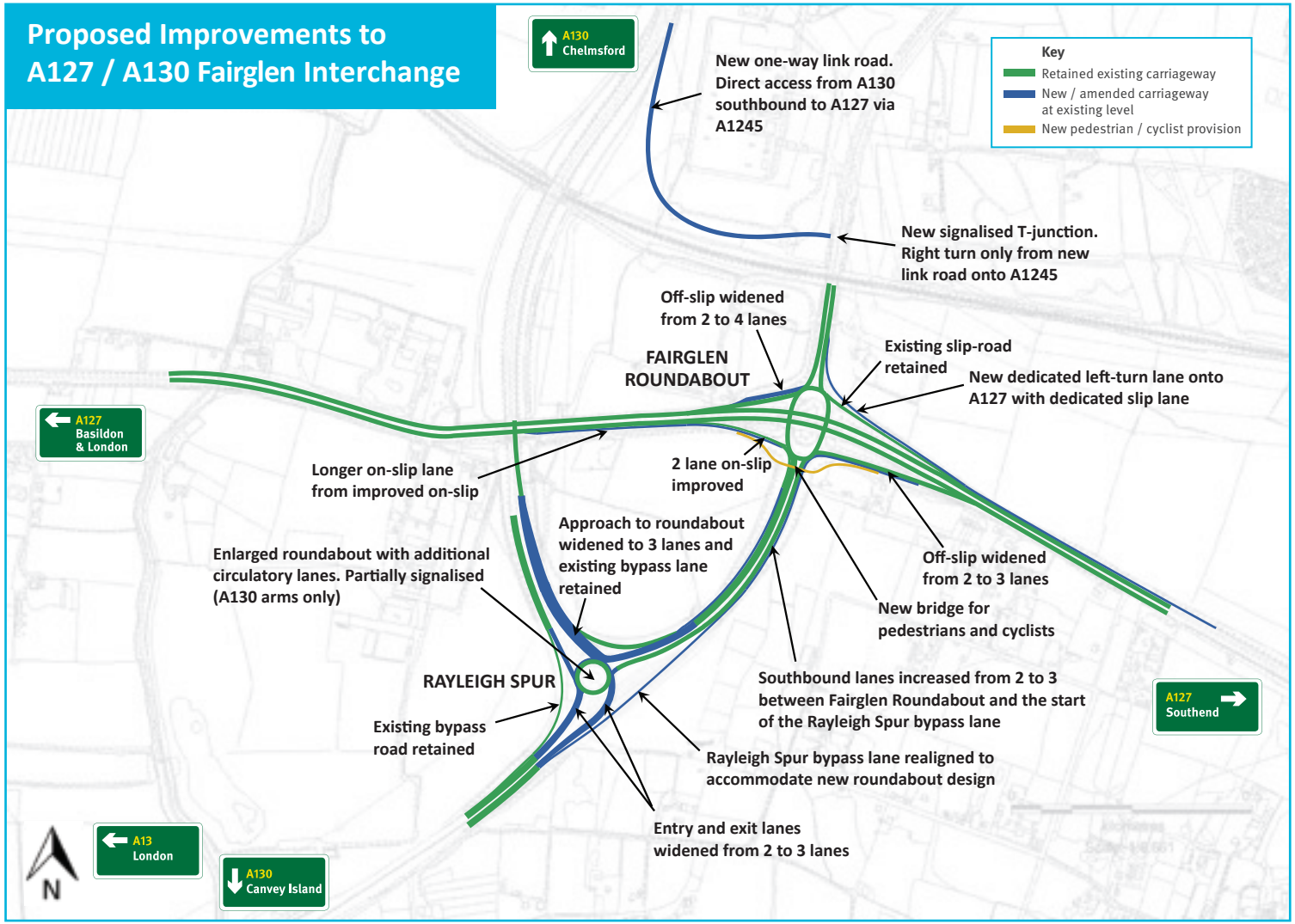
Safety

Improve safety at the A127 / A130 Fairglen Interchange through appropriate geometric design, signage, speed limits and visibility.

Proposed improvements

In February 2017 we published details of the best performing option. This is known as the 'Short Term Option' and it includes the following key features:

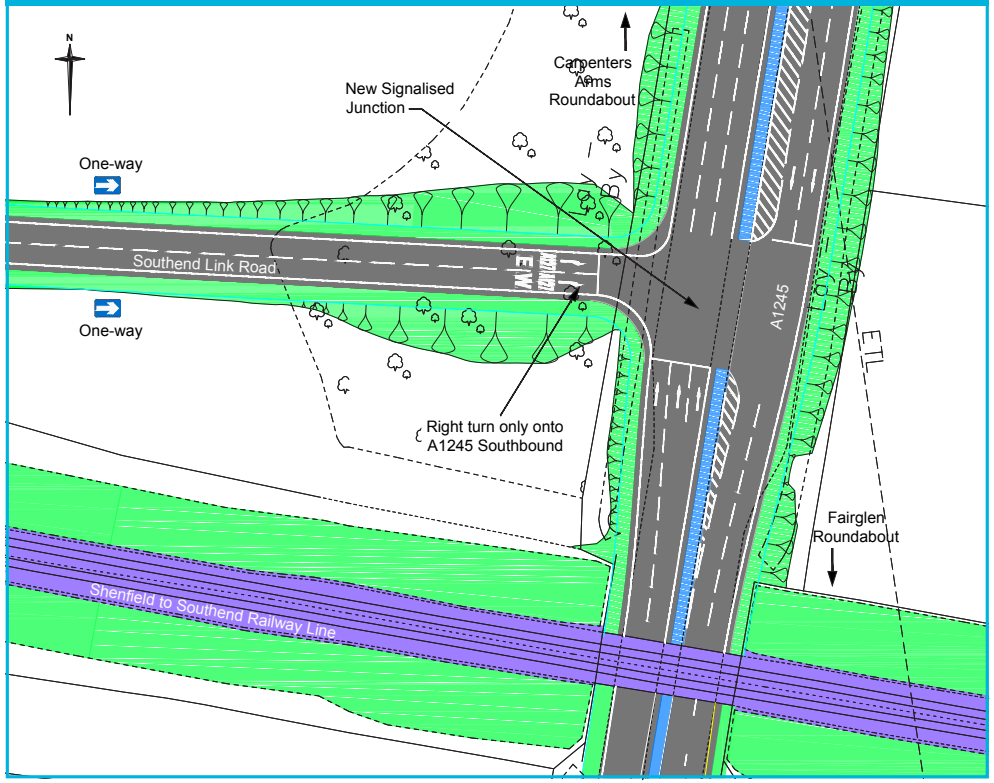
- New 'Southend Link Road' north of railway line from A130 southbound, with a new signalised junction on the A1245, restricted to right turn movements
- Widened slip roads on all Fairglen Roundabout arms
- Additional and/or longer slip lanes on both A127 on-slips
- Improvements at Rayleigh Spur Roundabout, including signal control
- New bridge for pedestrians and cyclists.



Key features of the proposals

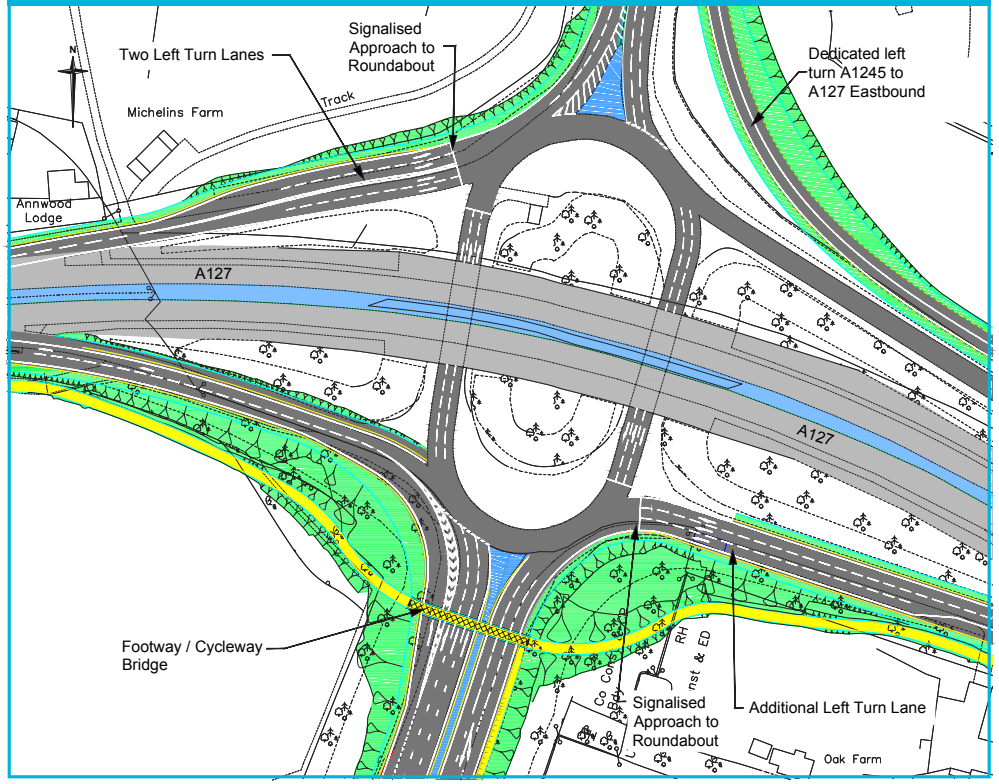
The following images provide a close-up view of some of the key features of our planned improvements to the Fairglen Interchange.

New link road from A130 to A127 via A1245



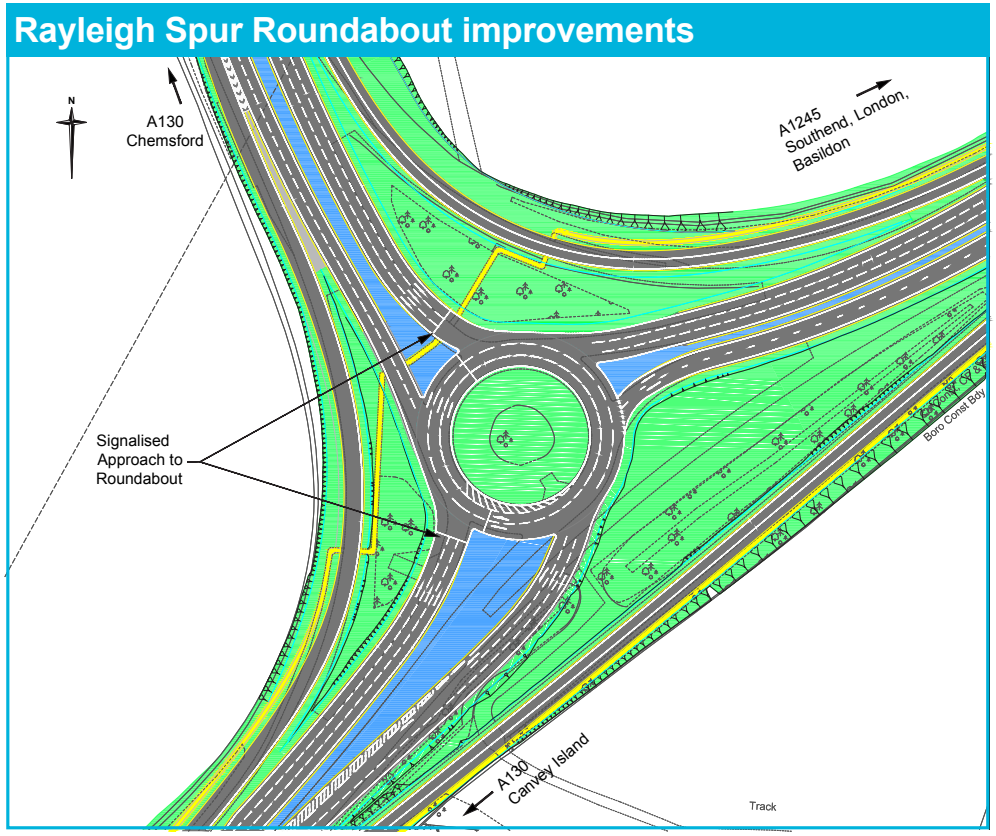
- A new link road would provide a direct route from the A130 southbound to the A1245, from where traffic could easily access the A127.
- This single-lane road, which would widen to two lanes at the traffic signals, would help relieve pressure on the Rayleigh Spur Roundabout, where delays for traffic entering on the A130 southbound can be severe.
- Access to the link road would be via a single-lane slip road. The link 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.

Fairglen Roundabout improvements



- A new dedicated left-turn lane from A1245 to A127 eastbound, bypassing the roundabout, with the 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 the Fairglen Roundabout to the start of the Rayleigh Spur bypass lane.

Rayleigh Spur Roundabout improvements



Key:-

- New / Amended Carriageway
- Footway / Cycleway
- Railway Line
- Verge / Earthworks
- Central Reserve

- 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 the 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 the 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 currently runs alongside to form a third lane.
- The A1245 southbound approach to the roundabout would continue to operate without traffic lights.

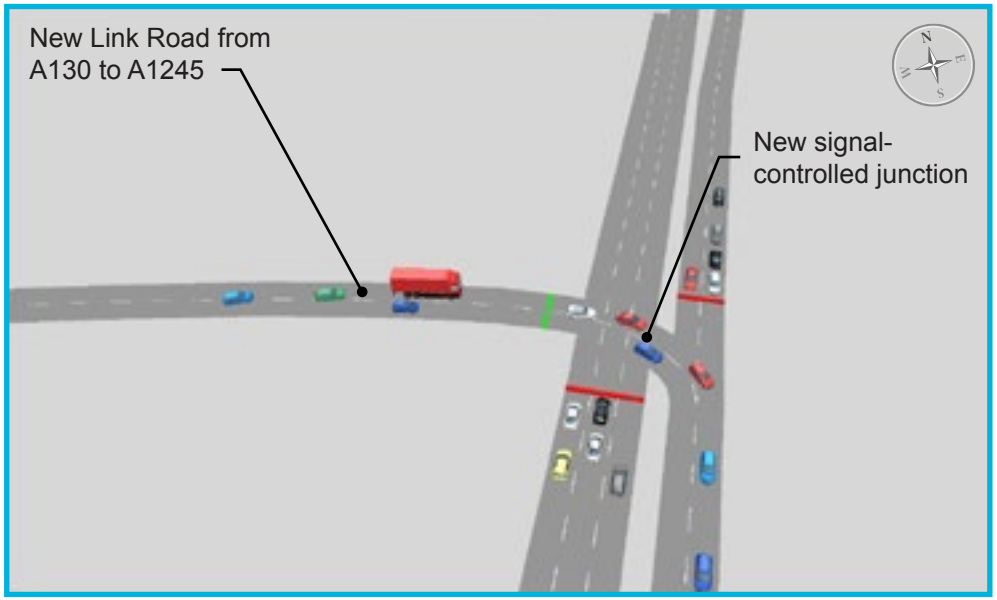
Effects on traffic movement and journey times

To predict where future delays and congestion are likely to occur on our network, and to test possible solutions to those problems, we produce computerised traffic models that are based on guidance from the Department for Transport (DfT).

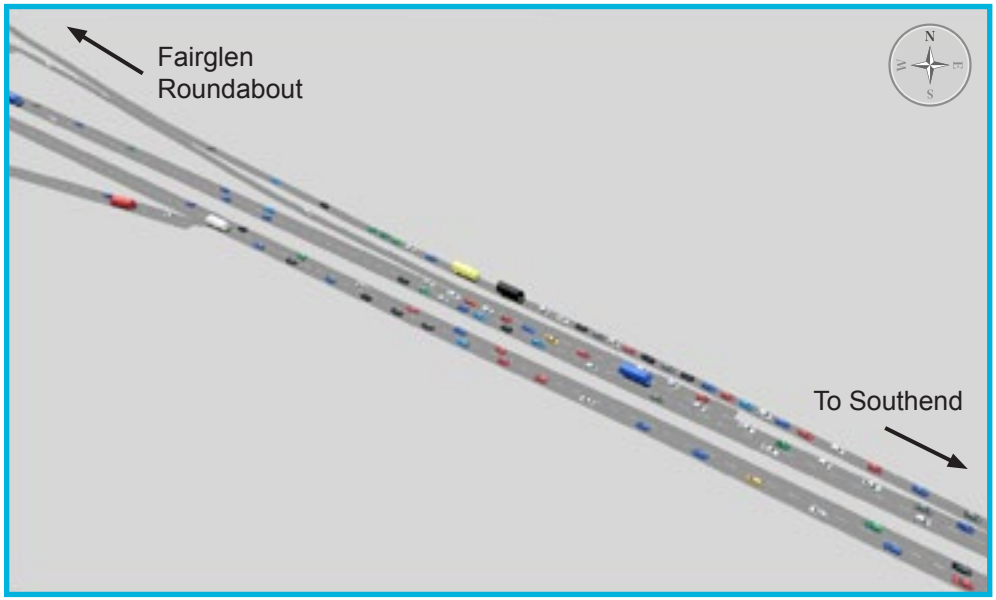
The traffic model used to assess the proposed improvements to the A127 / A130 Fairglen Interchange simulates traffic conditions in 2021 and in 2036. Future year traffic flows have been derived from strategic traffic model results provided by Highways England which take account of housing and employment growth across the region and the likely impact of the proposed Lower Thames Crossing.

The model helps us to assess what the levels of congestion would be if nothing is done to improve the Interchange, and what they would be if the proposed improvements are carried out.

Our model clearly demonstrates that the currently high levels of congestion at the Interchange would become worse over time if no action is taken. It also shows that the proposed improvements would result in considerable time savings for most journeys through the Interchange.



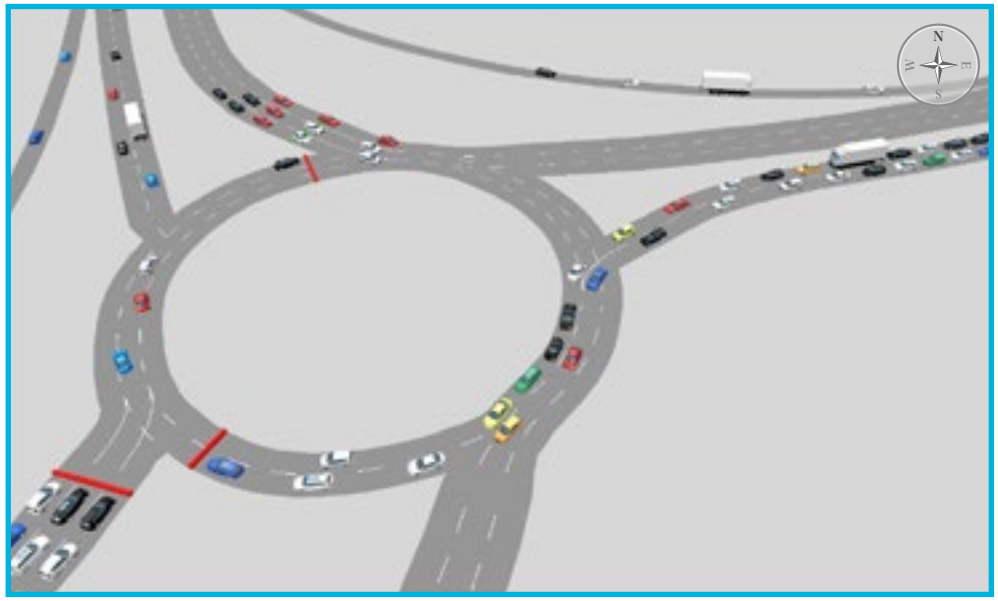
2036 PM Peak Traffic Model Screen Shot: New signalised T-Junction on A1245



2036 PM Peak Traffic Model Screen Shot: New dedicated left-turn lane on to A127

Table 2 summarises the average journey time savings predicted for each vehicle passing through Fairglen Interchange in 2036 as a result of the proposed improvements. The journey time savings are quoted for the busiest hours of the morning, inter-peak and evening peak periods and vary between 1.5 minutes and 3.5 minutes, with the largest travel time savings predicted for the morning peak period.

The improvements at Fairglen Interchange will enable traffic to access the eastbound A127 more easily and eventually it is predicted that the capacity of the A127 between Fairglen Interchange and Rayleigh Weir will become a limiting factor. Widening of the A127 between Fairglen Interchange and Rayleigh Weir to three lanes in each direction will need to be considered in the future.



2036 PM Peak Traffic Model Screen Shot: Enlarged and signalised Rayleigh Spur Roundabout

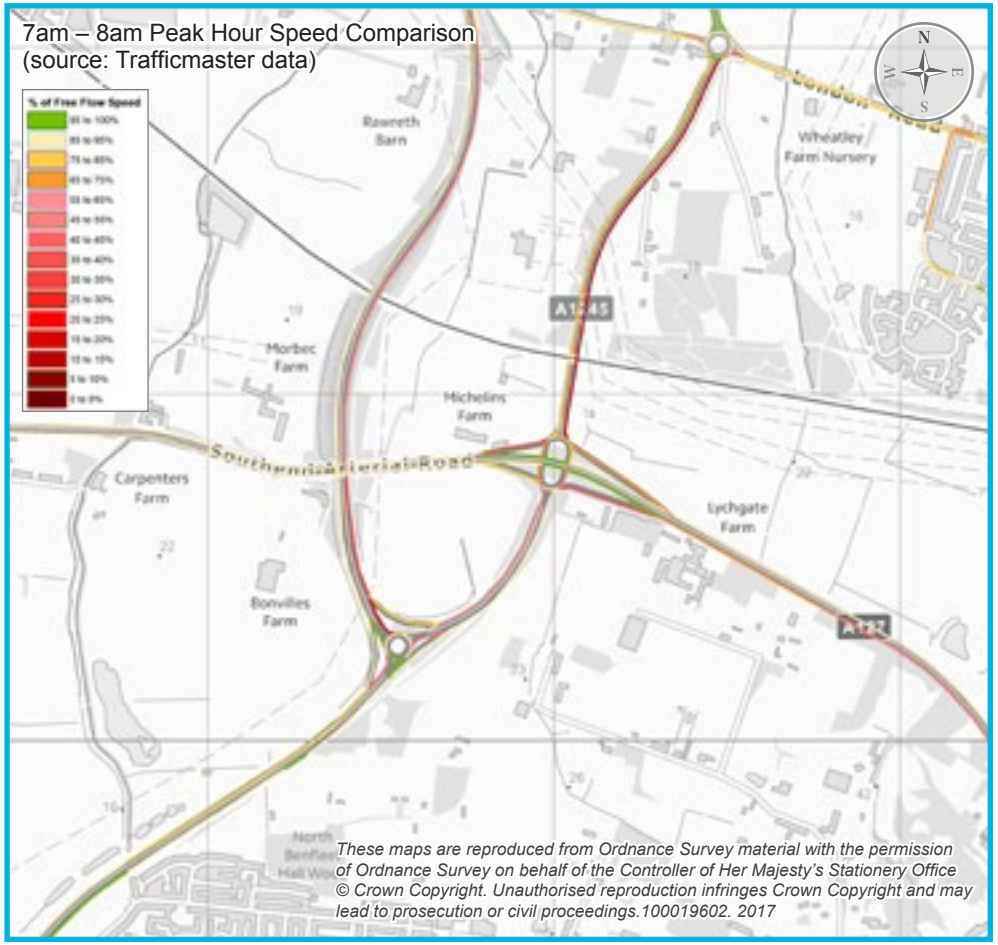
Time of day	Average modelled travel time saving per vehicle due to the scheme in 2036
Morning Peak (7.15am - 08.15am)	3 minutes 18 seconds
Inter Peak (3pm - 4pm)	2 minutes
Evening Peak (4.30pm – 5.30pm)	1 minute 48 seconds

***Table 2:** Average journey time savings in 2036*

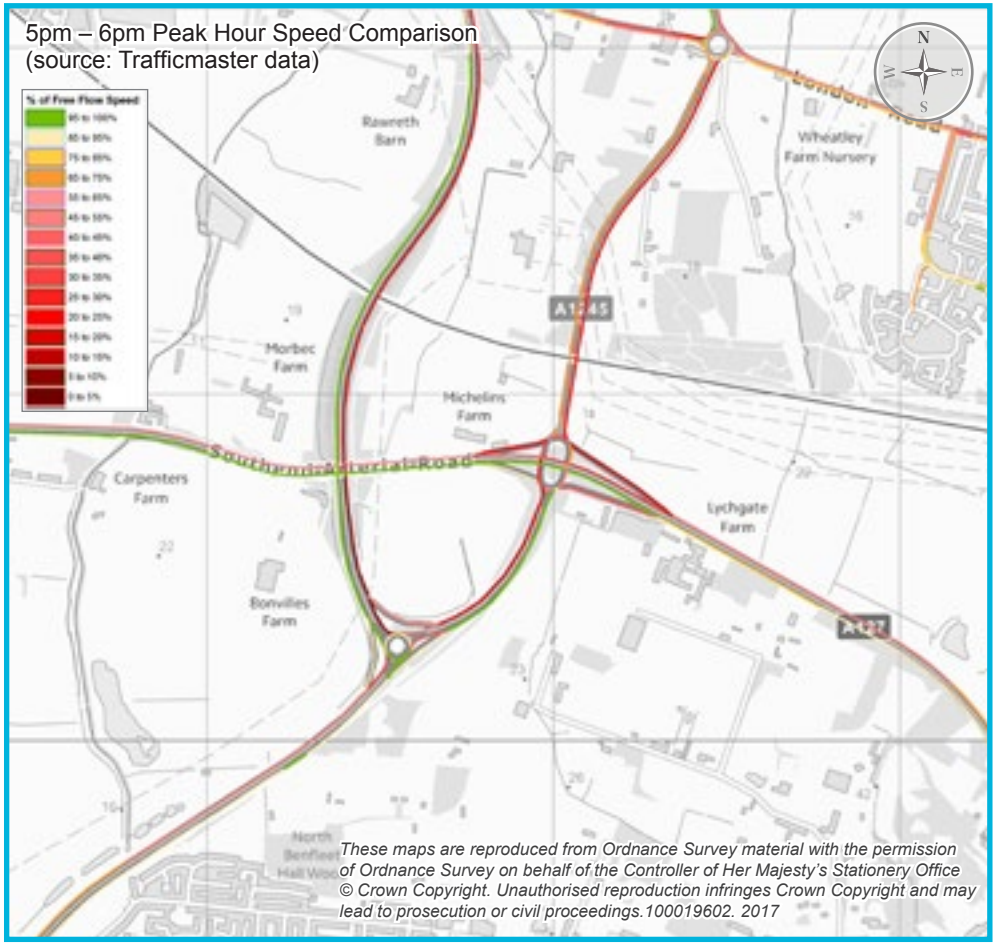
How will the scheme reduce congestion?

Congestion at the A127 / A130 Fairglen Interchange is already significant in the morning and evening peaks – as can be seen from the following two images, which show the difference between peak and off-peak traffic speeds in 2016 expressed as a percentage. The sections of road that are coloured in shades of red are those that experience the lowest traffic speeds as a result of congestion. Clearly, many of the approaches and exits at the Fairglen and Rayleigh Spur roundabouts suffer from the problem of poor journey times. With predicted traffic growth, congestion will only get worse if nothing is done to improve the Interchange.

7am – 8am Peak Hour Speed Comparison
(source: Trafficmaster data)

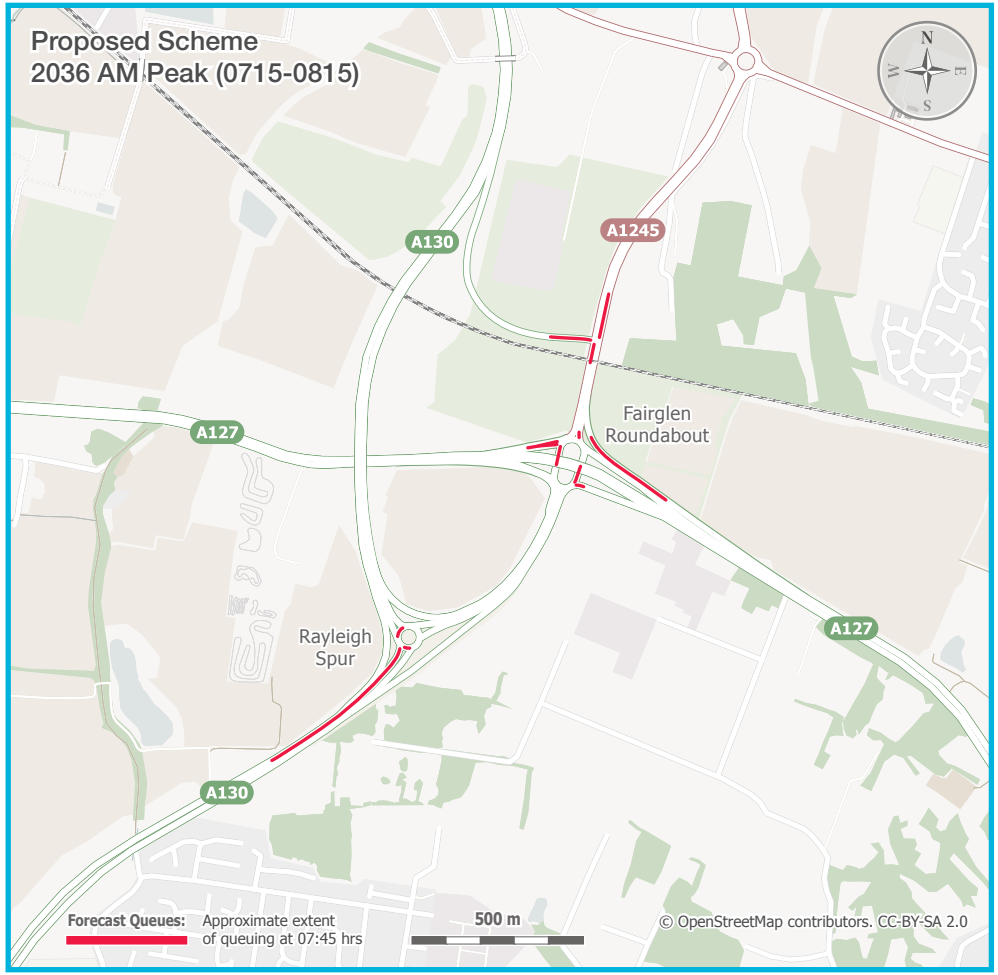


5pm – 6pm Peak Hour Speed Comparison
(source: Trafficmaster data)



The following images show the average length of stop-start queues that are forecast for 2036 in the morning and evening peak hours, should the short-term scheme that we are consulting on be implemented. Motorists would benefit from reduced queues and journey times compared with the scenario where no improvements were made to the Interchange.

Predicted traffic levels for the 2036 model assume that the Lower Thames Crossing is operational, and this is expected to result in significant changes to the way in which traffic passes through the Fairglen Interchange. We will continue to develop our understanding of traffic flows around the improved Fairglen Interchange as more information and modelling on the Lower Thames Crossing becomes available.



Economic benefits of the scheme

The economic impact of the proposed scheme has been assessed in accordance with Department for Transport (DfT) guidance. It includes an assessment of transport user benefits resulting from travel time savings, changes to vehicle operating costs, and indirect tax revenues. It also considered the disbenefits of the scheme. Greenhouse gases (calculated based on average fuel consumption for all trips between a given origin and destination) as well as collisions costs (calculated using relevant collision rates), associated costs and forecast traffic volumes were all assessed.

Funding for this scheme is being provided by Essex County Council and the Department for Transport via the South East Local Enterprise Partnership (SELEP).

The Benefit Cost Ratio (BCR) of the scheme shows if it provides value for money, and is derived by dividing the overall scheme benefits by the overall scheme costs. BCR is represented as a unit upwards of 1.0, with values above 1.5 deemed to have medium to very high benefits.

Based on the latest economic modelling, the BCR of the Fairglen scheme has been calculated as 6.9, which is rated as 'Very High' value for money. As the scheme progresses, the economic assessment will be updated, therefore these BCR values are subject to change.

Benefit Cost Ratio (BCR)	
BCR	Rating
6.9	'Very good'

Environmental assessment of the proposed scheme

How have potential impacts been assessed?

We have carried out an environmental appraisal of the proposed improvements to the A127 / A130 Fairglen Interchange. It provides us with a summary of the likely effects, both positive and negative, of carrying out the changes, and helps us to suggest different ways of reducing or 'mitigating' negative impacts. This means that mitigation is built into our plans at an early stage and provides the basis for further environmental assessment as the project progresses. Our appraisal was completed by environmental specialists, using both desk based research and site surveys.

How will potential impacts continue to be assessed as the scheme progresses?

We will update our environmental appraisal later in 2018, once we have considered the feedback we receive through this consultation and made any changes to our proposals that may be needed. We will also consider updated traffic modelling information. The updated environmental appraisal will be used to help refine our plans for the Interchange and to support planning requirements which may be needed.

Soprano pipistrelle bat during ecology survey.
Image provided by Jacobs Ecology Team, Croydon Office.

Summary of environmental assessment

We have looked into the potential environmental impacts of the scheme by dividing our appraisal into a number of topics, for example air quality, noise, and biodiversity. The table below provides a short summary of the key findings for each of these topics.

	How the impacts have been assessed?	Future assessment/ surveys	Summary of potential impacts	Mitigation options
Air Quality	▪ Monitoring on site to collect information on current air quality in the area. ▪ Modelling using specialised software to determine potential effects of the proposals.	▪ Further modelling in 2018 using updated traffic modelling data and refined design.	▪ The modelling has not shown an overall exceedance of recommended air quality levels. ▪ The proposed scheme is not predicted to lead to large increases in regional emissions (i.e. the combined effects of all the scheme emissions on the wider area). ▪ We do not expect that the proposals would cause any large effects on air quality.	▪ No mitigation measures are required.
Cultural Heritage	▪ Desktop assessment and a review of historic records.	▪ Further appraisal as the scheme design is refined.	▪ There are no known archaeological remains within the footprint of the proposed scheme. However, it is possible that unknown buried remains may be uncovered during construction. ▪ There are no historic buildings within the footprint of the proposed scheme. The 'setting' or views (from a building and of a building) of one listed building may be affected.	▪ Impacts on the setting of the listed building will be minimised through sensitive design and landscaping. ▪ A watching brief will be undertaken during any ground excavations to check for buried archaeological remains.
Landscape and Visual	▪ Tree survey. ▪ Site visit. ▪ Desktop assessment.	▪ Further appraisal as the proposals are refined.	▪ The scheme will have local effects from the small amounts of land taken and temporary loss of trees and hedges. ▪ Any effects of tree and vegetation loss are not likely to be significant, considering the roads and junctions already in place.	▪ Earthworks from the proposed scheme will be landscaped and replanted to reduce the visual impact. ▪ Tree protection measures will be put in place prior to site works for large, older trees.
Ecology and Nature Conservation	▪ Desktop assessment and review of historic records. ▪ Ongoing surveys for bats, dormice, badgers, water voles, otters, reptiles and great crested newts.	▪ Further surveys in 2018 ▪ Further appraisal of ongoing design.	▪ The proposed scheme may lead to the small scale loss of potential habitats for a number of protected species. The construction works may also lead to direct disturbance of individual specimens.	▪ Land will be set aside to compensate for some lost habitat ▪ Specialists will remove species prior to construction and relocate to alternative habitats ▪ Standard pollution prevention measures.

	How the impacts have been assessed?	Future assessment/ surveys	Summary of potential impacts	Mitigation options
Geology and Soils	▪ Desktop assessment ▪ Surface water sampling surveys	▪ Samples taken during future site investigations to check for contaminated soils	▪ The proposed scheme may disturb contaminated land or cause pollution to water from construction activities.	▪ We will use proven mitigation measures to prevent pollution during construction of the proposed scheme.
Materials	▪ Desktop assessment	▪ Detailed assessment once design has been refined.	▪ The construction of the scheme will use finite materials such as aggregates. ▪ The scheme will also use materials after being constructed – for maintenance and to operate the scheme lighting.	▪ Existing materials will be reused where possible. If they cannot be reused they will be disposed of responsibly. Management methods will be put in place to minimise the use of new materials.
Noise and Vibration	▪ Monitoring on site to collect information on current noise levels in the area. ▪ Modelling using specialised software to determine noise levels when the improved road is in use.	▪ Further modelling using updated traffic modelling data and refined design.	▪ For the majority of areas, the scheme will not lead to a perceptible increase in noise.	▪ We will consider options for providing noise barriers in locations where it is required. Noise barriers and other forms of noise mitigation can be made from earthworks or noise screens, depending on the availability of space and expected noise levels.
All travellers – drivers, pedestrians, cyclists and other users of the area.	▪ Desktop assessment	▪ Further appraisal as the Proposed Scheme design is refined.	▪ There may be temporary or permanent diversions of footpaths. However, the proposed scheme will seek to maintain footpaths where possible. There should be beneficial effects from the reduction in congestion. We are maintaining all existing cycling infrastructure and providing a new bridge crossing.	▪ Public rights of way will be maintained or rerouted during construction with good signage. These will be reinstated where possible following construction works.
Community and Private Assets	▪ Desktop assessment	▪ Further appraisal as the Proposed Scheme design is refined.	▪ The scheme would require us to build on a small amount of land at Crouch Valley Showground. Local community and private assets, including local businesses, may benefit from improved connectivity and traffic flows at the Interchange.’	▪ Maintain access during construction. ▪ Minimise the amount of land required for the scheme through ongoing design refinement.
Water Environment	▪ Desktop assessment ▪ Walkover survey.	▪ Further Flood Risk Assessment ▪ Further appraisal as the Proposed Scheme design is updated	▪ The area currently suffers from flooding. Mitigation measures will be built into the scheme to reduce the flood risk from the new sections of road. ▪ There may be some loss of stream quality from the increased amount of paved areas. However, mitigation measures will reduce this risk.	▪ It may be that floodplain compensation (providing areas for flood waters to pool) will be required to manage flood risk. ▪ Drainage ponds will be required to manage flood risk from the drainage system. ▪ The proposed scheme will be appropriately designed to prevent degradation of water quality.

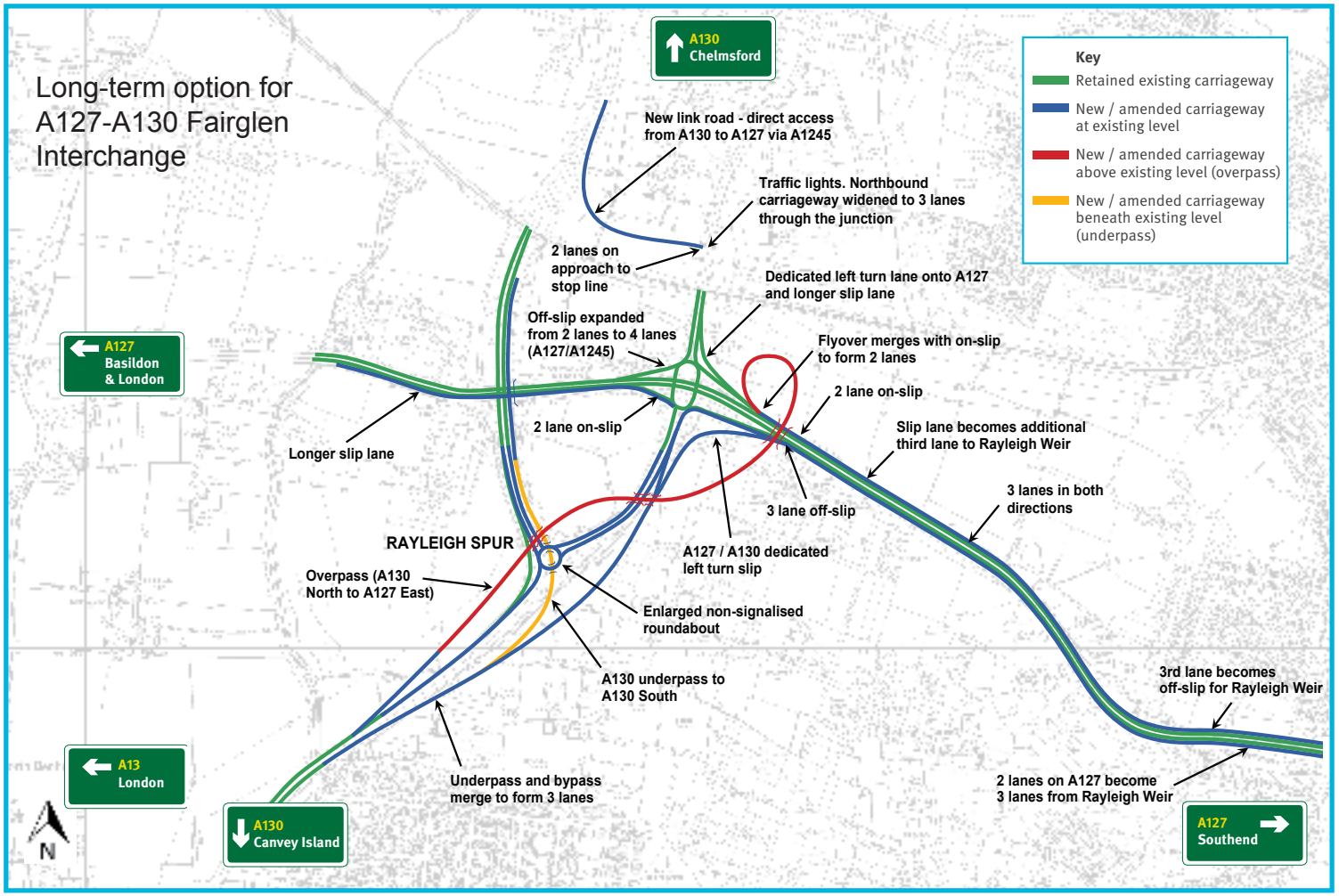
Future-proofing and the need for a long-term solution

With the forecast creation of 62,000 new jobs by 2037 and as many as 4,000 new homes per year over the same period, we need to be prepared for long-term traffic growth. We have looked at a long-term solution in order to make sure that the short term scheme has a lasting legacy, and will not obstruct future improvements to the highway network at this key interchange or implement work now that could be abortive in the long term scheme.

There is extensive design work to be carried out, but we are sharing the current indicative long-term scheme layout to show what might be needed in the future. The indicative long-term solution is shown in the Figure 'Long-Term Option' opposite.

The recommended long-term solution has greater value for money and a lower cost in comparison to other assessed long-term options. It also enhances and builds on the 'Short-Term Option'.

For now, the Long-Term option is not funded, and no work is being carried out on its design. Decisions on whether to proceed with the 'Long-Term Option' will be taken several years from now, and we would hold a full public consultation on those proposals in advance. The focus of this consultation is the 'Short-Term Option' only.



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.100019602. 2017

Road alignment is indicative and is subject to further design development

Consultation process

Why are we consulting?

This consultation is an opportunity for members of the public and stakeholders (such as businesses, organisations and groups) to comment on our proposals for improvements to the A127 / A130 Fairglen Interchange. During this consultation, we are distributing information on the proposals widely so that anyone with an interest has an opportunity to give feedback on the scheme.

How can you access more information?

This brochure provides detailed information on what we are proposing and why. The information is also available at www.essex.gov.uk/fairglen along with other information about the scheme. If you have any questions about the scheme or the consultation, you can reach us using the contact information on page 21. For other ways of staying in touch, for example Twitter and Facebook, please refer to the details on the back page of this document.

How can you give feedback on the proposals?

Please see page 21 for detailed information about how you can respond to this consultation, including a paper questionnaire that you can fill in if you choose.

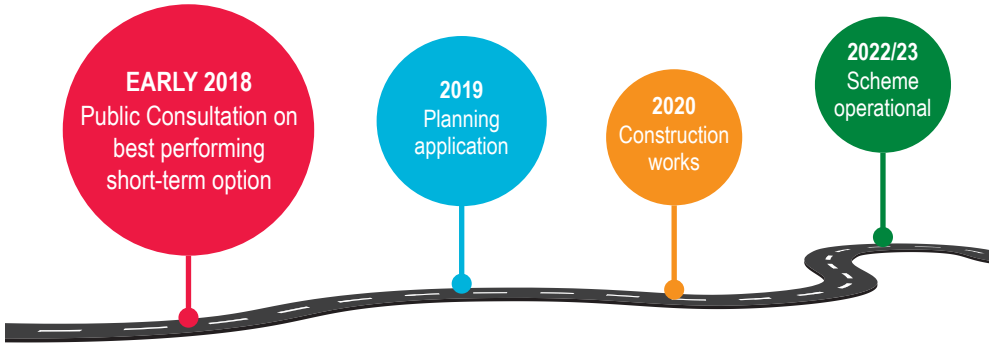
When is the consultation open?

The consultation is open from Tuesday 6 February until Tuesday 20 March 2018. We will accept feedback until 11:59pm on 20 March, but responses received after this time may not be included in our analysis.

What happens after the consultation has closed?

When the consultation has closed, we will carefully read all of the feedback we receive and prepare a report that summarises the issues raised. This report will be published on the Essex County Council website, and will stand as a public record of public and stakeholder opinions on the proposals. We will use this report to reach final decisions on how to proceed with the A127 / A130 Fairglen Interchange scheme.

We will contact respondents and stakeholders who have provided us with an email address, telling them where to find our consultation report online, and outlining any decisions that have been taken as to how we might proceed with the scheme. Subject to a successful consultation, construction on the A127 / A130 Fairglen Interchange is expected to start in 2020.



How to respond

Please respond using one of the following channels, which have been set up for the specific purpose of this consultation:

Online: ***www.essex.gov.uk/fairglen***

Email: You can email your response to: ***Fairglen.Interchange@jacobs.com***

Post: You can post your response to the following address:

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

The consultation runs from 6 February 2018 to 20 March 2018.

Responses received after the closure of the consultation period at 11:59pm on the 20 of March 2018 will not be accepted.

When responding, please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of an organisation, please make it clear whom the organisation represents and, where applicable, how the views of members were assembled.

Confidentiality and data protection

The contact information that you provide will be used to perform internal checks to ensure the validity of responses, such as identifying a duplicate response where responses have been submitted via several routes. We may also use this information to inform respondents of any key updates of the consultation.

Information will be shared with Jacobs, our appointed contractor who will be managing the analysis of the responses.

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes. These are primarily the Freedom of Information Act 2000 (FOI), the Data Protection Act 1998 and the Environmental Information Regulations 2004.

Under the FOI, there is a statutory Code of Practice with which public authorities must comply and which deals with our confidentiality obligations among other things.

Consultation questionnaire

You can complete this questionnaire online at ***www.essex.gov.uk/fairglen***

Q1) Title: ..... First Name: ..... Last Name: .....

Q2) Please tell us your postcode: .....

Q3) Please provide an email address: .....

Q4) Do you think improvements are needed at the Fairglen Interchange? ☐ Yes ☐ No

Q5) Do you support the proposed short term scheme presented in this document?

☐ Strongly support ☐ Support ☐ Neither support nor oppose ☐ Oppose ☐ Strongly oppose

Please explain the reasons for your answer (if you would like to provide additional comments please write them on the continuation sheet at the back of this response form and send it to the address stated at the start of this form):

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Q6) 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 (eg. motorbike or scooter)
- ☐ Bus
- ☐ Cycle
- ☐ Walking
- ☐ LGV / HGV / Lorry
- ☐ Other, please state: .....

Q7) Are you completing this questionnaire on behalf of:

Select one box

- ☐ Yourself (as an individual)
- ☐ A friend or relative (Please answer using their details)
- ☐ A District / Local authority
- ☐ A Voluntary or Community Sector Organisation (VCS)
- ☐ A Business

If you are responding on behalf of an organisation, please tell us:

The name of the organisation: .....

Who the organisation represents: .....

.....

Where applicable, how the views of members were assembled: .....

.....

.....

.....

.....

Q8) Demographic information

In order to ensure the continued development of our Diversity and Equality practices, everyone that we work with is asked to complete the information below. You are not obliged to answer any of the questions, but the more information you supply, the more effective our monitoring will be. If you choose not to answer questions, it will not affect your participation. The information you supply below is confidential and will be used solely for monitoring purposes

a) Age:

- ☐ 16-20
- ☐ 21-30
- ☐ 31-40
- ☐ 41-50
- ☐ 51-60
- ☐ 61-70
- ☐ 71-80
- ☐ 81-90
- ☐ 91 or over
- ☐ Prefer not to say

b) Gender:

- ☐ Male
- ☐ Female
- ☐ Prefer not to say

c) 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
- ☐ Asian Other
- ☐ Chinese
- ☐ Mixed Other
- ☐ Not Known
- ☐ Prefer not to say
- ☐ Other, please specify:

.....

d) Do you consider yourself to have a physical impairment?

☐ Yes ☐ No

e) Do you consider yourself to have a sensory impairment?

☐ Yes ☐ No

f) Do you consider yourself to have a learning difficulty or disability?

☐ Yes ☐ No

g) Are you currently caring for someone?

☐ Yes ☐ No
☐ Prefer not to say

h) Locality:

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

.....

Additional comments:

This information is issued by

Essex County Council
You can contact us in the following ways:

By email:
Fairglen.Interchange@jacobs.com

Visit our website:
www.essex.gov.uk/fairglen

By post:
Essex County Council
County Hall
Chelmsford
Essex
CM1 1QH

If responding to this consultation, please only use the dedicated response channels included on page 21 of this document.

Sign up to Keep Me Posted email updates on topics you want to hear about at:
essex.gov.uk/keepmeposted

Visit our website at **essex.gov.uk**

Follow us on **Essex_CC**

Find us on **fb.com/essexcountycouncil**

The information contained in this document can be translated, and/or made available in alternative formats, on request.

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