

A12 Margaretting Bypass reconstruction scheme

We'll be rebuilding sections of the A12 that are located between junctions 13 and 15 (also known as the Margaretting Bypass). This nearly two mile, three lane section of dual carriageway is over 48 years old, and its concrete surface is now nearing the end of its working life. We'll be removing the concrete road surface and some of the foundations, before rebuilding the road and resurfacing it with asphalt. This will improve safety, provide a smoother and quieter ride, and create a new modern road with a 40 to 50-year lifespan that'll be easier and quicker for us to repair in future.



Keep in contact

If you'd like more information about this work, then please feel free to contact us by calling the 24/7 National Highways Customer Contact Centre on 0300 123 5000, email info@nationalhighways.co.uk or visit our website at www.nationalhighways.co.uk/A12margaretting

Customer SMS text alert service

Another way we help customers when a breakdown or incident occurs within our roadworks is through our SMS service.

This sends out a text message to notify that there has been an incident which will impact this stretch of the A12 during morning or evening peak-time travel.

If you'd like to sign up for this service, then please send your mobile number to ConcreteRoadsEssex@nationalhighways.co.uk

Road users can also keep up to date on road closures by visiting our Traffic England website at www.trafficengland.com or by following us on Twitter (@HigwaysEAST).



A12 Margaretting Bypass reconstruction scheme



Overview

In February 2023 we'll start reconstructing nearly two miles of the A12 Margaretting Bypass, with work expected to be complete in summer 2024. We'll be working on the three lane concrete section of the carriageway, which can be found at the top end of the A12 between junctions 13 and 15.

The East region has the highest concentration of concrete roads on our road network, including the A11, A14, A12, A120 and M11. The surface of concrete roads that were designed between the 1950s and 1970s have an average life span of 50 years. Their surfaces are now reaching the stage where they will need to be repaired or replaced for safety reasons, and to help them be less noisy and better to drive on. Around half of the old-style concrete roads will either have repairs or will be replaced during the next five years. We'll be using innovative techniques and new technology to provide a modern road that will last for decades to come.

What is a contraflow?

We'll be using a contraflow system to keep the A12 open during the reconstruction of the road. A contraflow is when the road is shut in one direction and traffic is then moved over to drive on the opposite side of the road to share the remaining carriageway. This provides us with a clear working area that means we can work more quickly and safely.

Roadworks and diversions

We've tried to find a balance in serving through traffic on the A12, as well as the needs of local road users, but we're aware that our roadworks will cause delays on both the A12 and on local roads during peak morning and evening times.

We've completed an assessment to understand the impact of this work on users of the A12. It has been calculated that the maximum delay for vehicles travelling northbound will be 10 minutes, while the delay for those travelling southbound will be 15 minutes.

To help relieve congestion and try to keep disruption to a minimum, we'll be encouraging through traffic to remain on the A12, while making it clear that local roads should be used by local traffic only. We'll do this by continuing to engage with the local and wider community throughout the construction period, ensuring everyone is kept up to date with the latest information so they can make an informed decision about their journey.

