

## Essex Local Access Forum (ELAF) deadline 2 submission (13 Feb 2023)

- 1) The clarification by National Highways that routes labelled as “cycle tracks” have a right of way on foot as well as on a cycle. Do mobility scooters and scooters also have a right of way on these routes?
- 2) The clarification that all footway/ cycleway bridges have been designed to support equestrian use is also welcome. The stated exception being the new foot-/ cycle-way over the A12 at Marks Tey.  
It should be noted that it is the landowner who decides whether or not a public footpath over his/her land can be converted to a bridleway (or a restricted byway) not Essex County Council, the Highway Authority. Where a path runs over land that is permanently acquired by National Highways it is therefore National Highways who are able to confer higher rights and to determine whether a route will or will not be a public right of way.
- 3) The provision of crossings where it has effectively been impossible to cross the current A12 is welcome. It is unlikely that there will be overt “desire lines” across the current A12 as people are unlikely to desire to cross a dual / triple carriageway with central reservation barriers, which is what the A12 has become.
- 4) As noted in ELAF’s Relevant Representation [RR-026], there is still poor connectivity across the A12 from the housing in Witham to the countryside on the east & south side of the A12 bypass between Junction 21 Hatfield Peverel/ Witham south and Junction 22 Witham north. The only WCH crossing proposed is the new Gershwin Boulevard WCH bridge. The Order Limits are extensive on the south and east side of the A12. As replacing the A12 Wood End slip road bridge with a direct WCH bridge has been rejected, it is requested that a WCH route is provided between Latneys (the kennels) / Hatfield Peverel FP 29 and Howbridge Hall Road (public) / severed Witham FP 25 and the proposed new Gershwin Boulevard WCH bridge. This would provide a circular WCH route for the expanding population of Witham as well as connecting with PROWs to the south and east.  
  
It would be really good if an off-road route could be created between Howbridge Hall Road and Witham FP 96 by Olivers Nurseries in order to avoid the double bend section of the busy Maldon Road.  
It is noted that the Accompanied Site Visit on Thursday 2 March includes stop I at Howbridge Hall Road.
- 5) Also as noted, in ELAF’s Relevant Representation [RR-026], there is still poor WCH connectivity across the A12 between Rivenhall End and Kelvedon south / Kelvedon FP30 / Cranes Lane with the only crossing being the new Snivellers Lane WCH bridge by the Essex Fire and Rescue Centre. Rivenhall FP 46 is due to be extinguished; Rivenhall FP 45 will stop as now at the current / de-trunked A12 with no connection south to Rivenhall FP 36 which is being looped back on itself. As the Environment Agency are not happy with the proposed culverting arrangements for Rivenhall Brook, it is requested that a joint watercourse and footpath route across / under the new A12 is investigated.
- 6) The new path on the south / SE side of the A12 on National Highways land between Highfields Lane and the relocated Ewell Hall WCH bridge is welcomed. The Order Limits are extensive on the south and east side of the A12 from Highfields Lane to the new Junction 24 and on to the new slip road connection onto Inworth Road. It is requested that a WCH route is provided all the way across on this National Highways land, preferably not immediately adjacent to the A12, to provide an off-road through connection between Highfields Lane and Inworth Road. This would provide a circular route for the expanding population of Kelvedon and Feering.
- 7) Currently there are two crossings of the A12 at Feering – Threshelfords bridge / Feering FP 18 and the Nursery Bridge, the A12 slip road bridge. The current proposals only have one bridge – the Prested Hall access bridge. Prested Hall drive and the nearby Feering FP 15 will be severed by the new A12. It is requested that a replacement WCH bridge is provided at the north end of Feering. This will provide a circular route for the population of Feering which is due to double by 2033 with the provision of 1,000 new homes.

*K. Evans, Chairman - ELAF*

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