

From: [REDACTED]@bramhill.net [REDACTED]@bramhill.net>

Sent: 03 March 2023 13:58

To: A12chelmsfordA120 <A12chelmsfordA120@planninginspectorate.gov.uk>

Cc: Chris Stevenson Home [REDACTED]@icloud.com>; Stuart Johnson [REDACTED]@gmail.com>; Paul Avison [REDACTED]@avison.co.uk>; Nathaniel Catchpole [REDACTED]@gmail.com>; Rosie Pearson [REDACTED]@hotmail.co.uk>

Subject: Re: A12 inquiry and Colchester Cycling Campaign

Dear Mr Burnie,

The Colchester Cycling Campaign initial submission and a supplementary response are below. I upgraded my computer last November and have lost mail sent. The emails would have come either from Stuart Johnson (CCC chairman) or myself (CCC vice-secretary). I do hope that helps you to find the original paperwork.

Because we are centred on the area covered by Colchester city council, we are especially keen to see:

- a one stage bridge between old Marks Tey village, across both the A12 and the A120, connecting to the railway station
- better cycling links between the station and the new village to the southwest of the A120, and
- better cycling links between the old village and new housing developments in the Stanway area of Colchester.

Best wishes,

Will



Will Bramhill, vice-secretary, Colchester Cycling Campaign

[REDACTED]@colchester-cycling.org.uk, [REDACTED]

A12 Consultation Initial Response

Dear Sir or Madam

Colchester Cycling Campaign objects to the building of this road as currently proposed because it fails to adequately promote active travel or to fully include elements consistent with Gear Change, LTN1/20 or CD195. In terms of the section of the road within Colchester borough, it is not in accord with the existing or future local plans.

We outline shortfalls both in the scope of the scheme and the current design below. We also take issue with specific points. We are keen to work with Highways England and the DfT on increasing and improving cycling provision. We already have a constructive relationship with Essex County Council, Essex Highways and others, including as part of the active travel fund steering group.

MORE FUNDS FOR ACTIVE TRAVEL TO MITIGATE TRAFFIC GROWTH

Highways England and the government must recognise and mitigate – to a far greater degree than at present – the effect of road building and increased trunk road capacity on both urban and rural traffic growth.

The bulk of journeys made on the A12 begin and end in towns such as Colchester, while many more come from the hundreds of villages dotted around Essex.

Any growth in motor traffic caused by the new, wider A12 will increase urban congestion: Colchester is already at its limit. Motor traffic growth in country lanes will adversely affect rural utility cycling, perhaps wiping it out.

Part of the solution to this issue lies in enabling people to use other modes of transport than the car.

We urge Highways England and the Department for Transport to do more in this respect as a priority, preferably tied in with a fresh set of proposals for the A12.

GENERAL CYCLING ISSUES

A) Not radical enough The plans for cycling and walking in this project are not radical enough. The scheme fails to take on board the [thrust of Gear Change](#), which calls for a revolution in active travel. It also appears to ignore the need for one-stage crossings, one of the key elements advanced by Local Transport Note 1/20 to ensure efficient, coherent and direct cycle journeys.

CD195 says: "A single stage should be provided to eliminate the need for cycle traffic to wait on islands in the middle of signal controlled junctions" and "Staggered crossings shall not be used unless the central refuge can accommodate the design parameters for the cycle design vehicle." Not enough attention has been paid to these provisions.

These plans have been drawn up "car first" with other modes added as an afterthought. They rely too much on [REDACTED] This is evidence of Highways England's silo thinking, which should not continue.

In addition [REDACTED] of no road deaths by 2040. Except for the motorist, little account seems to have been taken of this within this scheme.

We believe that Highways England should also have conducted a two-stage Walking, Cycling and Horse-riding Assessment and Review (WCHAR), in accordance DMRB module GG 142. If done properly, that would have highlighted the (suppressed) demand for cycle movement in the local area.

B) Lack of detail There is a lack of detail for cycling provision in the consultation drawings. HE should supply a cycling layer, with provision drawn to the same standard

as the road itself rather than simply a coloured line. This would allow for easier interpretation.

There appear to be various points in this scheme where LTN 1/20 and/or CD195 are not applied well, notably in the use and type of crossings as well as the use of shared cycle/pedestrian routes (we regard Marks Tey as an urban area). There are too many uncontrolled crossings, particularly on sections of the old A12. These require better design for safety – perhaps wide splitter islands – or traffic signals.

C) Taking a holistic view: Funding for major roads such as this must include more money to promote cycling. The "pot" for the new road should include a substantial sum, perhaps 15 per cent of the budget. This would be given to the council/highways authority to work with HE and create complete LTN1/20-compliant cycling routes within a ten-mile wide corridor.

In the present plan most of the cycling provision is restricted to 200m of the new road. As mentioned, the cycling offering too often makes use of the existing sub-par infrastructure. This is not only next to useless but it will lead more motorists to complain that "cycle routes are provided but never used".

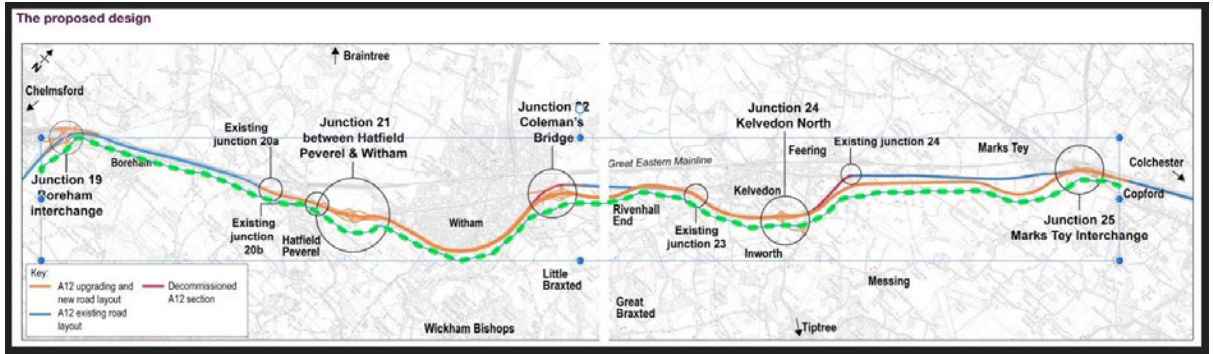
For cycling to be enabled, this scheme should include whole cycle routes, especially between large settlements and towns/villages with railway stations.

CYCLE ROUTES WE WANT TO SEE INCORPORATED IN THIS SCHEME

These are the routes that should be included in this scheme, based on the criteria above:

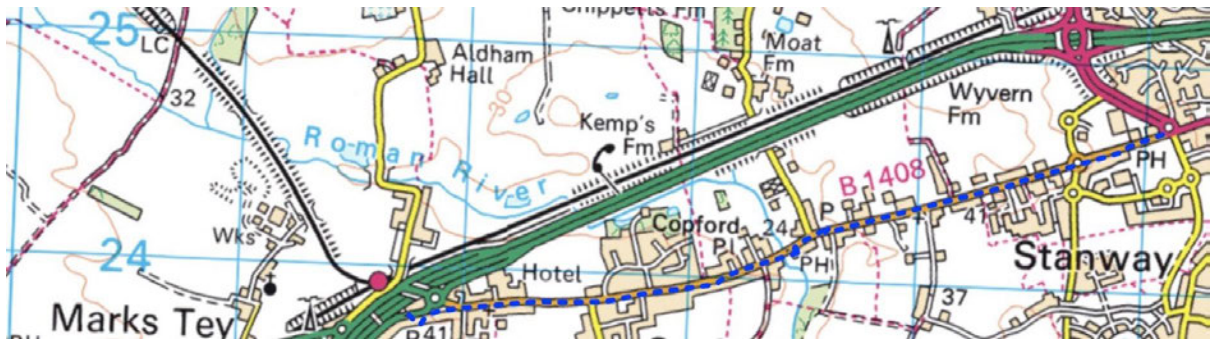
1. Marks Tey to Boreham (green dotted line for clarity): A cycle route along the southeast side of the road all the way from Marks Tey to Boreham (green dotted line). This should be a continuous, machine-laid route with priority over most side roads. This would offer commuters a real alternative to the car; note that since the advent of the electric bike, Dutch commutes have increased in length and long-distance commuting routes have become more popular. The current route peters out at Easthorpe Green Farm.

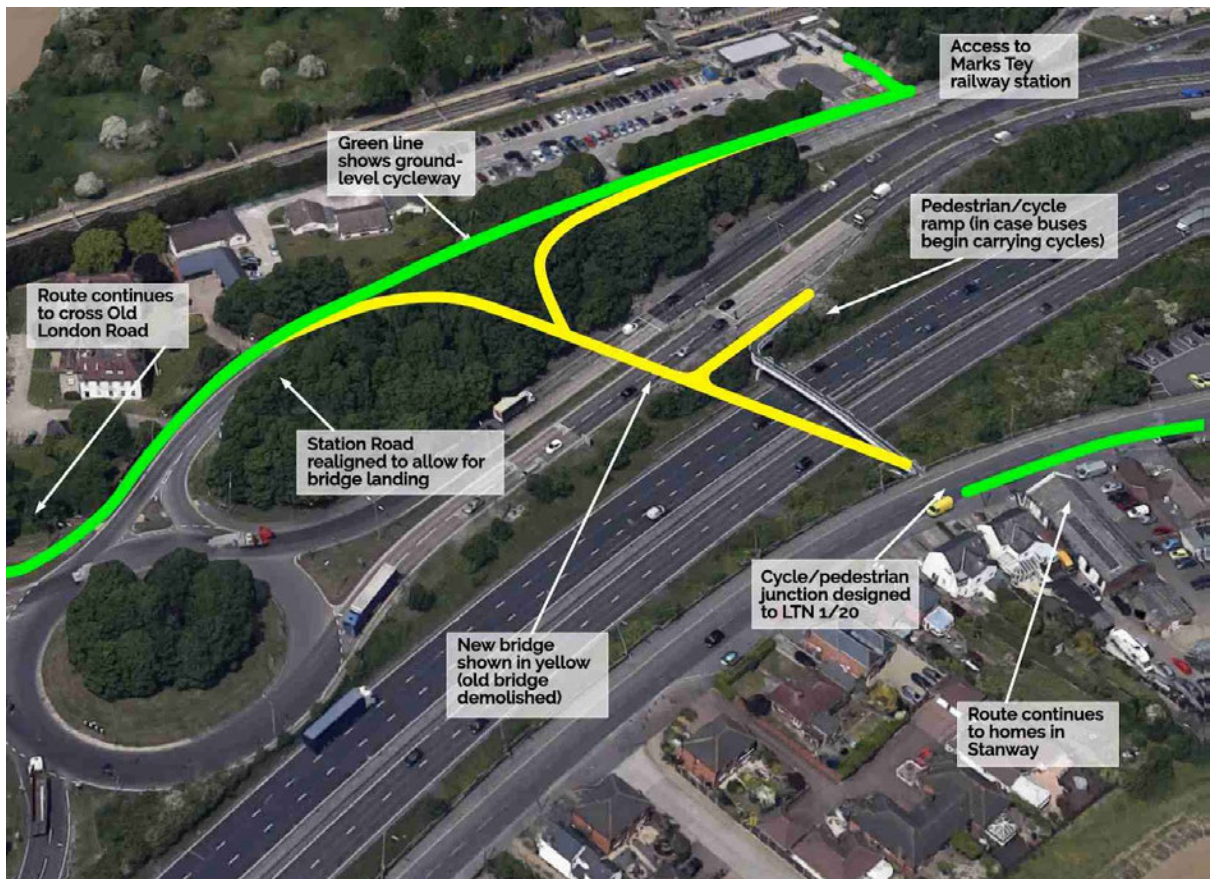




2 Stanway to the Marks Tey bridge (blue dotted line for clarity):

This would connect the thousands of homes being built in Stanway to enable residents to reach Marks Tey railway station for commuting purposes.

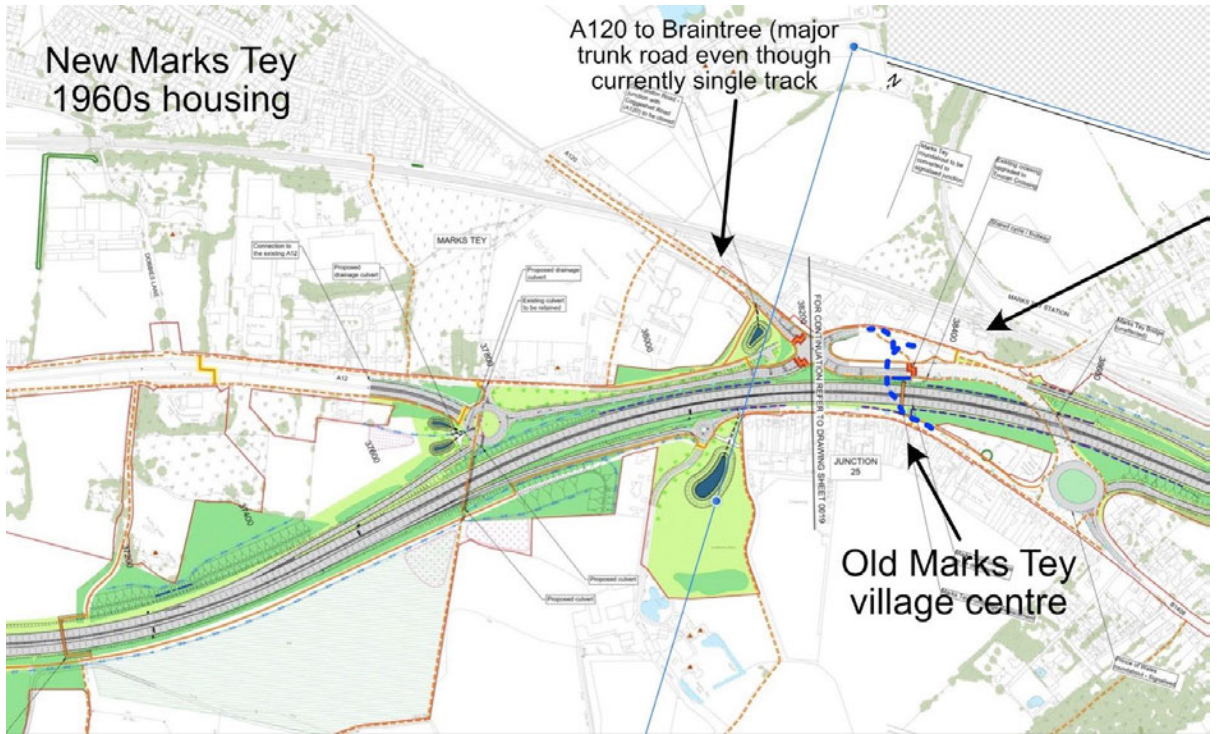




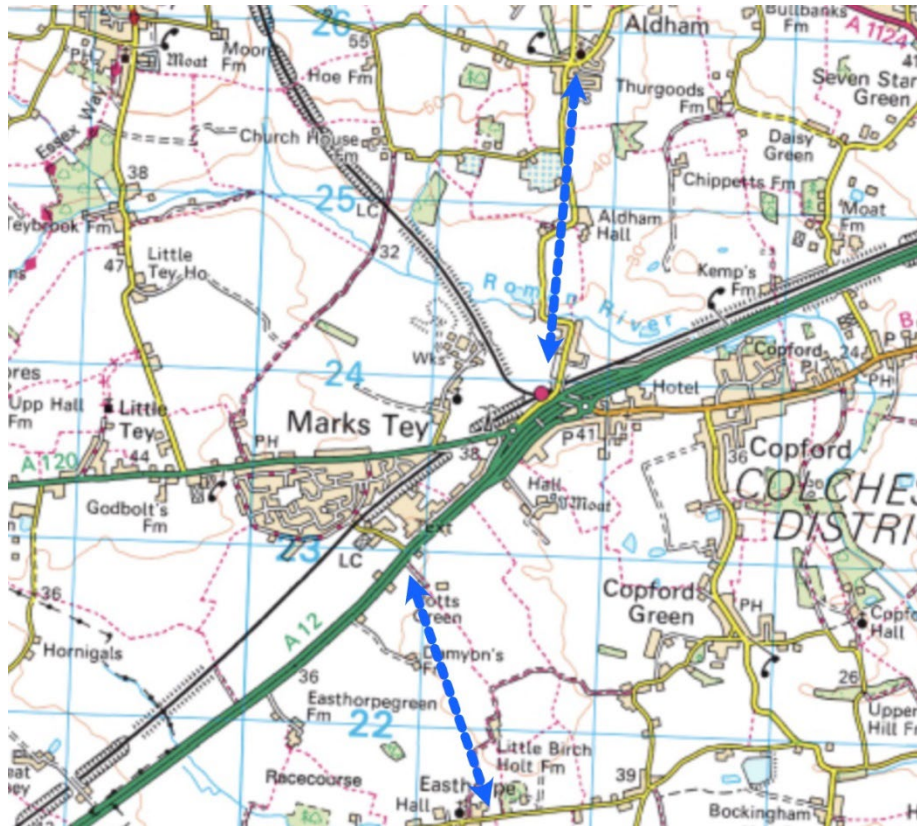
2a A revolutionary Marks Tey bridge

A new Y-shaped cycle/pedestrian bridge from Marks Tey south of the A12 to the railway station and Station Road/Old London Road on the north side of the A12. Note that this would rejoin the two halves of the village that have been split by the road for so long and also serve rail commuters living in the thousands of new homes in Stanway.

The northern landings would be outside the station entrance and (heading west) on the north side of Station Road (which may have to be realigned), with a spur to a westbound bus stop on the A120 (shared-use paths next to the A120 from the Prince of Wales roundabout would become redundant; the signalised crossing could be removed). Consultancies with experience of designing such bridges include [redacted] and [redacted]. Examples can be found on their websites.



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2. *Aldham to Marks Tey*
 3. *Easthorpe to Marks Tey*



- 4. Easthorpe to Feering
- 5. Tiptree to Kelvedon
- 6. Tiptree to Witham



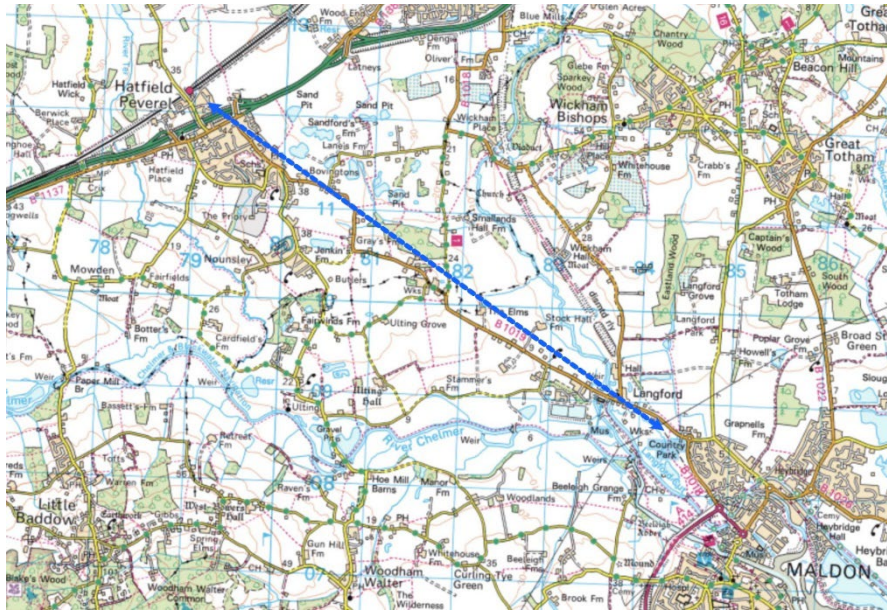
- 7. Coggeshall to Kelvedon



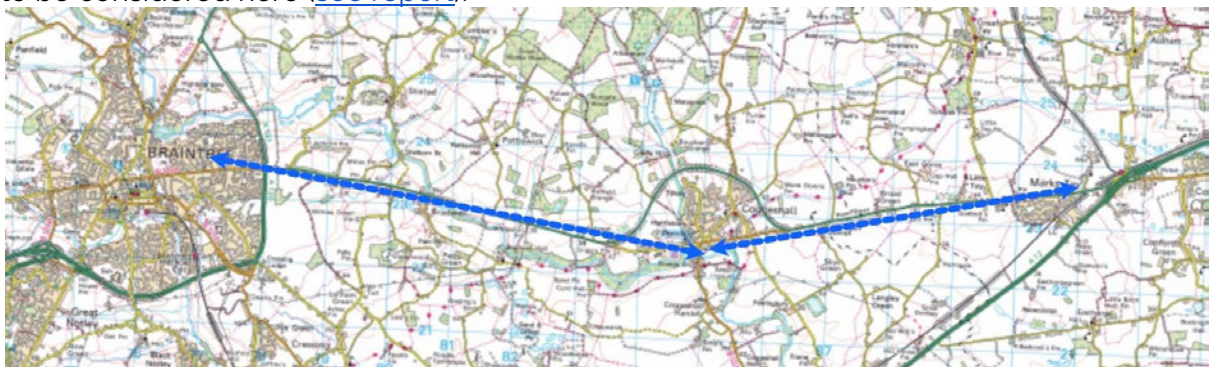
8. Wickham Bishops/Great Totham to Witham



9. Hatfield Peverel to Maldon



10. Old A120 This will probably come under the scheme for the new A120 but also needs to be considered here ([see report](#)).



OTHER ISSUES

A) Use of the old road: The old road should shut to motor traffic except for access to houses. It should not form a through road in any way. The last thing it should become is a rat run like the old A12 between Capel St Mary and Washbrook. We would welcome the chance to have meetings with you as ideas develop.

We are especially concerned by roundabouts and uncontrolled crossings, and would prefer to see a 40mph speed limit. We also question whether Essex County Council is financially capable of maintaining the end-of-life road bridges in this section – such an expense could wipe out their annual Local Highways Panel budgets for several towns.

Number of lanes on A120 at Marks Tey: We were alarmed to see two vehicle lanes becoming three just before the current Marks Tey A120 roundabout. While we appreciate that HE is not yet certain that the A120 Braintree to Kelvedon will be built, these three lanes will feed into a single track road that could be bypassed within five years of completion of the new A12 – but will remain so that traffic on the old A120 builds

up again. If three lanes are put in place they should be temporary and revert to one lane when and if the new section of the A120 opens.

Signage Better signage would help relieve the traffic burden on urban Colchester. Colour coding (as once used in Ashford, Kent) would help minimise the number of cross-town journeys on the A133 Avenue of Remembrance. Colchester park and ride should also be signposted before J26, the Stanway Tollgate junction, heading east and before J29, the Ardleigh Crown Interchange, heading west.

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Will Bramhill, vice-secretary, Colchester Cycling Campaign
[REDACTED] [@colchester-cycling.org.uk](mailto:[REDACTED]@colchester-cycling.org.uk), 07758 464 958

A12: Response to Supplementary Consultation

Colchester Cycling Campaign is disappointed that our comments on the [REDACTED] [REDACTED] have not been considered in the NH supplementary consultation (SC) of November 4 2021.

No notice appears to have been taken of [REDACTED]

As a result, we made contact with NH and spoke to two representatives. We then had a video meeting where we went over various points.

These included:

- the need for a new cycle-pedestrian bridge to give direct access to Marks Tey railway station
- support for segregated cycle provision from Stanway to Marks Tey (along the B1408)
- an LTN 1/20 standard connection between Marks Tey station and the Godmans Lane/Ashbury Drive part of the village
- a new discrete cycle route between Tiptree and Kelvedon railway station
- a contribution towards the planned cycle route between Kelvedon and Earls Colne via Coggeshall
- the need for better cycle provision between Messing and Kelvedon
- [REDACTED] between Braintree and Marks Tey
- the need for proper segregation from pedestrians. We pointed out the speed disparity between pedelecs (electric bikes) and pedestrians

Unfortunately there was no written follow-up to that meeting or minutes issued.

As a result, we would like to hear back from National Highways with confirmation of the cycling schemes that it is considering as part of the A12 works.

As far as we are concerned, the supplementary consultation paperwork falls far short of our expectation.

Below, we make further points. These should be considered together with the points in

[REDACTED].

General points

Detailed consideration must be given to active travel for at least three miles either side of the road, ie, along a **corridor at least six miles wide** – more if there is a major community near by or a local-commute attractor (offices or industry).

The emphasis should be on creating whole routes that meet LTN 1/20 standards and will provide an alternative to car journeys. As things stand National Highways has not given sufficient weight to [REDACTED].

National Highways should make a **separate presentation of its ideas for active travel** measures in connection with this project. These should be subject to two separate consultations, one outline and one detailed. Those responding to the consultations should then be involved in shaping the schemes further, to the extent of being able to comment on the final engineers' drawings..

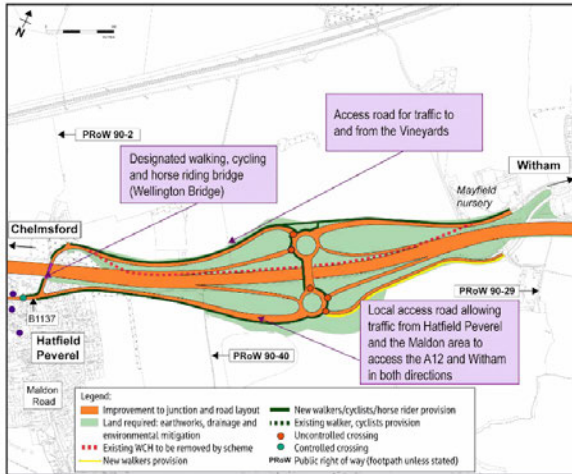
The various road crossings are badly thought out. The default option should be for LTN 1/20-standard cycle-friendly **bridges and underpasses** to avoid the need for crossings. Where crossings have to be provided, all of these should be signal-controlled (especially important on slip roads on the new A12) and fully meet LTN 1/20 guidance.

Observations on changes in supplementary consultation

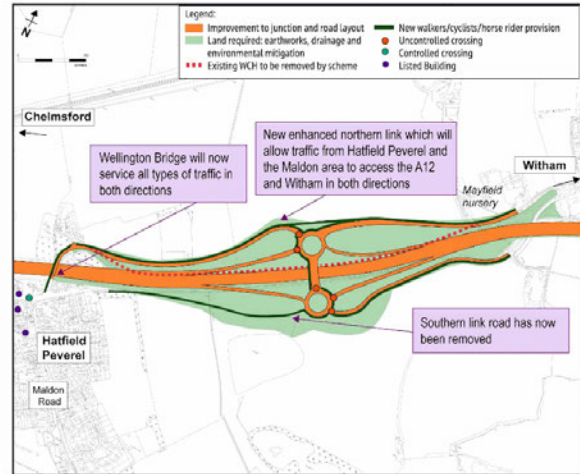
Because the NH approach to active travel is so fundamentally flawed, we have restricted our comments on the detail of the supplementary consultation to one item.

The change made to Hatfield Peverel/J21 is a major alteration yet no consideration appears to have been given to cyclists/walkers by those responsible for the new design.

Simply taking cyclists and pedestrians across the southern/western side of the roundabout, rather than continuing to use the northern/eastern side, would reduce conflict points.



Junction 21 design presented at statutory consultation



Updated design at junction 21

Inworth Road

Inworth Road

What we presented at our statutory consultation

At statutory consultation, we included land within the highway boundary of Inworth Road for a length of 1.9km. We also confirmed that we would continue with our work to consider what interventions could be required to help the road manage the additional traffic that is predicted.

Why have we changed our proposed design?

Since our statutory consultation, design work has advanced, and we have completed a traffic and drainage assessment. This has allowed us to present a design that will ensure that the additional traffic does not lead to increased delays on the road, and also addresses some of the safety and flooding concerns raised by stakeholders.

Our updated proposed design

We are proposing to widen certain pinch points along Inworth Road by between 0.3m and 2m. This includes widening straight sections of the road to provide a minimum of 6.1m carriageway width and widening bends to accommodate two large vehicles passing in opposite directions. Where we make these changes, we will also provide new drainage.

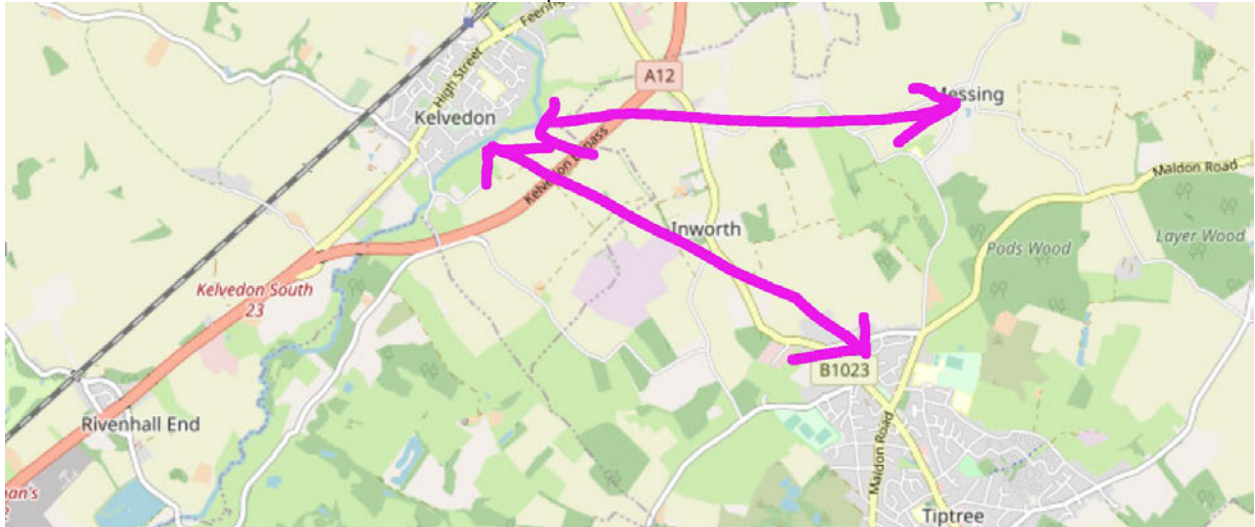
A detailed technical assessment has taken place to consider what interventions are required to ensure that Inworth Road can manage the increase in traffic, and these are explained in the diagram on page 29. The interventions will require some flood mitigation. Several flood and drainage mitigation areas have been proposed, these can be found in **Map book 1 – updated general arrangements (set 3): sheets 14 and 20.**

A safety assessment has taken place and concluded that, with our proposed interventions, the road can support the traffic.

Inworth Road is currently the first crossing of the A12 west from Colchester after the Marks Tey Interchange and Turkey Cock Lane in Stanway. It is the shortest route between Kelvedon and Tiptree, and part of the route from Messing to Kelvedon.

Mention was made in the video meeting of the possibility of a discrete new cycle route to connect Tiptree and Kelvedon. We would like to see more detail about this, together

with a firm commitment that it will form part of the scheme.



The country lanes in this area already suffer from high motor traffic volumes and speeds, We would expect to see substantial and effective mitigation.

We would be happy to discuss route ideas with National Highways and Essex Highways.

Wellington Bridge

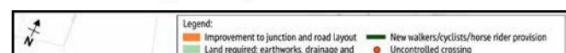
The previous consultation had Wellington Bridge accessible to only WCH (walkers, cyclists and horseriders), the new proposal opens the bridge up to all traffic. There is no detail given on the quality of WCH provision over the bridge, nor mitigations to journeys either side of it, which will now need to deal with increased motor traffic. While we do not object in principle to the removal of the southern link road, this should not be done at the expense of WCH provision.

Why have we changed our design?

In response to the statutory consultation, we have done a further review of the design at this location. Feedback from the statutory consultation suggested removing the previously proposed southern link road, and opening Wellington Bridge in both directions for all traffic to and from Hatfield Peverel and Maldon Road. This traffic would then use an enhanced northern link road (previously only serving The Vineyards) to access junction 21. Concerns were also raised about the environmental impact of the southern link on properties on the east section of The Street and it was felt by some who responded to the statutory consultation that removing the southern link road would address this.

Our updated design

In accordance with the feedback we received, and as shown in the map below, our updated design has removed the southern link road. Instead, traffic will use a new and enhanced northern link road to access our proposed junction 21. To allow this, Wellington Bridge will no longer only be a bridge for just WCH. It will now allow for all types of vehicles to travel both ways over it. To ensure WCH facilities are maintained, a route will be provided alongside the new connection to allow for the same WCH journeys we proposed as part of our statutory consultation. We will continue to work with Essex County Council and WCH stakeholders to develop the opportunities and welcome comments via this supplementary consultation.



Easthorpe Road

We welcome the closure of Easthorpe Road to most motor vehicles.

ENDS

On 1 Mar 2023, at 18:03, A12chelmsfordA120 <A12chelmsfordA120@planninginspectorate.gov.uk> wrote:

Application by National Highways for an Order Granting Development Consent for the A12 Chelmsford to A120 Widening Scheme Project

Your unique Interested Party reference number: **20032382** (please quote in all future correspondence)

Good Afternoon Mr Bramhill

We do not appear to have a record of those previous Written Submission from yourselves. The only Representation received appears to be on 22 September 2023 shown here [A12 Chelmsford to A120 Widening Scheme project overview \(planninginspectorate.gov.uk\)](#). Note National Highways made their application on 15 Aug 2022.

If you believe you have made a written submission please can you provide the name of the person or business that made this submission and a rough date on when it was made. All written submissions are available here [A12 Chelmsford to A120 Widening Scheme | National Infrastructure Planning \(planninginspectorate.gov.uk\)](#)

The Rule 8 letter below shows the upcoming deadlines for this project to make Written Submissions.

[TR010060-000510-Rule 8 Letter.pdf \(planninginspectorate.gov.uk\)](#)

Guidance on the Examination stage of this scheme is available here.

[Advice Note 8.4: The Examination | National Infrastructure Planning \(planninginspectorate.gov.uk\)](#)

Kind Regards

Rammiel Burnie
He/Him

**Rammiel Burnie | Case Officer –
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Nationally Significant
Infrastructure Projects (NSIP)**
The Planning Inspectorate
General Enquiries: **0303 444 5000**
Direct Line: **0303 444 5201**
Email: A12chelmsfordA120@planninginspectorate.gov.uk

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From: [REDACTED] [@bramhill.net](mailto:[REDACTED]@bramhill.net) [REDACTED] [@bramhill.net](mailto:[REDACTED]@bramhill.net)>

Sent: 27 February 2023 14:52

To: A12chelmsfordA120 <A12chelmsfordA120@planninginspectorate.gov.uk>

Cc: Chris Stevenson Home [REDACTED] [@icloud.com](mailto:[REDACTED]@icloud.com)>; Stuart Johnson [REDACTED] [@gmail.com](mailto:[REDACTED]@gmail.com)>;

Paul Avison [REDACTED] [@avison.co.uk](mailto:[REDACTED]@avison.co.uk)>; Nathaniel Catchpole [REDACTED] [@gmail.com](mailto:[REDACTED]@gmail.com)>; Rosie Pearson

[REDACTED] [@hotmail.co.uk](mailto:[REDACTED]@hotmail.co.uk)>

Subject: A12 inquiry and Colchester Cycling Campaign

Dear Sir or Madam

I understand that the hearings for this inquiry are imminent.

I would be grateful if you could let me know whether Colchester Cycling Campaign's papers on the inquiry will be considered as part of these, and on which dates.

[REDACTED]

[REDACTED]

This is a big job for a small voluntary group and we have decided to concentrate on trying to achieve:

- A one-stage pedestrian/cycle bridge over the A12/A120 at Marks Tey, and
- Funding for segregated cycle routes along London Road Marks Tey/Copford/Stanway, connecting Marks Tey railway station with Colchester
- An improved layout for the A120 and A12 junction at Marks Tey in order to maximise active travel

We will have to leave other areas in our submission eg Kelvedon, to be left to take their chances but we are also interested to find out what will happen to the route of the current road, ie, will it become a linear park?

I look forward to hearing from you.

Best wishes,

Will

William Bramhill
Vice-secretary
Colchester Cycling Campaign

 [@colchester-cycling.org.uk](mailto: [REDACTED]@colchester-cycling.org.uk)

Colchester Cycling Campaign is a non-political lobby group for transport cyclists. We aim to make it easier for people aged 8 to 80 to ride a bike to work, school, the shops or just to meet friends – all as part of their everyday lives.

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