

## Highways England: A12 - Chelmsford to A120 Widening Scheme Preliminary Design Consultation – June to August 2021

### Comments from: Essex Area Ramblers

Highways England (HE) propose to widen 15 miles (24 kms) of the existing A12 between Junction 19, the Boreham Interchange and Junction 25 at Marks Tey to three lanes in each direction and create a three-lane bypass in each direction at Rivenhall End. HE state that this preferred route was selected based on several factors, including environmental impacts, journey times, complexity of build, affordability, feedback from the public and advice given by the Planning Inspectorate on the joint Local Plan for the area.

### Objectives of the Widening

The A12 road is an important economic link in Essex and across the east of England. It provides the main south-west/north-east route through Essex and Suffolk, connecting Ipswich to London and to the M25. The section between Chelmsford and Colchester (junction 19 Boreham Interchange to junction 25 Marks Tey Interchange) carries high volumes of traffic, with up to 90,000 vehicles every day (pre - Covid).

Heavy goods vehicles are between 9% and 12% of the traffic on this section due to its important freight connection, especially to Felixstowe and Harwich ports. This section of the A12 is also an important commuter route between Chelmsford and Colchester. Pre- Covid, the resulting congestion led to delays and meant that, during the morning commute, a driver's average speed was particularly slow in both directions for a dual carriageway A-road of its kind.

The proposed changes to this stretch of the A12 road are intended to

- improve safety for road users, especially at the junctions and slip roads through better design while also removing the current direct private accesses onto the A12 ☐
- reduce traffic congestion by increasing the capacity of the road, making journey times more reliable.
- take long-distance traffic off the local roads and put it back onto the A12 where it belongs, so that local roads aren't used as rat runs, affecting local villages and their communities
- ensure that the road can cope with the predicted increase in traffic from more jobs and homes in the area ☐
- make improvements for walkers, cyclists, horse riders and public transport users, to give them better connections and safer, more enjoyable journey

### Impact on Public Rights of Way (PRoWs)

The proposed scheme affects 23 PRoWs, existing walking, cycling and horse riding routes and a National Cycle Route (route 16). HE state that maintaining and enhancing these connections for walkers, cyclists and horse riders is a key objective. Their proposals have been developed in discussion with walking, cycling and horse riding stakeholders, and aim to better link to other paths or communities. They will also be designed to the latest standards.

It is intended that this will enable people to cross the route safely and conveniently and avoid using busy road junctions. There would be seven new bridges for walkers, cyclists and horse riders and approximately 9 miles (15 kms) of new or improved walking and cycling paths across the proposed scheme. The facilities proposed include:

- new controlled crossings at junction 19 which will allow both walkers and cyclists to cross safely
- a new bridge link on the north side of junction 19 (Boreham Interchange) for use by walkers, cyclists and horse riders
- a new Wellington Bridge to enable walkers, cyclists and horse riders to bypass junction 21 travelling between Hatfield Peverel and Witham
- a new bridge at junction 22 (Coleman's Bridge) to enable walkers, horse riders and cyclists on National Cycle Route 16 to bypass the main junction, along with new controlled crossings for both walkers and cyclists near Eastways junction

- a new signalised crossing and the opportunity to reinstate the bus stops in Rivenhall End
- a new bridge for use by walkers, cyclists and horse riders across the proposed new A12, linking Essex County Fire and Rescue Service Headquarters and a number of rural public rights of ways to a new local access road as well as a proposed bus stop
- new controlled crossings which will allow both walkers and cyclists to cross the A120 safely, and a new bridge for walkers and cyclists at junction 25 (Marks Tey Interchange).

### Detailed Comments on these PROW proposals

#### A: Boreham- Hatfield Peverel – Drawing Sheets 2-5

Improvements in the cycling facilities along the old A12 - now the B1137 (Boreham) Main Road - would be of benefit as a safer sustainable transport link. The closure of the south on and north off accesses at the south end of Hatfield Peverel will increase vehicular traffic on the B1137 Main Road.

- 1a) The provision of a fully accessible walking & cycling and horse riding bridge over both the railway line and the A12 to undo the historic severance of Boreham bridleways 23 and 45 (Paynes Lane) is very welcome. Old maps show this as one continuous bridleway Boreham 23 [213\_23].
- 1b) An **improved off-road (Walk, Cycle, Horeseriding) WCH facility north of the B1137** (Boreham) Main Road on the pink wash HE permanent acquisition land would be welcome.
- 1c) The historic severance of the ability to connect between Boreham PROW 24 (north side) and Boreham PROW 25 (south side) still exists (drawing sheet 2). There is pink wash HE permanent acquisition land in this area including land around the splendid brick Boreham viaduct. **Improved WCH facilities / routes in this area would be welcome** especially in view of the new housing planned north of the A12 and the railway line.

*Brick viaduct under the railway line over the Boreham Brook - A12 embankment visible*



- 2) East of Brick House Farm, Boreham PROW 21 [213\_21] historically connected south under the railway line to the old A12 - now the B1137 (Boreham) Main Road. This north-south PROW connection was severed when the current A12 was built.

Further east, Porters Park Bridge, that carries Waltham Road over the A12 & the railway line, has segregated WCH provision on both sides of the carriageway. North of the bridge, after the industrial estate, Waltham Road is busy with no useful verge / safe WCH facility.

Some **mitigation of the historic loss of north-south WCH connectivity in this area would be welcome**- e.g. a connection across the A12 for Boreham PROW 21 [213\_21]; an east-west link between Boreham PROW 21 and Waltham Road in the vicinity of Porters Park Bridge.

- 3) Chantry Lane still exists as a public vehicular road but the connection to the old A12 (Roman Road) was severed when the current A12 was built (drawing sheet 3). The bridge over the railway line

still exists. Two arms of Boreham PROW 20 connect to Chantry Lane but as Chantry Lane is severed over the current A12, no southwards connection now exists. The NW part of Boreham PROW 20 is incorrectly labelled as Terling Hall Road on General Arrangement drawing sheet 4.

**The reconnection of Chantry Lane is requested as this would provide a useful WCH link from the pavement and bus stops on the old A12 - now the B1137 (Boreham) Main Road.** Without this, the WCH links are the road bridges at Waltham Road to the west or Terling Hall Road to the east - both over 1 km away.

- 4) It is noted that historically there was a direct link south from Toppinghoe Hall south over the railway line to the old A12 - now the B1137 (Boreham) Main Road. However the railway bridge was demolished and there is no connection over the current A12.

**B: Witham south / Hatfield Peverel north - new all movements Junction 21** (drawing sheet 6)

- 1) The retention of a Wellington bridge link north across the old / widened A12 to Hatfield Peverel PROW 90\_2, which links across the railway line, is welcome. The route either side of the replacement Wellington bridge is labelled as a WCH route with the bridge providing access to the PROW and to the northern Cycle Route / Access Road. As such the **new Wellington bridge must be a ramped WCH bridge as per brochure page 14 and not just a footbridge** as per the label on the GA sheet 6.

- 2) **A controlled WCH crossing must be provided near the southern access road / Wellington bridge / Maldon Road (B1019) junction** to enable safe north-south crossing of the Southern Access Road, which is only shown as having WCH provision on the south side. HE forecast a 140% /169% increase in traffic on this local link (brochure page 37).

The Maldon Road junction is already busy now - there appear to be no improvements envisaged to this junction.

- 3) The western re-alignment of the A12 end of Hatfield Peverel PROW 90\_40 is noted. If topographically achievable, **the WCH route shown alongside the south side of the southern access road should be separated from the carriageway onto the adjacent pink wash HE permanent acquisition land for safety, pollution & amenity reasons** especially as HE forecast a 140% /169% increase in traffic on this local link.

- 4a) The current proposals include the demolition of the southern on-slip road Woodend bridge at the west end of Witham (map sheet 6). Before the construction of the A12 Witham by-pass there were four routes south & east from the old A12 - two roads and two footpaths - plus more further north around Witham. The demolition of the bridge, removes the one remaining WCH connection for people living on the north side of the A12 in this area to connect directly with the countryside on the south side and east side of the A12 bypass. The historic severance will be made worse at a time when many new homes have been built and are due to be built in this area.

The demolition of the Woodend bridge, means that WCH users from Witham have to go west to the new all-movement J21, cross 3 slip roads and the dumbbell connection to return east to the one remaining PROW - Hatfield Peverel PROW 29 [90\_29]. This is a detour of about 1.5km. By comparison, Hatfield Peverel PROW 29 is currently accessed immediately from the south side of Woodend bridge. **A WCH bridge is therefore requested in the general area of the Woodend bridge** - all the land in the vicinity is pink wash HE permanent acquisition land.

- 4b) Hatfield Peverel Sports Ground and in due course Hatfield Peverel Country Park are on land south of Woodend Bridge & Junction 21. The provision of an inclusive sustainable transport off-road WCH route south to these facilities would provide amenity & healthy living benefits to the increasing number of people living in Witham & Hatfield Peverel.



road into the Eastways industrial, Motts Lane and hence north/NW across the WCH bridge across the railway line, are welcome.

A cycle route separated from the vehicular carriageway, a non-shared footway and bus-stops, must be provided on the de-trunked A12.

#### **E: Rivenhall End – Drawing sheets 10-12**

Between the Cranes Bridge slip-road connection at Kelvedon South and the Memorial bridge at Henry Dixon Road, Rivenhall End, six WCH routes that terminate on the A12 are effectively dead-ends due to the central reservation barriers and the volume of traffic:

- north side: Snivellers Lane / Kelvedon bridleway 34 [92\_34]
- north side: Rivenhall footpath 46 [105\_46]
- north side: Rivenhall footpath 45 [105\_45]
- south side: Kelvedon footpath 27 [92\_27] at Hole Farm
- south side: Kelvedon footpath 32 / Rivenhall footpath 35 [92\_32 / 105\_35] at the Fire & Rescue centre (was Kelvedon Hall, was Dorward's Hall)
- south side: Rivenhall footpath 36 [105\_36]

Historic Maps show an additional PROW connection by Rivenhall Bridge - the north side connecting NW to Oak Road, the south side route connecting west to Braxted Road.

- 1) Currently there is a narrow combined two-directional foot-/cycle-way along the northern /NW side of the old A12. There is no continuous foot/cycle-way along the southern / SE side. The bus-stops have also been removed. **In the interests of sustainable transport, bus-stops must be re-instated on the de-trunked A12 together with dedicated cycle lanes on both sides of the road separate from footways. The crossings on the de-trunked A12 must be suitable for cyclists as well as pedestrians.**
- 2) The brochure page 47 and general arrangement drawing sheet 12 differ in the location of the controlled crossing in the vicinity of the County Fire and Rescue Centre. The southbound bus stop layby is about 400 metres from the Fire & Rescue Centre - being east of the crossing & NE of Hole Farm over the new A12 bridge (see GA drawing sheet 12). The location of the northbound bus stop layby is not clearly shown but may conflict with the re-aligned termination of Snivellers Lane. It is requested that both bus stops are clearly shown and should potentially be closer than 400 meters from the Fire & Rescue Centre in order to encourage the use of public transport.
- 3) Snivellers Lane between the A12 and the railway line is a public vehicular road but it is only shown as a PROW on the general arrangement drawing sheet 12. The south end is shown as being stopped-up and realigned. This realignment needs to be as a road to the "old" A12 not just as a WCH and to the foot-/cycle-way alongside the "old" A12.
- 4) The proposed bridge over the new A12 and the crossing of the current A12 between Hole Farm / the Fire & Rescue centre and Snivellers Lane is welcome as it will re-establish a safe north-south connection between Snivellers Lane / Kelvedon bridleway 34 on the north and Kelvedon footpaths 27 & 32 on the south. As Snivellers Lane to the north is a public vehicular lane & continues north as Kelvedon bridleway 34 [92\_34], **the new bridge over the A12 should be a ramped WCH bridge**, not just a footbridge.

At the very least, the new bridge over the A12 must be a **ramped walking & cycling bridge** to encourage sustainable transport and to facilitate leisure use. IF it is only a footbridge, then a person cycling to work between Witham / Rivenhall and the Fire and Rescue Centre must first cycle east to the Cranes Bridge A12 crossing to connect with the Fire and Rescue Centre access road on the south side of the new A12.

- 5) Nothing is proposed to mitigate the north-south PROW severance by the new A12 between the new Fire & Rescue centre non-vehicular bridge and the new west realigned Braxted Road vehicular bridge. People from Rivenhall have no PROW / non-vehicular south connection across the new A12 apart from the footway alongside the re-aligned Braxted Road to the west and the non-vehicular bridge at the Fire-and-Rescue centre to the east.

Rivenhall footpaths 46 & 45 on the north side will be across borrow-pits (BP-1) and lead nowhere except the old A12 with no new A12 crossing.

The proposed loop of Rivenhall footpath 36 around the attenuation pond on the south side of the new A12 is not useful.

It is noted that the Rivenhall watercourse under the new A12 is due to be aligned. **It is requested that this or another crossing in the vicinity is made a PROW north-south route crossing the new A12** with Rivenhall footpath 45 (north side) and Rivenhall footpath 36 (south side) being re-aligned to make use of such a new A12 PROW crossing. Rivenhall footpath 46 could be stopped-up. These changes would all be on pink wash HE acquisition land.

6) A **restoration of an east-west PROW connection south of the new A12** between Rivenhall footpath 36 [105-36] and Braxted Road would be welcome.

7) The pink wash HE permanent acquisition land on both sides of Braxted Road extends from the proposed attenuation pond opposite Colemans Reservoir in the south to the new roundabout on the old A12 to the north. An **off-road north-south WCH (bridleway) route is requested** rather than a foot-/cycle-way alongside the newly aligned Braxted Road.

An **off-road WCH (bridleway) extension south on the west side of Braxted Road, past Colemans Reservoir, to link up with Rivenhall bridleway 29** [105\_29] would provide a safe enhancement of network connectivity in keeping with the NPPF. Braxted Road is busy and narrow with no significant verge.

#### **F: Feering – Kelvedon – Sheet 14: Brochure page 48**

See also Traffic: Brochure pages 38+39. See also the traffic modelling report –Appx A lists development included and excluded.

J24 is the new all-movements Feering / Kelvedon north junction west of Inworth Road, south of the current A12. The proposed junction is a dumbbell junction UNDER the existing A12 which will be widened on-line to 3 lanes.

The connection to the dumbbell junction will be from Inworth Road (B1023) with a new roundabout proposed just west of Inworth Road with connecting arms north and south onto Inworth Road and to the Messing Road. The existing Inworth Road by the roundabout would become a foot/cycle-way.

HE do not propose to make any improvements to Inworth Road (B1023), including none to the narrow brick Hinds Bridge over Domsey Brook. However, Inworth Road IS included in the pink-washed red line area (land use key=permanent acquisition of land) and it is understood on-line improvements / widening to Inworth Road is being discussed with Essex Highways. Messing-cum-Inworth Parish Council are strongly promoting their alternative by-pass route from the southern / eastern dumbbell-see attached diagram - and an alternative northern connection to near Threshelfords on Inworth Road with a new road crossing over Domsey Brook.

#### **G: Feering NE - Easthorpe – Marks Tey – Sheets 15-19**

A. Currently there is a narrow combined two-directional foot-/cycle-way along the northern /NW side of the old A12. There is no continuous foot/cycle-way along the southern / SE side. The bus-stops have also been removed. **In the interests of sustainable transport, bus-stops must be reinstated on the de-trunked A12 together with dedicated cycle lanes on both sides of the road separate from footways. The crossings on the de-trunked A12 must be suitable for cyclists as well as pedestrians.**

B: Between Feering east/ NE and Easthorpe Road / Domsey Chase

Between the Nursery slip road Bridge at east end of Feering and Easthorpe Road / Domsey Chase there are / historically have been four routes across the A12 (A12 bypass):

- i. East-west Feering footpath 18 [78\_18] from Threshelfords (historically a farm now a business park) over the Threshelfords farm/accommodation/footbridge to Prested Hall Chase. The PROW continues south to Messing.

- ii. North-south Feering footpath 15 from Prested Hall Cottages to Prested Hall. The PROW continues south to Messing as in i. Vehicles & people also use the adjacent Prested Hall Chase as Prested Hall is now a leisure/hotel centre and not a private house. There is also an EAFR (East Anglian Farm Rides) route. Historic dog-leg connection across the A12 to New Lane currently via the A12 slip road Nursery bridge.
- iii. Feering Byway 5 / Hill House Farm Road / Old London Road to the north side of the A12. Historic maps also show a footpath from Hill House Farm Road to the A12. Dog-leg connection across the A12 (Roman Road) east to Easthorpe Road and and Copford footpath 23 [128\_23] on the south side. A safe connection across the A12 is currently not possible due to the central reservation barriers and the volume of traffic.
- iv. Feering footpath 3 [78\_3] to the north side of the A12. Domsey Chase also on the north side is currently shown as a private road, but was proposed as a diversion for Footpath 3 in the Network Rail inquiry. Dog-leg connection across the A12 (Roman Road) west to Easthorpe Road and and Copford footpath 23 [128\_23] on the south side. A safe connection across the A12 is currently not possible due to the central reservation barriers and the volume of traffic.

The current A12 statutory consultation proposals are to:

- i. Move the Threshelfords bridge further NE converting it into the Prested Hall / Threshelfords vehicular overbridge with a shared cycle-/foot-way; the majority of Feering FP 18 is stopped up. The rural ambience and **direct PROW connection is lost.**
- ii. Feering footpath 15 and Prested Hall Chase & the EAFR **are severed** by the new A12; the connection to New Lane is lost. The road connection is about a 400+ metre dog-leg west to the new Prested Hall / Threshelfords vehicular overbridge and then about 400+metres back east. The **shorter connection is lost.**
- iii. The re-establishment of the Easthorpe Road / A12 (current will be de-trunked) north & south connection is welcome with a bridge over the new A12 and a roundabout on the "old" A12. However, Easthorpe Road is re-aligned about 500m further NE to be opposite Domsey Chase. This **more than doubles the distance** from Feering Byway 5 / Hill House Farm Road / Old London Road to Easthorpe Road from about 400 metres to 900 metres. An uncontrolled crossing is shown across the "old" A12.
- iv. The re-alignment west of Easthorpe Road and the connections over the current and new A12 are of benefit to Footpath 3 and Domsey Chase, the potential footpath diversion route.

On balance, therefore the WCH connections are changed but not improved. The following WCH provisions are therefore requested:

- i. As the relocation of the Threshelford farm-/ foot-bridge, the new access road with its shared foot-/cycle-way and the stopping up of Feering footpath 18 are all on pink wash HE permanent acquisition land, it is requested that **the new WCH route is off-road through the adjacent grassland /trees** rather than immediately alongside the new access road so that some **countryside ambience is retained.**

**A WCH connection west from the new Threshelfords / Prested Hall access road & bridge, broadly on HE land associated with the de-commissioned A12, is requested.** This would provide an enhancement to the PROW network of benefit to the residents in the 1000 new homes to be delivered in Feering under BDC Local Plan Policy LPP22, Feering Strategic Growth Location.

- ii. **A WCH bridge along the line of Prested Hall Chase / Feering footpath 15 over the new A12 is requested to offset the severance of these routes and the EAFR by the new A12.**
- iii. A WCH bridge as in ii. would also provide an alternative route across the new A12 from Feering Byway 5 / Hill House Farm Road / Old London Road to the east. The land between the current/ old A12 and the new A12 is all pink wash HE permanent acquisition land and would provide a green east-west connection.
- iv. The re-alignment east of the north end of Easthorpe Road, has resulted in a convoluted route for the north end of Copford footpath 23 [128\_23] from Scotties Farm. **A more direct re-alignment of the north end of PROW 128\_23 is requested.** This could be across the grassland between the current & new alignment of Easthorpe Road - this is all pink wash HE permanent acquisition land.

## H: Between Easthorpe Road / Domsey Chase - Marks Tey J25

Between Easthorpe Road and the footbridge over the current A12 at Marks Tey, seven WCH routes terminate at the A12 and are effectively dead-ends due to the central reservation barriers and the volume of traffic:

- north side: Marks Tey footpath 11 [194\_11]
- north side: Dobbies Lane
- north side: Marks Tey 16 [194\_16] connects to Marks Tey village hall & recreation ground.
- south side: Easthorpe Green Farm road that leads to Copford footpaths 22 & 21 [128\_22 and -21] and Dodding's Lane
- south side: Doggetts Lane / Marks Tey 19 [194\_19] / Copford 19 [128\_19]
- south side: Marks Tey 18 [194\_18] / Copford 16 [128\_16]
- south side: Marks Tey 17 [194\_17] / Copford 8 connects with Copford 26.

The A12 statutory consultation proposals are to provide two connections south over the new A12:

- an access road connection east of Easthorpe Green Farm road, about 350 metres east of Copford footpath 22. The bridge is labelled "Doggetts Lane Overbridge" but Doggetts Lane is actually further east.
- a footbridge - NOT a WCH bridge - at the south end of Doggett's Lane.

Two uncontrolled crossings of the de-trunked current A12 are proposed:

- at the roundabout connection of Easthorpe Green Farm road, about 500 metres east of Marks Tey FP 11. The roundabout is labelled "Wishing Well Farm" roundabout but Wishing Well farm (historically Damyon's Farm) is actually further east.
- approximately between Dobbies Lane (north) and Doggetts lane (south) /Marks Tey FP19. This needs to be at as safe location bearing in mind the filling station vehicular entrance & exit.

- 1) There is still no north-south connection over the new A12, nor over the old de-trunked A12, between Marks Tey footpath 16 (north side) and Marks Tey footpaths 18 & 17 (south side). **A WCH / PROW connection is requested between the Marks Tey recreation ground / village hall and the footpaths on the south side of the old & new A12.** This connection could all be on pink wash HE permanent acquisition land
- 2) If the topography / height differences allow it, it is requested that **the Wishing Well roundabout, access road & Doggetts Lane overbridge are moved further west** to be closer to Marks Tey footpath 11 (north side) and Copford footpaths 22 & 21 (south side). As currently configured three sides of a square have to be walked, somewhat over 1 km, to connect between the north and south PROWs. The land further west is also pink wash HE permanent acquisition land.
- 3) There is pink wash HE permanent acquisition land with attenuation ponds and access tracks on the south side of the new A12, west to east between Easthorpe Road and the west end of the access road to Easthorpe Green Farm / Copford PROW 22. **It is requested that consideration be given to providing a WCH (bridleway) route along this green corridor.**
- 4a) An access road with a "WCH" route alongside is shown on the south side of the new A12 connecting between the two new bridges across the new A12 / between Easthorpe Green Farm (west) and Wishing Well farm (east). **Clarity is required regarding the width, surfacing and status of this "WCH" route.** Is it on the carriageway or alongside? For walkers? For walkers and cyclists? Or for walkers, cyclists and horseriders?
- 4b) Between the new Doggetts Lane bridge and the SW bound new A12 on-slip, there is solely a "WCH" route on the south side of the new A12. **Clarity is required regarding the width, surfacing and status of this "WCH" route.** Is it for walkers? For walkers and cyclists? Or for walkers, cyclists and horseriders?
- 4c) The final eastmost section is alongside the SW bound new A12 on-slip to the start of the pavement along London Road, Marks Tey. **Clarity is required regarding the width, surfacing and status of this "WCH" route.** Will there be protective safety barriers?



## Other Detailed Comments

- A) Foot-/cycle-way improvements on the B1023 (Inworth Road) are requested in accordance with the NPPF and sustainable transport policies and the increase in housing in Feering and Tiptree (drawing sheets 14 & 20).
- B) HE are stopping up and re-aligning a section of the public footpath that currently runs along the south side of the A12 from Ewell Hall foot- & farm-bridge to the proposed location of the southern dumbbell (drawing sheet 14). The public footpath then turns south to connect with Messing-cum-Inworth footpaths 5, 17 and 16 [PROW 145 -5, -17 & -16] at the line of the old Crab-and Winkle railway [grid reference (5)876 (2)181]. This footpath has several numbers as it is partly in Kelvedon and partly in Messing parish.  
It is requested that the PROW is instead **re-aligned as a WCH (bridleway) route away from the A12 and J24 to the current walked (and cycled and ridden) desire-line farm track** between Kelvedon footpath 25 [PROW 92-25] and the PROW junction at the old Crab-and Winkle railway line. The farm track may or may not be inside the pink wash HE borrow pit acquisition land, eastern BP-J (drawing sheets 13 & 14).
- C) A desired WCH (bridleway) network improvement is the inclusion of the **westward continuation of the existing farm track - see B) - from Kelvedon FP 25 [PROW 92\_25] to Highfields Lane**. Part of this farm track may or may not be inside the pink wash HE borrow pit acquisition land, western BP-J (drawing sheet 13). Whilst the HE pink wash acquisition land does not extend as far west as Highfields Land by Highfields Farm it does connect up further north at the bend by Koorbraes Cottages. There was historically a PROW connection between Ewell Hall Chase / Kelvedon footpath 15 [92\_15] and Highfields Lane / Kelvedon footpath 26 [92\_16] which was severed when the A12 bypass was constructed. The westward link via Ewell Hall bridge & Kelvedon FP25 would in some way restore this connection.
- D) The Ewell Hall footpath & farm overbridge is shown as being demolished and replaced by a WCH (and farm accommodation) bridge - drawing sheets 13 & 14. It is requested that, as far as is possible, **all PROWs across and connecting with the new WCH bridge are upgraded to bridleways** to enable walkers, cyclists and horse riders to make use of this new WCH connection. WCH connections provide a leisure facility for cyclists from Feering, Kelvedon & Messing-cum-Inworth and for horse riders - there are stables at Ewell Hall, Kelvedon and in Feering (e.g. Frame Farm, Church Farm and at LangleyGreen). Whilst many of the connecting PROWs are firm tracks, some surface improvement and a diversion from the right-angle to the walked diagonal crossfield line is requested for PROW 92\_15.
- E) HE proposals show two attenuation ponds on the south side of Domsey Brook with an access track connecting the ponds to Inworth Road (B1023) by Hinds Bridge. The pink wash HE acquisition land (drawing sheets 14) is shown extending west from the ponds to Kelvedon FP 15 and Feering FP 14 including its stub end by the pumping station.  
It is requested that **a WCH route is provided along this line to provide an approx. east-west connection between the existing well used footpath / tracks to the west and Inworth Road**, the south end of the Feering Strategic Growth Location, to the east. See also section 5 point C).  
Any unused part of the stub-end section of Feering FP 14 [PROW 78\_14] running NW to the Messing Parish Boundary should be extinguished. This stub-end, presumably left from the construction of the Kelvedon by-pass, is shown as being on pink wash HE acquisition land.
- F) It is noted that the Maldon Road bridge over the existing A12 and adjacent road sections will be realigned (drawing sheet 13, brochure page 47). Walking & cycling provision is shown as being made along one side of the bridge and the roads. This should be more than the 2 metres wide minimum footway width.  
**It is requested that the provision alongside the new aligned roads is walking, cycling AND horse riding provision** at a minimum width of 3.5metres. There are stables in Kelvedon (e.g. Ewell Hall) and in Feering. See also point G) below.

## Traffic Forecasts

Traffic forecasts are based on 2016 survey data and are forecast for the planned opening year of 2027 and future years of 2042 and 2051. The survey data and forecasted traffic flows are therefore based on a pre- Covid situation. The forecast flows for 2027 are summarised on HE brochure pages 38+39 and examples are:

- Traffic is forecasted to increase by 92% (am) and 57% (pm) on the B1023 south of the new J24 (i.e. through Inworth, to/from Tiptree).
- Traffic is forecasted to decrease by 14% and increase by 5% on Braxted Park Road. Tiptree PC state that this is traffic from Tiptree & surrounds currently accessing the A12 at Rivenhall End which will in future go through Tiptree and then the B1023 to new J24).
- Traffic is forecasted to increase by 14% (am) and decrease by 11% (pm) on the B1023 north of the new J24 (i.e. across Hinds Bridge to Gore Pit corner junction).
- Traffic is forecasted to decrease on London Road, Feering & London Road, Kelvedon and on Kelvedon High Street. NO traffic data or forecasts are given for Coggeshall Road, Kelvedon or Coggeshall Road, Feering or New Lane, Feering.

Adjustments to the forecast of future car trips are made by including certain planned housing developments, and other developments such as employment, retail and leisure sites. A list of these developments was produced through discussions with local planning authorities in Braintree, Chelmsford, Colchester, Maldon and Tendring, and can be found in Appendix A of the Traffic Report.

However, some proposed housing developments appear to be excluded:

- The 165 (actually 162) homes now being built by Bloor in Feering are included but the remaining 835 homes (795 + 40) of the Feering Strategic Growth Location are excluded.
- The 250 homes at Monks Farm, Kelvedon are included but not the 35 Watering Farm homes (17/02271/OUT).
- The London Road mixed use site (17/00679/OUT), has been excluded.
- The 300 homes north of Colchester Road, Coggeshall are included. Other proposed Coggeshall developments are not included.

## Government's 'Transport Decarbonisation Plan'

The Ramblers are concerned whether major road improvements, such as the A12 widening, can lead to increased car travel and whether they are consistent with the Government's climate commitments.

As everyone is aware, Covid has had a fundamental impact on travel patterns, which are still adjusting as society returns to a 'new normal.' For example, there is likely to be less commuting and a more dispersed population as people adjust to more home working.

Government recognise, in their recently published, Transport Decarbonisation Plan (Ref), that their major transport infrastructure programmes were designed before the pandemic and they want to understand how changing patterns of work, shopping and business travel might affect them, as well as their climate commitments.

The Essex Area Ramblers support this and believe a review of the traffic levels and forecasts are necessary to ensure that the scheme is relevant in a post Covid situation and is in line with the Government's climate commitments of net zero emissions by 2050.

Ref: Decarbonising Transport: A Better, Greener Britain: Department for Transport : July 2021

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