



19 March 2023

The Planning Inspectorate
Temple Quay House
Temple Quay
Bristol
BS1 6PN

Dear Sir/Madam

**A12 CHELMSFORD TO A120 WIDENING SCHEME
PROPOSED FOOTBRIDGE AT WITHAM**

I refer to my letter dated 8 March 2023, regarding the proposed construction of a footbridge over the A12. I have subsequently had the opportunity of examining a document with the reference **TR010060/EXAM/9.26 - TECHNICAL NOTE GERSHWIN BOULEVARD BRIDGE**.

The document refers to a footpath that existed some sixty plus years ago. It is understood that certain features remain in place – a flight of steps, and a gap located within the central reservation – intended to allow the use of the footpath. However because of the obvious dangers from the A12 traffic, it has proved to be impractical to use the footpath. The Witham bypass, was opened in 1963, and since that time it has not been possible to make use of the footpath. As far as I am aware there has been no request for a footpath to be provided. So who exactly would need such a provision now? It is unlikely that it would be horse riders, or cyclists. They already have a perfectly adequate route that provides access from north of the A12, over to the southern side. Maldon Road goes underneath the A12. And provides both vehicular and pedestrian access. There is, therefore, no justification for the additional expenditure, and disruption, of providing the proposed footbridge.

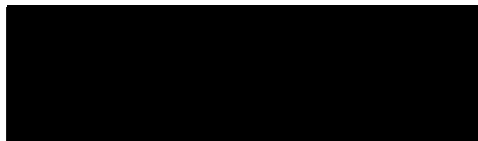
The Technical Note also makes comment on various assessments that have been carried out in relation to the effect such a footbridge would have. Such assessments, have not, however, considered the effect the footbridge would have on the substantial residential areas that have been constructed since the 1970's, and early 1980's. The original footpath was in use longer before that development, when the area was only fields. However, should the footbridge be provided, any user will be required to go through a built up area before actually getting to the footbridge. Hardly conducive for horse riders, or cyclists. Furthermore it is considered that the number of possible pedestrians would be extremely small, if at all. On that basis, and the previous statement, it would be a misuse of public money.

The world of today is vastly different to that of the early 1960's. Car use has increased many times over. At the same time the number of people walking anywhere has decreased. I

wonder if there has been any market research carried out. It is quite likely that there would be very little demand for the footbridge.

I wish to object to this footbridge proposal for all of the reasons previously stated, augmented by the observations herein.

Yours faithfully

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John Holt