

A12 Chelmsford to A120 Widening Project

Deadline 5 – Draft requirements

10 May 2023

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1. Introduction

This document sets out progress that has been made since the Issue Specific Hearings on 26 and 27 April 2023 to develop suggested draft DCO requirements that Essex County Council (the Council) considers are required in connection with the A12 widening scheme. This document should be read in conjunction with the Council's summary of oral representations made by Michael Humphries KC at the ISH 4 on 27 April 2023, which is also being submitted to the examination at Deadline 5.

The draft requirement wording set out in the table that follows is that which has been produced by National Highways and the Council and shared between both parties on 3 May 2023. This was preceded by agreement on the list of topics on which we would draft suggested new requirements on 28 April 2023, namely:

- Monitoring of scheme impacts
- Local road interventions – B1137 Main Road and measures in connection with junction 24
- De-trunking
- Walking, cycling and horse-riding

In addition, National Highways has put forward a suggested change to the draft wording of the current requirement 10 and the Council has put forward a new requirement relating to the design of junction 21. The Examining Authority is requested to note that the new suggested requirements referred to above do not represent all the new requirements (or changes to current proposed requirements) that the Council believes are necessary; please refer to the Council's summary of oral representations made at ISH 4 for further detail.

The Council acknowledges that some of the suggested requirements put forward by National Highways are done so on a 'without prejudice' basis; that is, 'without prejudice' to National Highways position that such a requirement may not be appropriate. We remain of the view that suitable requirements are required on all these topics to ensure the scheme is acceptable to the Council and to safeguard the Council's interests.

In the period leading up to Deadline 6, the aim is to merge the draft wording for each requirement where possible, making clear where each party has a different view on specific wording as necessary. A further meeting has been arranged for 18 May 2023 between the Council and National Highways for this purpose. If it is not possible to agree merged drafting, it is suggested that the Examining Authority will have two suggested versions of each respective requirement for consideration.

Specific comments on the suggested requirements are set out in section 3 of this note.

2. National Highways and Essex County Council – draft requirements matrix

The table below sets out draft requirement wording shared between the Applicant and Essex County Council on 3 May 2023. Both parties met on 4 May 2023 to discuss the respective wording, and a further meeting is planned on 18 May 2023. The aim will be to merge the draft wording for each requirement where possible, while making clear where each party has a different view.

Topic	Requirement No.	Status of National Highways draft requirement	National Highways draft text	Essex County Council draft text
Monitoring	New 17	The Applicant is content for its draft requirement to be included in the draft DCO at this stage.	<p>Operation phase local traffic monitoring</p> <p>—(1) No part of the authorised development is to commence until a survey to assess baseline traffic levels has been undertaken at the following locations—</p> <p>(a) B1137 Main Road, Boreham (b) The Street/Maldon Road (Duke of Wellington) junction, Hatfield Peverel; (c) Little Braxted Lane, Little Braxted; (d) Braxted Road/Braxted Park Road; (e) B1023 Kelvedon Road, Inworth; (f) Kelvedon Road, Messing; and (g) B1023 Church Road, Tiptree</p> <p>(2) No part of the authorised development is to open to traffic until details of an operation phase local traffic monitoring scheme has been submitted to and approved by the Secretary of State, following consultation with the relevant highway authority, for the locations listed in sub-paragraph (1).</p> <p>(3) The operation phase local traffic monitoring scheme to be provided under sub-paragraph (2) must include—</p>	<p>Impact monitoring and mitigation</p> <p>X.—(1) No part of the authorised development is to commence until written details of an impact monitoring and mitigation scheme has been submitted to and approved in writing by the local highway authority.</p> <p>(2) The impact monitoring and mitigation scheme must include:</p> <p>(i) a before and after survey to assess the changes in traffic;</p> <p>(ii) the locations to be monitored and the methodology to be used to collect the required data;</p> <p>(iii) the periods over which traffic is to be monitored;</p> <p>(iv) the method of assessment of traffic data;</p> <p>(v) control sites to monitor background growth;</p>

Topic	Requirement No.	Status of National Highways draft requirement	National Highways draft text	Essex County Council draft text
			<p>(a) a survey to assess baseline traffic levels at the locations listed in sub-paragraph (1), or confirmation that such survey has already been undertaken;</p> <p>(b) proposals for an operation traffic survey at the locations listed in sub-paragraph (1) to assess the changes in traffic from the baseline carried out —</p> <ul style="list-style-type: none"> (i) within the first year; and (ii) prior to the expiry of the third year following the date on which the authorised development is fully completed and open for traffic; <p>(c) details of the methodology to be used to collect the required data;</p> <p>(d) details of the periods over which operation traffic is to be monitored; and</p> <p>(e) proposals for the submission of the survey data collected and an interpretative report to be provided to the relevant local highway authority.</p> <p>(4) The scheme approved under sub-paragraph (2) must be implemented by the undertaker unless otherwise agreed in writing with the Secretary of State following consultation with the relevant highway authority.</p>	<ul style="list-style-type: none"> (vi) the implementation of monitoring no less than 3 months before the implementation of traffic management on the existing A12; (vii) agreement of baseline traffic levels; (viii) the submission of survey data and interpretative report to the highway authority; and (ix) a mechanism for the future agreement of mitigation measures. <p>(3) The scheme approved under sub-paragraph (1) must be implemented by the undertaker.</p>
Local road interventions	10 (Modified)	The Applicant is content requirement10 to be modified to include the words "Subject to the provisions of this	<p>Detailed design (NOTE: This is a suggested amendment to an existing requirement)</p> <p>10.—(1) Subject to the provisions of this Order, the detailed design for the authorised development must accord with:</p>	

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		Order" in the draft DCO at this stage.	<p>(a) the preliminary scheme design shown on the works plans and the engineering drawings and sections; and</p> <p>(b) the principles set out in the environmental masterplan, unless otherwise agreed in writing by the Secretary of State following consultation with the relevant planning authority and relevant highway authority on matters related to their functions, provided that the Secretary of State is satisfied that any amendments would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p> <p>(2) Where amended details are approved by the Secretary of State under paragraph (1), those details are deemed to be substituted for the corresponding plans sections and the undertaker must make those amended details available in electronic form for inspection by members of the public.</p>	
	New 15	The Applicant is content for its draft requirement to be included in the draft DCO at this stage.	<p>Boreham operation phase traffic mitigation measures</p> <p>—(1) No part of the authorised development is to open to traffic until a scheme of operation phase traffic mitigation for the B1137 in Boreham has been submitted to and approved by the Secretary of State, following consultation with the relevant highway authority, provided that the Secretary of State is satisfied that any amendments would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p>	<p>B1137 Main Road mitigation</p> <p>X.—(1) No part of the authorised development is to commence use until a scheme for managing traffic on the B1137 between junction 19 and junction 21 of the A12 has been submitted to and approved in writing by the local highway authority.</p> <p>(2) The B1137 traffic management scheme must be agreed by the local highway authority and unless otherwise agreed include the following measures:</p>

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			<p>(2) The operation phase traffic mitigation scheme for Boreham must include provision for the following operational phase traffic mitigation –</p> <p>(a) A new controlled pedestrian crossing on the B1137 in the vicinity of Boreham Co-op (grid reference 575330, 210021);</p> <p>(b) road safety posters in the vicinity of Orchard Cottages (grid reference 576394, 210658), Boreham Recreation Ground (grid reference 575848, 210309) and outside of the Little Hedgehogs Day nursery (grid reference 575444, 210081);</p> <p>(c) installation of average speed cameras on the B1137 (excluding ongoing operation, maintenance/calibration and enforcement) within Boreham as defined by the extent of 30mph speed limit shown between reference A.010 and A.011 on the traffic regulation measures speed limit plans; and</p> <p>(d) installation of average speed cameras (but not including provision for their ongoing operation, maintenance /calibration and enforcement) on the B1137 between Boreham and Hatfield Peverel defined by the extent of 40mph speed limit shown between reference A.011 and A.012 on the traffic regulation measures speed limit plans.</p> <p>(3) The scheme of operation phase traffic mitigation for the B1137 in Boreham must be provided in accordance with the approved details.</p>	<p>(i) an average speed camera system covering the stretch of the B1137 between the southern entry to Boreham Village and Hatfield Peverel;</p> <p>(ii) a new signalised pedestrian crossing and associated road narrowing opposite the Co-op food store;</p> <p>(iii) minor road narrowing (similar to the existing provision at the southern entry to Boreham village) at three new locations:</p> <ol style="list-style-type: none"> a. the northern entry to Boreham village b. between the northern entry to Boreham village and Waltham Road c. In the vicinity of the pedestrian entrance to the recreation ground <p>(iv) (iv) place-making / safety signs at an additional three locations within Boreham village to increase awareness of the speed limit changes</p> <p>(3) No part of the authorised development is to open for public use until the approved scheme has been implemented and delivered by the undertaker.</p>
	New 16	The Applicant is content for its draft	Messing operation phase traffic mitigation measures	Junction 24 mitigation

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		<p>requirement to be included in the draft DCO at this stage.</p>	<p>—(1) No part of the authorised development is to open to traffic until a scheme of operation phase traffic mitigation for Messing has been submitted to and approved by the Secretary of State, following consultation with the relevant highway authority, provided that the Secretary of State is satisfied that any amendments would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p> <p>(2) The operation phase traffic mitigation scheme must include provision for the following operational phase traffic mitigation –</p> <p style="padding-left: 40px;">(a) gateway features for signage in accordance with Traffic Signs Manual Chapter 3: Figure 8-21, and speed limit roundels in accordance with the 2016 Regulations and Directions diagram 1065 at Lodge Road (grid reference 589938, 219356), Kelvedon Road (grid reference 589511, 218861) and Harborough Hall Road (grid reference 590233, 218566) marking the extents of the existing 30mph speed limit; and</p> <p style="padding-left: 40px;">(b) “Unsuitable for heavy goods vehicles” signage in accordance with the 2016 Regulations and Directions diagram 820 at the junction of the B1023 and Yewtree Farm Road (grid reference 587881, 218631), the junction of Harborough Hall Road and B1022 (grid reference 590573, 218228), the junction of the B1023 and Oak Road (grid reference 588820,</p>	<p>X.—(1) No part of the authorised development is to commence until a scheme for managing traffic on the approaches to junction 24 has been submitted to and approved in writing by the local highway authority.</p> <p>(2) The scheme must include an assessment of improvements to the B1023 or another suitable corridor for walking, cycling and horse riding users, to help off-set the impacts of increased traffic on this route.</p> <p>(3) The scheme in sub-paragraph (1) must include the following measures:</p> <p style="padding-left: 40px;">(i) an average speed camera system covering the B1023 between Inworth Road roundabout and the existing 30mph terminal on the northern approach to Tiptree, and a fixed speed camera covering the southbound carriageway north of the Inworth Road roundabout;</p> <p style="padding-left: 40px;">(ii) widening of pinch points between Perrywood Garden Centre and the B1022 to a minimum carriageway width of 6.1m in line with the approach to other pinch point widening proposals;</p> <p style="padding-left: 40px;">(iii) widening of Hinds Bridge to provide a minimum carriageway width of 7.3m, with provision for pedestrians and cyclists;</p>

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			<p>217131), and the junction of the B1022 and Oak Road (grid reference 589505, 217275).</p> <p>(3) The scheme of operation phase traffic mitigation for the B1137 for Messing must be provided in accordance with the approved details.</p>	<p>(iv) measures to improve provision for walking, cycling and horse riding users, as identified in the assessment under sub-paragraph (2);</p> <p>(v) village entry treatments at the entrance to Messing village;</p> <p>(vi) ‘Unsuitable for HGVs’ signage on Kelvedon Road and Harborough Hall Road;</p> <p>(vii) narrowing of the entries to Oak Road (both the eastern and western ends), through tightening of entry radii and appropriate landscaping.</p> <p>(viii) priority narrowing measures on Oak Road; and</p> <p>(ix) improved signage at either end of Oak Road to guide through traffic to the B1022/B1023 junction.</p> <p>(4) No part of the authorised development is to open for public use until the approved scheme has been implemented by the undertaker.</p>
De-trunking	Not included in D5 dDCO	The Applicant continues to maintain that the need for a specific de-trunking requirement is not justified and does not agree to its inclusion in the draft DCO. This	<p>De-trunking (article)</p> <p>Delete Article 15(6) as drafted and replaced with:</p> <p>(6) On a date or dates to be determined by the undertaker, the roads described in Part 14 (roads to be de-trunked) of Schedule 3 are to cease to be trunk roads as if they had ceased to be trunk roads by virtue of an order made under section 10(2) of the 1980 Act</p>	<p>De-trunking (article)</p> <p>Insert new article 15(7) between existing articles 15(6) and 15(7), as follows:</p> <p><i>“(7) The undertaker may only make a determination for the purposes of paragraph (6) with the consent of the Secretary of State, who must consult the local highway authority before deciding whether to give that consent.”</i></p>

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		<p>wording is therefore provided on a without prejudice basis to assist the ExA and the Secretary of State should they be minded to include such wording in the made DCO.</p>	<p>specifying that date or date as the date or dates on which they were to cease to be trunk roads.</p> <p>(7) The undertaker must only make a determination for the purposes of paragraph (6) with the consent of the Secretary of State as to the date and as to whether the highway to be de-trunked is of a reasonably satisfactory standard for use as a local highway, following consultation with the relevant highway authority.</p> <p>(8) The application of paragraphs (1) to (7) may be varied or revoked by any instrument made under any enactment which provides for the variation or revocation of such matters.</p> <p>De-trunking (requirement)</p> <p>X.—(1) The consent of the Secretary of State pursuant to Article 15(7) must not be sought until written details of the proposals for the roads to be de-trunked as identified in Part 14 of Schedule 3 has been submitted and approved in writing by the Secretary of State following consultation with the relevant highway authority and relevant planning authority, such scheme to include:</p> <ul style="list-style-type: none"> (a) drawings and plans showing the proposals; (b) demonstrating how the proposals maintain a safe and reliable highway network; (c) the provision made for non-car transport modes; (d) demonstrating how existing accesses will retain access to the de-trunked road; (e) demonstrating how existing utilities will be safeguarded; 	<p>De-trunking (requirement)</p> <p>X.—(1) No part of the authorised development is to open for public use until a written scheme for the de-trunking of the A12 between Witham and Rivenhall End (east) and also between Feering and Marks Tey has been submitted to and approved in writing by the local highway authority.</p> <p>(2) The scheme approved under sub-paragraph (1) must include:</p> <ul style="list-style-type: none"> (a) the conversion of one carriageway into an active travel corridor, not accessible to motorised traffic other than for access to local properties and maintenance; (b) re-greening of part of this carriageway through breaking up of sections and covering them with earth/top soil, and provision of suitable planting to increase biodiversity; (c) conversion of the other carriageway into a single carriageway road, with one lane in each direction; and (d) measures to encourage compliance with the speed limit on the single carriageway road. <p>(3) The undertaker shall implement and deliver the approved de-trunking scheme at its own expense</p>

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			<p>(f) landscaping and planting details; (g) drainage details; and (h) a timetable for implementation of the proposals.</p> <p>(2) No application for approval of the scheme under sub-paragraph (1) may be made in respect of proposals which would give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p> <p>(3) The scheme approved under sub-paragraph (1) must be implemented by the undertaker and in accordance with the approved timetable for implementation, unless otherwise agreed in writing with the Secretary of State following consultation with the relevant highway authority.</p>	<p>within 18 months of the first opening of the authorised development for public use.</p>
<p>Walking, cycling and horse-riding</p>	<p>New 14</p>	<p>The Applicant is content for its draft requirement to be included in the draft DCO at this stage.</p>	<p>Walking, Cycling and Horse-riding bridges</p> <p>—(1) Requirement 10 (detailed design) is to be read subject to the provisions of this requirement.</p> <p>(2) The detailed design for the works listed in this paragraph ("the relevant WCH bridge Works") must accord with the following design specifications (the "WCH bridge specifications") —</p> <p>(a) Work No. 5 (Paynes Lane Bridge) must be designed with minimum internal radii of 4 metres for any change in direction on its northern and southern ramps and no more than one switchback on its southern ramp; (b) Work No. 30 (Little Braxted Bridge) must be designed with a straightened northern</p>	<p>Walking, cycling and horse-riding provision</p> <p>X.—(1) No part of the authorised development is to commence until a scheme setting out written details of the provision for walkers, cyclists and horse-riders has been submitted to and approved in writing by the highway authority.</p> <p>(2) The written details under sub-paragraph (1) must include:</p> <p>(i) the provision for WCH users at new and existing overbridges of the A12;</p>

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			<p>ramp including provision for intermediate platforms and its southern ramp must be designed with a minimum external radius of 5 metres;</p> <p>(c) Work No. 53 -(Snivellers Lane Bridge) must be designed with a minimum external radius of 5 metres for any change in direction on both its northern and southern approaches;</p> <p>(d) Work No. 100 (Potts Green Bridge) must be designed with a minimum external radius of 5 metres for any change in direction on both its northern and southern approaches; and</p> <p>(e) Work No. 112 (Marks Tey footbridge) must be designed with a 4 metre minimum internal radius for any change in direction on each ramp and on the single switchback.</p> <p>(3) The relevant WCH bridge works must accord with the WCH bridge specifications when constructed.</p>	<p>(ii) the provision for WCH users at new and existing at-grade highway crossings that are affected by the scheme; and</p> <p>(iii) unless otherwise agreed in writing by the local highway authority, accord with the principles set out in the walking and cycling matrix (NOTE: ECC suggests that a simplified version of the walking and cycling matrix is created which sets out the key elements which are agreed, and that this document be certified by the DCO and referenced within this requirement).</p> <p>(3) No part pf the authorised development is to open for public use until the approved scheme has been implemented by the undertaker.</p>
Junction 21	Not included in D5 dDCO	The Applicant continues to maintain that there is no need for such a requirement. This wording is therefore provided on a without prejudice basis to assist the ExA and the Secretary of State should they be minded to include such	<p>Junction 21</p> <p>(1) Requirement 10 (detailed design) is to be read subject to the provisions of this requirement.</p> <p>(2) The detailed design for junction 21 must contain the revised design detail specified in sub-paragraph (3) of this requirement and submitted to the Secretary of State following consultation with the local highway authority.</p> <p>(3) Subject to sub-paragraph (5) the detailed design for junction 21 must include a two-lane exit from both the junction 21 northern roundabout to the A12</p>	<p>Junction 21 design</p> <p>X.—(1) No part of the authorised development is to commence until an updated version of General Arrangement drawing HE551497-JAC-LDC-SCHW-DR-C-0026 showing the revised design of junction 21 has been submitted and approved in writing by the local highway authority.</p> <p>(2) The updated drawing and revised design must include a two-lane exit from both the junction 21 northern roundabout to the A12 northbound slip road and from the junction 21 southern roundabout to the A12 southern slip road.</p>

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		wording in the made DCO.	<p>northbound slip road and from the junction 21 southern roundabout to the A12 southern slip road.</p> <p>(4) Junction 21 must be constructed in accordance with the approved details</p> <p>(5) No application for approval of the scheme under sub-paragraph (2) may be made in respect of proposals which would give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p>	(3) The new junction must be constructed in accordance with the revised drawing referred to in sub-paragraph (1) from the point the authorised development is open for public use.

3. Specific ECC comments

The Council is grateful to National Highways for providing suggested wording for each of the proposed requirements and we are hopeful of reaching agreement on wording where possible. Specific comments on the suggested requirements are detailed below.

Approval of requirements (general comment)

The Council considers that it is appropriate that the Council in its capacity as local highway authority should be the approving authority for requirements which have a direct bearing on the local highway network, on the basis that the Council is best placed to understand the detail of what is required and what the impacts of any changes are likely to be. This is precedent within other National Highways previous DCOs, namely the A14 Cambridge to Huntingdon *Requirement 17 Traffic Monitoring and Mitigation*, and A303 Sparkford to Ilchester Dualling *Requirement 17 Traffic Monitoring and Mitigation*. Furthermore, Silvertown Tunnel, a non-National Highways DCO, involved many Requirements which needed the approval of the relevant local authority. In all cases we understand the Applicant considers that the approving authority should be the Secretary of State, in some cases following consultation with the local highway authority.

To address any concern that were the Council to be the approving authority for some requirements this could lead to an unreasonable delay in discharging the requirements, the Council would be content for a new article to be included in the DCO which sets out that approval must not be unreasonably withheld and allows for deemed consent in the event that no response is received within a set time period. This would be preferable to the Council on the basis that it ensures the Council will receive the information necessary and have the ability to shape elements of the scheme which concern the local highway network and are subject to requirements.

As a minimum, if the approving authority is to be the Secretary of State the Council considers it essential that the Applicant should be required to consult the Council prior to submission and provide the Council's comments on the same within the submission to the Secretary of State for consideration when applications to discharge the requirements are submitted.

Location of interventions (general comment)

Where the Council considers that specific interventions are required, for example a monitoring site or mitigation measure, a description of the location is currently included within the Council's suggested drafting. The Council is happy to provide more specific locations for these proposed interventions (for example X metres distance from X junction, grid references etc) if that is preferable.

Impact monitoring and mitigation

Please see section 2 of the Council's summary of oral representations made at ISH 4 on 27 April 2023. The Council's suggested draft wording is based on a requirement for the A14 DCO

as this refers to a mechanism for the future agreement of mitigation measures and we think is therefore more appropriate in the context of this scheme.

The Council is currently giving further thought to the monitoring plan, include monitoring locations and methods of data collection. We intend to discuss this with National Highways on 18 May 2023 and expect to be able to provide more specific suggestions for the impact monitoring and mitigation scheme for Deadline 6.

Detailed design – requirement 10

The Council is currently reviewing this proposed amend to the wording of this requirement. We do consider that further changes are needed – beyond that that appears to have been agreed as summarised in section 2 of the Council’s summary of oral representations made at ISH 4 on 27 April 2023, and also **REP3-035** (page 10).

The outstanding issue is that the Council remains of the view that it is appropriate that the Council should have the power to approve the detailed design of highways for which it will be the local highway authority. This is not currently reflected in the draft requirement 10 and we request National Highways amend this requirement accordingly.

B1137 Main Road mitigation

The Council welcomes the suggested drafting provided by National Highways and the proposed mitigations included therein, albeit we consider that the scheme should be agreed by the local highway authority rather than the Secretary of State (as noted above). Based on the work the Council has undertaken we believe the measures should include minor road narrowings and place making / safety signs and this is not currently included in the Applicant’s suggested wording.

Junction 24 mitigation

Currently the drafting provided by National Highways only commits to two of the mitigation measures the Council has indicated should be taken forward, both of which are in or on the approaches to Messing village. Based on the work the Council has undertaken we believe that additional measures are needed, including measures to help ensure that vehicles approach the new Inworth Road roundabout at a safe speed and to minimise the impacts on Oak Road in Tiptree. These measures are set out in the Council’s suggested drafting for this requirement.

De-trunking

Please see section 2 of the Council’s summary of oral representations made at ISH 4 on 27 April 2023 for our position on a potential de-trunking requirement.

The Council acknowledges National Highways’ suggested wording for this requirement and that this is provided on a without prejudice basis. However, whilst the wording as it stands requires the Applicant to submit a scheme for de-trunking to the Secretary of State for approval the Council has no assurance that this will include any of the measures the Council

considers are necessary; indeed, National Highways has made clear it does not think the Council's requests on de-trunking are justified.

The suggested wording put forward by the Council takes account of the current position and seeks to detail what the Council considers are the essential elements for a de-trunking scheme in the context of this project. Importantly, as noted above, the Council considers that it should be the approving authority for a requirement of this nature.

Walking, cycling and horse-riding (WCH) provision

The drafting provided by the Council for this potential requirement seeks to secure the changes National Highways have indicated it intends to make to WCH overbridges within the letter of intent dated 24 April 2023 [AS-060]. In addition the Council has drafted this potential requirement such that provision for WCH users at at-grade crossings affected by this scheme and other principles agreed with the Council around WCH provision are secured, in line with government guidance (LTN 1/20). The Council considers this is necessary because whilst the Applicant has explained that it can make these requested changes within the parameters of the DCO (including but not limited to requirement 10), the Council currently has no assurance that the changes will be made.

Rather than setting out all of this detail within the wording of the requirement, the Council suggests that a simplified version of a document that the Applicant and the Council have jointly been developing (referred to as the walking and cycling matrix) is produced, and that this document is certified as part of the DCO and referenced within this requirement. A suggested simplified version of the walking and cycling matrix is included within this document as Appendix A. Again, the Council considers that it should be the approving authority for this requirement.

Junction 21 design

As for the requirement above, the drafting provided by the Council for this potential requirement seeks to secure the design elements National Highways has indicated it intends to include within the new junction 21 within the letter of intent dated 24 April 2023 [AS-060]. The requirement is requested to provide the Council will assurance that the new junction will be designed in such a way that it can accommodate provision of a new link road to Maldon Road should this be delivered as a separate project at a later date.

Appendix A: Suggested simplified walking and cycling matrix

Design element	Location/s	Design intent
WCH overbridges	<ul style="list-style-type: none"> Paynes Lane Marks Tey 	<p>The bridge deck and approach ramps of these 'Flow' overbridges will be designed to include:</p> <ul style="list-style-type: none"> Segregation between the walking and cycling facilities 5.5m minimum width between parapets a maximum of one 'foldback' on each ramp 4m minimum actual turning radii for cyclists in both directions at all changes in direction a maximum gradient of 5% (with 30m max length of gradient)
	<ul style="list-style-type: none"> Gershwin Boulevard Little Braxted Lane Snivellers Lane Potts Green 	<p>The bridge deck and approach ramps of these shared use 'Foldback' overbridges will be designed to include:</p> <ul style="list-style-type: none"> 4m minimum width between parapets the lowest number of foldbacks possible, subject to reasonable visual and physical constraints 5m minimum external radii at turns (providing a 4m actual turning radii in one direction) a maximum gradient of 5% (with 30m max length of gradient)
Signalised crossings at junctions	<ul style="list-style-type: none"> Eastways/Colchester Road Henry Dixon Road/Braxted Road A120 Coggeshall Road (on approach to Old Rectory Junction) New London Road (on approach to Old Rectory Junction) 	<ol style="list-style-type: none"> At each location listed, the signalised cycle crossing shall be separate from the pedestrian crossing and operate with a single stage (as per LTN1/20 para. 10.4.22), unless: <ul style="list-style-type: none"> Traffic modelling provided by NH and approved by ECC confirms that a single-stage cycle crossing would be overly detrimental to the traffic capacity of the junction; and/or Design optioneering plans provided by NH and approved by ECC confirm that there are safety, operational or environmental reasons why a single-stage cycle crossing cannot be accommodated within the parameters of the consent. If two-stage cycle crossings are confirmed as being required, the cycle crossing will accord with LTN1/20 para 10.4.22 and include:

Design element	Location/s	Design intent
	<ul style="list-style-type: none"> • A120 Dumbell Link (A12 Jn 25) • Wellington Road Overbridge 	<ul style="list-style-type: none"> • a straight or angled alignment at the refuge for cyclists, even if the associated pedestrian crossing is staggered • 4m minimum external radii turns for cyclists on any refuge
	Junction 19 (Generals Lane splitter island)	The splitter island will provide at least 4m external radii turns for cyclists
	Rivenhall End cycle crossing	The cycle crossing of the de-trunked A12 within Rivenhall End will be designed to operate with a single stage, as per LTN1/20 para. 10.4.22.
WCH links	<ul style="list-style-type: none"> • Between Witham and Kelvedon • Between Feering and Marks Tey 	The shared use walking/cycling facilities in the locations listed will be installed or upgraded to a minimum width of 3m
	<ul style="list-style-type: none"> • New A12 Junction 24 	Protection of a route for a footway/cycleway shall be provided, north-south from the southern extent of the red line boundary, passing through junction 24 under the A12, to the northern extent of the red line boundary.

This information is issued by:
Essex County Council

Contact us:

 @essex.gov.uk

Essex County Council
County Hall, Chelmsford
Essex, CM1 1QH



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