

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: A12 Change Consultation Response
Date: 03 May 2023 10:40:38
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TO THE PLANNING INSPECTORATE

Dear Sir or Madam,

Please find below Colchester Cycling Campaign's response to the A12 Change Consultation held by Highways England (the webinar was last night).

I am copying this to you as HE's commitment to active travel within the scheme is increasingly questionable. This is alarming when the government (see [REDACTED] and subsequent updates) recognises the need for people to change their everyday travel habits.

The A12 scheme provides a **once in a generation opportunity** to provide good infrastructure for active travel both in and across this corridor but it is in danger of being missed.

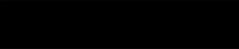
We have asked HE to fund an **independent review** of cycling and walking provision for the entire scheme. I have bolded up the key paragraph in our response and I hope you are able to support that call.

Yours sincerely,

Will



William Bramhill
Vice-secretary
Colchester Cycling Campaign



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.

Dear Sir or Madam,

I attended the Highways England webinar on May 2 and posed a series of questions.

Earlier that day I asked for drawings for the section covering the Marks Tey junction. I would still appreciate sight of these but please regard this email as my submission unless any issues come to light. In such an event, I will send an amendment before the consultation deadline.

Several of my questions were the result of HE "indicative materials" being inaccurate and/or lacking detail. Some of the illustrations did not have North compass arrows. An example is below, which I have laid over an OS map. It took me time to realise that the label for Marks Tey station is not the station itself, which is 300m to the east; also the proposed new pedestrian bridge is 70m west of where it actually is (and where you say it will remain).

Because of manpower issues, Colchester Cycling Campaign is limiting its detailed comment to the Marks Tey junction and possible funding (from HE but separate to the core A12 scheme) for a cycleway link between Marks Tey and Tollgate roundabout in Stanway.

During the webinar, however, it occurred to me that one of our proposals – for an independent audit covered in the following three italicised paragraphs – should apply to the entire scheme.

*I made mention of the possibility of an HE-funded **independent** audit of cycle facilities at Marks Tey by either Active Travel England or a consultancy such as Phil Jones Associates. **Please regard this submission as an official request for that to happen for the entire scheme.***

While I recognise that HE employees are experts, the agency deals primarily with large-scale issues from a motor vehicle perspective. The addition of high-quality, detailed cycle infrastructure such as that specified by LTN 1/20 is new: a second set of eyes and a fresh imagination would ensure not only compliance but it would also maximise the opportunities to achieve the best result for active travel.

At one stage towards the end of the webinar, mention was made of the Inworth to Feering Road. This appears to have been looked at entirely from a motor vehicle perspective, in fact an HE representative acknowledged that the route would not only become busier but the speed of throughput would increase. There is a lack of clarity of how cyclists would navigate the roundabout. I doubt that the current road would meet LTN 1/20 standards as it is. It is alarming that it will become worse and that no separate facilities for cyclists are planned, especially with the reasons (public health, road danger reduction and climate change) that are behind the thrust for active travel. In my view, if HE is altering any part of a highway as part of a major scheme (in this instance drainage), that should include new cycling infrastructure.

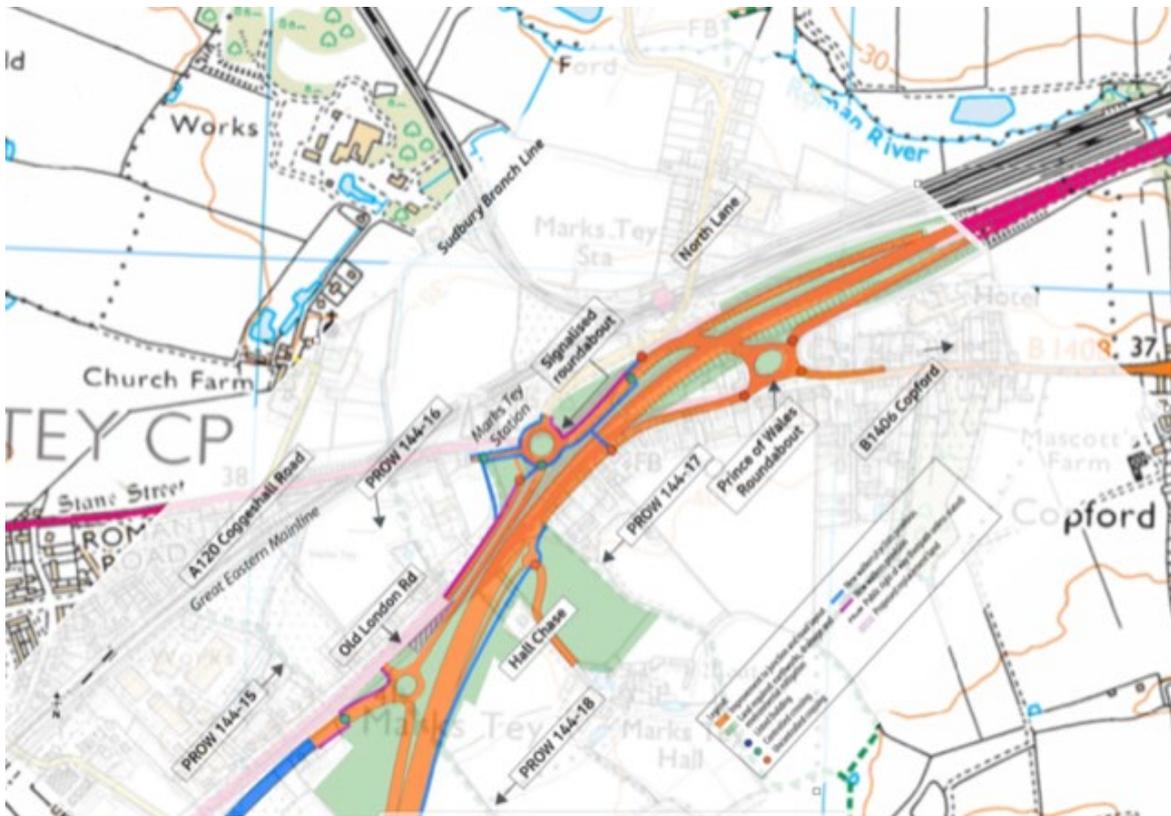
I am disappointed that HE has been so unambitious that it has not attempted to envisage/design and/or fund a one-stage bridge that crosses both the A12 and the A120 at Marks Tey. While I appreciate that ground levels are uneven and that more generous alignments and a one-stage crossing of the A120 are planned, this once-in-60-years scheme presents an opportunity to do far better than replace like with like. I will flag this to the inquiry inspector.

Anticipating a cycleway from Marks Tey to Stanway, the A12 scheme at Marks Tey should include a toucan crossing over the B1406 and also the installation of a protected cycleway on the south side of the Prince of Wales roundabout. This would protect cyclists from Stanway who want to access the railway station via the bridge, and vice versa.

Finally it is unclear from the indicative materials what happens to cycle facilities at various points, such as the section between the old A12 and the Marks Tey A120 roundabout; the eastern landing point of the crossing over the A120 to the station, and between Marks Tey old village and Hall Chase. Clarification would be welcome.

Yours sincerely

Will Bramhill



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Best wishes,

Will



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Vice-secretary
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