

Response ID ANON-N712-25PR-H

Submitted to A12 Chelmsford to A120 Widening Preliminary Design Consultation June 2021
Submitted on 2021-08-16 21:09:02

Share your views

Data privacy notice

1. About you

1a Name

Name:
Lisa Collins

1b Address

Address:

Feering Parish Council
Feering Community Centre
Coggeshall Road
Feering
CO5 9QB

1c Email address and Postcode

Email address:
clerk@feeringparishcouncil.gov.uk

Postcode:
CO5 9QB

1d Do you own land or hold any legal interests or rights, such as private rights of way or sporting rights, which may be affected by our proposals?

No

Not Answered

1e If you are responding on behalf of an organisation, business or campaign group, please include the name below.

Organisation:
Feering Parish Council

Your role:
Clerk

1f By completing this response form, you have indicated that you have an interest in this proposed scheme. It would help us if you could identify the nature of your interest below (tick all that apply):

Local resident (live within five miles of the A12), Local business (business address within five miles of the A12), Regular user of the A12 (in a private vehicle – eg commuter/leisure)

Other (please state):

1g How do you normally travel on the A12 (or on the adjacent footpaths and cycleways if applicable)?

Car/Van - Private, Bus, Walk, Cycle, Horse ride

Other (please state):

1h How often do you use this route?

5 or more days a week

2. The proposed scheme design

2a Do you support or oppose the proposed scheme design at junction 19? Please refer to page 13 of the consultation brochure.

Not Answered

2b Please explain your response to 2a, including any changes you think we should consider making to the proposed junction 19 design.

Please explain your response to 2a, including any changes you think we should consider making to the proposed junction 19 design.:

2c Do you support or oppose the proposed design at junction 21? Please refer to page 14 of the consultation brochure.

Not Answered

2d Please explain your response to 2c, including any changes you think we should consider making to the proposed junction 21 design.

Please explain your response to 2c, including any changes you think we should consider making to the proposed junction 21 design.:

2e Do you support or oppose the proposed design at junction 22? Please refer to page 15 of the consultation brochure.

Not Answered

2f Please explain your response to 2e, including any changes you think we should consider making to the proposed junction 22 design.

Please explain your response to 2e, including any changes you think we should consider making to the proposed junction 22 design.:

2g Do you support or oppose the proposed design at junction 24? Please refer to page 16 of the consultation brochure.

Support

2h Please explain your response to 2g, including any changes you think we should consider making to the proposed junction 24 design.

Please explain your response to 2g, including any changes you think we should consider making to the proposed junction 24 design.:

Whilst Feering Parish Council support this junction improvement, with the forecasted increase in traffic on the B1023 south of the new junction 24, something has to be done with Inworth Road. Inworth Road struggles with traffic, particularly HGV traffic at the moment and is currently not fit for purpose now and with the forecasted 92% (am) and 57% (pm) increase in traffic, it will become totally unfit for purpose. The proposed bypass suggested by Messing-Cum-Inworth Parish Council could provide a positive solution. Feering Parish Council are not in support of any one way traffic system or traffic lights solution.

The current proposal for the existing Inworth Road between the roundabout to only be a foot/cycle way must be amended as houses on the East side of Inworth Road, including Stonefields Farm Shop, would appear to have no vehicular exit.

There is concern that the future traffic flows have been underestimated due to the omission of housing that will be delivered under Braintree District Council's Local Plan. As the Local Plan is at stage 16 and has been examined, the remaining 795 homes from the Feering Strategic Growth Location to be delivered by 2033 must be included in the traffic modelling. At the very least the 300 homes included in the housing trajectory to March 2028 must be included in the 2027 traffic modelling (see Local Plan examination documents - BDC Housing Topic Paper). By Highways England own admission, the A12 routing was delayed in part due to the speculation over the proposed garden villages which never got as far as the BDC draft local plan has progressed. This cannot be one rule for one development and one rule for the rest.

There is also concern that traffic flows from Coggeshall and settlements north of the A120 have not been accounted for. There is no traffic survey data or predicted flows along New Lane, Feering, Coggeshall Road, Feering or Coggeshall Road / Station Road, Kelvedon included in the traffic modelling.

From the consultation documents it is not clear how the proposed new access road to Prested Hall at New Lane / London Road will interact, if at all, with the link road through Crown Estates Land (Feering Strategic Growth Location FEER233B) which is included in the Braintree District Council Local Plan. The BDC Local Plan link road is described as connecting London Road to Inworth Road whereas the Highways England access road stops at Threshelfords. Whoever provides the road must ensure that traffic from the B1024 London Road Feering to the new junction 24 bypasses Gore Pit Corner - which is the junction of the B1023 Inworth Road and the B1024 London Road / Feering Hill (drawing sheet 15).

Foot/Cycleway 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.

2i Do you support or oppose the proposed design at junction 25? Please refer to page 16 of the consultation brochure.

Not Answered

2j Please explain your response to 2i, including any changes you think we should consider making to the proposed junction 25 design.

Please explain your response to 2i, including any changes you think we should consider making to the proposed junction 25 design.:

2k Please provide any comments you have on other parts of the design, such as the sections between the junctions on the proposed new road.

Please provide any comments you have on other parts of the design, such as the sections between the junctions on the proposed new road.:

The current proposal for the existing Inworth Road between the roundabout to only be a foot/cycleway must be amended as houses on the East side of Inworth Road, including Stonefields Farm Shop would appear to have no vehicular exit.

No traffic survey data or predicted flows along New Lane, Feering, Coggeshall Road, Feering and Coggeshall Road / Station Road, Kelvedon top the new Junction 24 appear to have been included in the traffic modelling.

The de-trunked road will be used as a local road and this should be improved for cyclists as well as pedestrians. A dedicated cycleway should be install on the current A12 clearly delineated with bollards or a hard border between Feering and Marks Tey and Kelvedon to Witham then the current cycleway / footway which is currently very narrow can be left as a footway. To support the use of public transport, bus stops must be reinstated on the detrunked sections.

From the consultation documents it is not clear how the proposed new access road to Prested Hall at New Lane / London Road will interact, if at all, with the link road through Crown Estates Land (Feering Strategic Growth Location FEER233B) which is included in the Braintree District Council Local Plan. The BDC Local Plan link road is described as connecting London Road to Inworth Road whereas the Highways England access road stops at Threshelfords. Whoever provides the road must ensure that traffic from the B1024 London Road Feering to the new junction 24 bypasses Gore Pit Corner - which is the junction of the B1023 Inworth Road and the B1024 London Road / Feering Hill (drawing sheet 15).

Foot/Cycleway 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.

Feering Parish Council note that the Maldon Road bridge over the existing A12 and adjacent road sections will be realigned (drawing sheet 13). It is requested that provision alongside the new aligned roads is walking, cycling and horse-riding provision at a minimum width of 3.5 metres.

Feering Parish Council note and welcome that the vehicular and walking access under the A12 (Cranes Bridge) being retained, but request that the WCH provision is on the east / south east side of the road under the A12, which is the same side as the PRoW termination of PRoW 92-30 so there is no need to cross the road where visibility is poor.

It is noted that the A12 Ashmans Bridge is to be widened (drawing sheet 12). It is requested that the replacement PRoW bridge and the entire PRoW route Kelvedon 92-30 / Great Braxted 246-19 are provided as a walking, cycling and horse riding connection. This would improve network connectivity from the south of the A12/south of the River Blackwater to Crabbs Lane, Snivellers Lane and Kelvedon Bridleway 36 (PRoW 92-36).

The PRoW / footbridge crossing the new A12 - in the vicinity of the Fire & Rescue Centre, Hole Farm and Snivellers Lane - is welcome as it will provide a north-south connection that has been severed for many years. However, as this bridge serves the Fire and Rescue Centre, Hole Farm and PRoWs it is requested that the bridge is made a ramped walking and cycling or a WCH bridge to encourage sustainable transport and to facilitate leisure use.

3. Environmental impacts

3a Please provide us with any comments you may have on the Preliminary Environmental Information Report (PEIR) or the Non-Technical Summary. This includes any additional potential environmental ideas which you would like to see delivered for the proposed scheme.

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The Inworth Subway used for animal / farm movements currently runs under the A12 between the new J24 and Inworth Road. The underpass provides a useful wildlife connection and should be retained and not stopped up as proposed. Feering Parish Council supports this retention.

4. Walkers, cyclists and horse riders

4a Do you support or oppose the proposed alterations to routes for walkers, cyclists and horse riders?

Support

4b Please provide us with any comments you may have on our proposed alterations to routes for walkers, cyclists and horse riders.

Please provide us with any comments you may have on our proposed alterations to routes for walkers, cyclists and horse riders.:

Highways England 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 and farm bridge to the proposed location of the southern dumbbell (drawing sheet 14). Feering Parish Council are aware of a request that the PRoW is realigned as a WCH (Walking, Cycling, Highway) route away from the A12 and J24 to the current walked (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. Feering Parish Council supports this request.

A desired WCH network improvement would be the inclusion of the westward continuation of the existing farm track from Kelvedon FP25 (PRoW 92-25) to Highfields Lane.

The Ewell Hall footpath and farm overbridge is shown as being demolished and replaced by a WCH (and farm accommodation) bridge - drawing sheets 13 and 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.

Highways England 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. It is requested that a WCH route is provided along this line to provide an approximate east-west connection between the existing well used Worlds End Lane / Feering PRoW 14 / Kelvedon PRoW 15 to the west and Inworth Road, the south end of the Feering Strategic Growth location to the east.

In addition to the above, an eastward WCH continuation to link up with the new Threshelfords access road and new bridge is requested, to provide an enhancement to the PRoW network of benefit to the residents of the 1000 new homes to be delivered in Feering under the Strategic Growth Location.

The provision of the new Easthorpe Road overbridge over the new A12 road and the restoration of the ability to travel to / from Marks Tey and to/from Feering from Easthorpe Road is welcome (drawing sheet 16). A more direct north-south realignment of PRoW 128-23 between the area of Scotties Farm and the realigned Easthorpe Road is requested as this would improve connectivity between the villages.

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The PRoW / footbridge crossing the new A12 - in the vicinity of the Fire & Rescue Centre, Hole Farm and Snivellers Lane - is welcome as it will provide a north-south connection that has been severed for many years. However, as this bridge serves the Fire and Rescue Centre, Hole Farm and PRoWs it is requested that the bridge is made a ramped walking and cycling or a WCH bridge to encourage sustainable transport and to facilitate leisure use.

5. Bypass routes and other side roads

5a What are your views on the plans for the existing road and local roads? Please refer to pages 46 to 49 of the consultation brochure.

Support

5b Please provide us with any comments you may have in relation to 5a.

Please provide us with any comments you may have in relation to 5a.:

There is concern that the future traffic flows have been underestimated due to the omission of housing that will be delivered under Braintree District Council's Local Plan. As the Local Plan is at stage 16 and has been examined, the remaining 795 homes from the Feering Strategic Growth Location to be delivered by 2033 must be included in the traffic modelling. At the very least the 300 homes included in the housing trajectory to March 2028 must be included in the 2027 traffic modelling (see Local Plan examination documents - BDC Housing Topic Paper). By Highways England own admission, the A12 routing was delayed in part due to the speculation over the proposed garden villages which never got as far as the BDC draft local plan has progressed. This cannot be one rule for one development and one rule for the rest.

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Feering Parish Council support the removal of Junction 23, the new all movement junctions 22 and 24 and the re-establishment of bus stops on the de-trunked A12. Bus stops on the route between Feering and Marks Tey should also be reinstated.

Feering Parish Council note and welcome that the vehicular and walking access under the A12 (Cranes Bridge) being retained, but request that the WCH provision is on the east / south east side of the road under the A12, which is the same side as the PRoW termination of PRoW 92-30 so there is no need to cross the road where visibility is poor.

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6. Construction

6a Do you support or oppose the construction methodology for the proposed scheme? Please refer to pages 50 to 53 of the consultation brochure.

Support

6b Please provide us with any comments you may have on the construction methodology.

Please provide us with any comments you may have on the construction methodology. :

Feering Parish Council wish to ensure that construction traffic and/or any diversion routes during closure of the A12 Kelvedon bypass must not be signed through or use the old A12 through Kelvedon and Feering

7. About this consultation

7a How did you hear about this consultation? (Please select all that apply).

Received a letter from Highways England, Received an email from Highways England

Newspaper (please name publication):

Online (please name source):

Local radio or TV (please name channel):

Other (please state) :

7b Which communication channel(s) have you used to find out more about the proposed scheme? Tick all that apply

Highways England scheme website

Other (please state) :

7c How useful did you find our consultation materials, including the consultation booklet, in helping you understand your position?

How useful did you find our consultation materials, including the consultation booklet, in helping you understand your position? - Consultation booklet:

How useful did you find our consultation materials, including the consultation booklet, in helping you understand your position? - Virtual exhibition:

How useful did you find our consultation materials, including the consultation booklet, in helping you understand your position? - Preliminary Environmental Information Report:

How useful did you find our consultation materials, including the consultation booklet, in helping you understand your position? - Preliminary Environmental Information Report Non-Technical Summary:

How useful did you find our consultation materials, including the consultation booklet, in helping you understand your position? - Traffic Modelling Report for Consultation:

How useful did you find our consultation materials, including the consultation booklet, in helping you understand your position? - Flythrough:

How useful did you find our consultation materials, including the consultation booklet, in helping you understand your position? - Website:

How useful did you find our consultation materials, including the consultation booklet, in helping you understand your position? - Webinars:

Equality and diversity

I consent to Highways England processing my special category data for the purposes of understanding the accessibility of the A12 Chelmsford to A120 widening consultation. I have read Highways England's privacy notice and understood how it will be processing this data.

Yes

1 What is your gender?

Female

2 Do you consider yourself as a person with a disability?

No

3 Please describe your ethnic background

White

4 Age

45-54