

Network Rail Inquiry Wednesday 31st October 2018 Crossings E19 & E20 – ELAF (K Evans)

ELAF contends that this closure programme has not been considered in a holistic way taking into account the changes & opportunities presented by the adjacent A12 Boreham - Marks Tey widening scheme and the A120 to A12 new route scheme, both due to be delivered in this area. ELAF therefore contend that the closure programme for the crossings in this area is premature.

The A12 widening and upgrading programme, scheduled for RIS2 2020-2025, will cover the section of the A12 between junction 19, the Boreham Interchange and junction 25, the junction with the A120 at Marks Tey. Highways England held public consultations on four options over a 6 week period between January - March 2017 - see the Ramblers Appendix document 16. The Highways England preferred route announcement was expected by now - see ELAF proof (Sue Dobson) of October 2017. The announcement has been delayed due to the uncertainty as to the size and "soundness" of the garden community proposed in the Marks Tey area in the joint strategic part of the submission Local Plans of Braintree, Colchester & Tendring Districts (see Highways England email of May 2018).

Four A12 options were consulted on - Options 2 and 3 (pages 22-23 & 24-25) include a new bypass between J22 Witham north & J23 Kelvedon south. This would result in the current A12 south / SE of E19 Potters and E20 Snivellers becoming a local road which means that buses will be able to stop again and users will be able to cross the road again. This will open up the north-south /NW-SE PROW routes again.

Running alongside the A12 consultations in 2017, were consultations on a new route for the A120 between Braintree and the A12. In June 2018, Essex County Council, following Highways England procedures, announced route D as their preferred route option for the new A120. ECC have now presented this option to Highways England and the DfT for inclusion in the RIS 2 funding programme (2020-2025). In Option D, the A120 would join the (new) A12 just south-west of Kelvedon in the area of E20 Snivellers & Snivellers Lane (Kelvedon bridleway 34 to the north of the railway and a public lane to the south). If Snivellers crossing E20 is closed a historic connection is lost and the crossing is not there to be taken account in the detailed planning for the new A12 and its connection with the new A120.

As stated in ELAF's proof, the alternatives proposed for E19 & E20 are not considered suitable as they do not improve access nor enhance the PROW network:

- E19 involves walking along a busy road that is currently part of an un-numbered junction serving the existing A12.
- in E20 the historic north-south connectivity is lost as NR's proposal is a bridleway solely on the north side of and alongside the railway line.

As stated in Mr Fisk's proof (NR31-1), the sight lines at both E19 & E20 are compliant in all directions and apart from the one suicide in about 2012, there have been no incidents at either crossing.

ELAF therefore object to the closure of E19 Potters and E20 Snivellers and request that they are removed from this TWA crossing closure Order. ELAF consider that the closure of these crossings is premature, particularly now with the preferred new A120-A12 junction location being in this area as well as the area it being part of the A12 J19 Boreham - J25 Marks Tey improvement scheme.

As stated in ELAF's proof, ELAF would wish Network Rail to holistically consider the at-grade crossings along a section of line - in this case crossings alongside the section of A12 to be improved. Network Rail's proposals for crossings E21 Hill House 1 and E22 Great Domsey are supported as a north-south connection is maintained that is close to the existing crossings and that does not involve any road walking. ELAF would object to any closure of these crossings that did not retain this PROW network connection. It is noted that crossing E24 Church 1 at Marks Tey has been lost by default. ELAF support the dedication of the ramped footbridge crossing at E23 Long Green as a Public Right of Way. However, a holistic approach that did not exclude infrastructure & technology options would have included Brooms and Hill House 2 PROW crossings and, importantly, the Church Street half-barrier vehicular crossing in Kelvedon where there have been various accidents.

It is surely of benefit to all parties that opportunities are taken to both enhance the PROW network by reconnecting severed routes AND to look at crossing closures as part of the whole joined-up scheme that improves access and encourages walking, cycling & riding whether for pleasurable leisure and exercise or as a way of getting to shops, schools or work.

<http://a120essex.co.uk/>

Option D is our favoured route option for a new dual carriageway A120 between Braintree and the A12.

Councillor Kevin Bentley announced the decision on behalf of Essex County Council at an event in Earls Colne on Friday, 8 June.

The favoured route option has cleared the statutory call-in period. It will now be recommended to Highways England and the Department for Transport for inclusion in the Road Investment Strategy 2, which is the next funding period for the strategic road network.

Option D's alignment, if progressed by Highways England, would run from Galleys Corner at Braintree to a junction with the A12 to the south of Kelvedon.

It is important to highlight that all work undertaken by Essex County Council is advisory at this stage, and a Preferred Route Announcement (PRA) can only be made by Highways England in association with the Department for Transport.

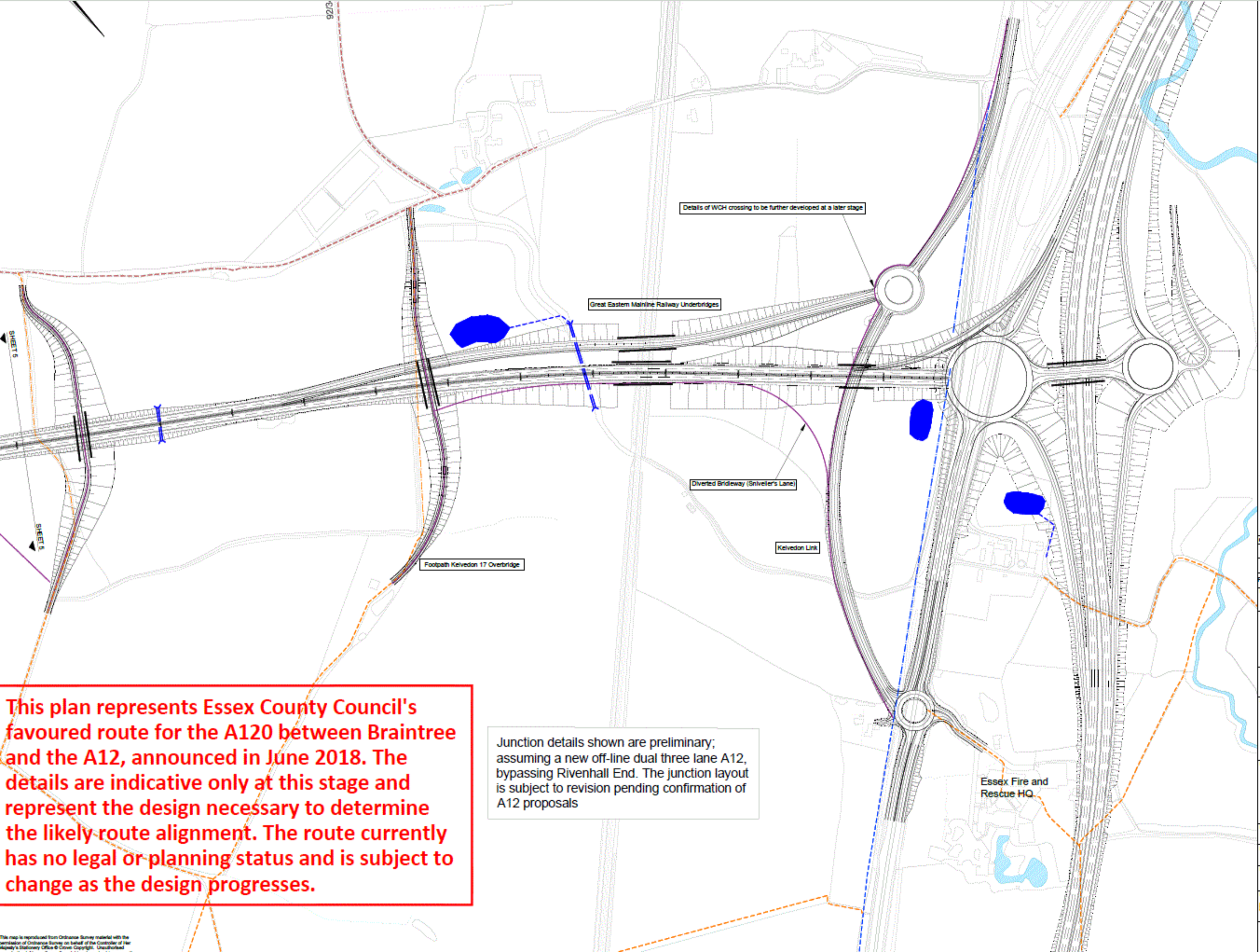
Our aim is to get the A120 Braintree to A12 upgrade into the Government's Road Investment Strategy 2 (RIS 2), the next funding period for the Strategic Road Network.

If the A120 is included in RIS 2, it is expected to be announced in 2019. If successful, this would likely be followed by a Preferred Route Announcement.

We will continue to lobby the Government if the A120 is not included in RIS 2 to include it for improvement at the earliest possible opportunity.

Provided that the scheme progresses as planned, it is anticipated that construction could commence in 2023 with the road ready for use around 2026.

Please see the project's timeline for more information.





This plan represents Essex County Council's favoured route for the A120 between Braintree and the A12, announced in June 2018. The details are indicative only at this stage and represent the design necessary to determine the likely route alignment. The route currently has no legal or planning status and is subject to change as the design progresses.

Junction details shown are preliminary; assuming a new off-line dual three lane A12, bypassing Rivenhall End. The junction layout is subject to revision pending confirmation of A12 proposals













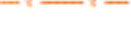

NOTES:

1. DO NOT SCALE.
2. Design details shown are preliminary and may change as the design is developed
3. No environmental mitigation is shown; this will be developed in future design stages when detailed environmental assessment is carried out.
4. There is no definitive land boundary at this stage, it will be developed at a later design stage.

Key

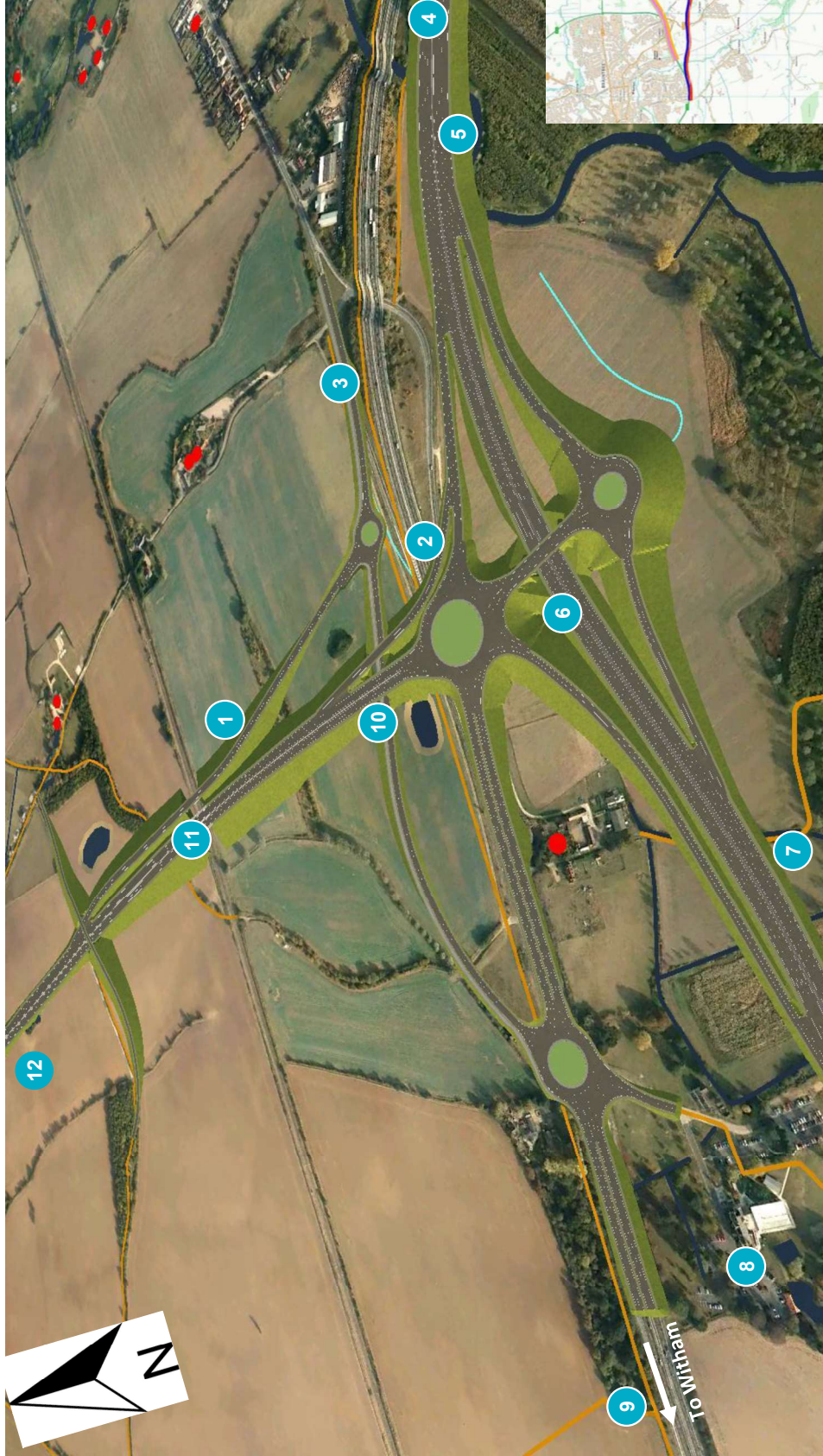
-  Existing Open Water / Rivers
-  Bradwell Quarry extent (including planned extensions)

HIGHWAYS

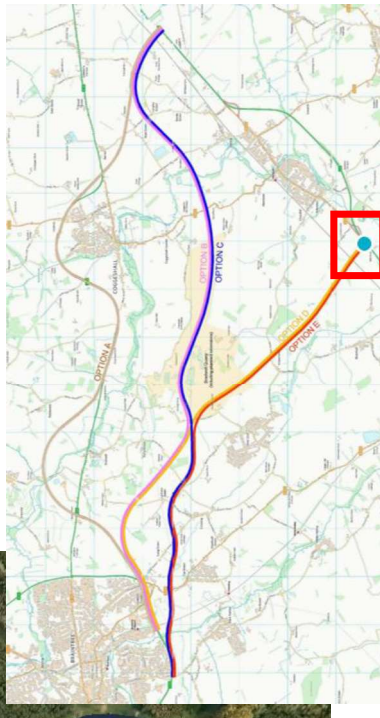
-  Proposed bridge
-  Proposed culvert (TBC)
-  Balancing pond and outfall
-  Watercourse diversion
-  Existing footpath (ECC)
-  Existing Bridleway (ECC)
-  Existing footway
-  Existing shared footway/cycleway
-  Existing by-way
-  Proposed by-way
-  Proposed WCH Diversions (to be further developed at a later stage)
-  Existing public right of way/ WCH user route stopped up
-  Existing by-way (ECC) stopped up
-  Existing shared footway/cycleway stopped up

Key Features

Illustrative view of southern A12 Interchange for Option D/E connecting to the off-line version of the A12



- 1 Additional slip for A120 to Witham & Kelvedon traffic
 - 2 Segregated Left Turn A120 to A12 northbound
 - 3 Kelvedon link
 - 4 New A12 to Marks Tey
 - 5 New A12 on viaduct over River Blackwater (not shown)
 - 6 New A12 widened to dual three lanes off-line
 - 7 New A12 to Witham
 - 8 Essex Fire HQ
 - 9 Existing A12 (de-trunked) to Witham
 - 10 Local road passes under new A120
 - 11 A120 bridge over Great Eastern Mainline Railway
 - 12 New A120 to Braintree
- Listed building(s)



Subject: A12 Chelmsford to A120 widening scheme update

From: A12 Chelmsford A120 wide <A12chelmsfordA120wide@highwaysengland.co.uk>

Date: 24/05/2018 14:22

To: A12 Chelmsford A120 wide <A12chelmsfordA120wide@highwaysengland.co.uk>

Good Afternoon,

I am writing to update you on the progress of the A12 Junction 19 (Boreham interchange) to J25 (Marks Tey interchange) widening scheme.

As you will be aware, last year we announced our plans to widen the A12 to three lanes between junctions 19 (Boreham interchange) and 25 (Marks Tey interchange) and a public consultation was held in Winter 2017.

The delivery of the scheme has been delayed to accommodate the emerging local housing proposals for the North Essex Garden Community at Marks Tey. We are unable to progress the A12 scheme until we know the impact of these proposals.

We remain in close contact with Essex County Council, Colchester Borough Council and Braintree District Council, looking to accommodate the housing scheme and align the A12 accordingly. Together with the local authorities we are currently awaiting a decision from the Planning Inspector on the Garden Community.

I am writing to reassure you that we remain committed to progressing the A12 junction 19 (Boreham interchange) to junction 25 (Marks Tey interchange) widening scheme, as set out in the Road Investment Strategy. We are extremely keen to ensure that our scheme provides the maximum benefit to local communities to improve journeys and provide growth opportunities.

We recognise that the new housing development might affect the alignment between junctions 24 and 25. If this is the case then it is important that those living and working along this section have the opportunity to see options and to be able to share their feedback. Once we know what decision has been made on the planning application for the housing scheme, and the potential impact on the A12 scheme, we would expect to hold a further public consultation on any revised options for this part of the route. This would then be followed by a preferred route decision, confirming the proposed route for the whole of the A12 scheme.

This scheme is one of a number of proposals to improve the connectivity between Essex and London. You can find out more about this scheme by visiting our web page <https://highwaysengland.co.uk/projects/a12-chelmsford-to-a120-widening-scheme/>

We will continue to update you as the scheme develops but should you have any queries, please do not hesitate to get in touch:

Email A12ChelmsfordA120wide@highwaysengland.co.uk

Tel 0300 123 5000

Write to A12 Team, RIP East, Highways England, Manton Lane, Bedford MK41 7LA

Kind Regards

A12 Chelmsford to A120 team

Sent on behalf of Vanessa Screen, Assistant Project Manager



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