

Agenda Item 2019/261 – A12 Additional Routes Consultation Response

Overview

People in Marks Tey have all been advised by Highways England that they are consulting on 4 additional routes for the improvement of the A12 between Junction 24 (Feering) and Junction 25 (Marks Tey). Two local exhibitions have been held (at Marks Tey Hotel and at the Parish Hall) and the Consultation closes at midnight on 1st December. This report is to consider the Parish Council's response to this Consultation.

The 4 additional routes offer 2 alternatives at Junction 24 (Feering) – routes A and B rejoins the line of the existing A12 at Junction 24 and with a new junction, and routes C and D which sees the proposed A12 join the existing A12 on the Kelvedon bypass with a new Junction 24 at the Tiptree Road. These options have little effect on Marks Tey although it would seem to be beneficial to have a new junction on the Tiptree road and remove through traffic from Kelvedon and Feering and we might wish to say this in our response subject to Kelvedon and Feerings views taking priority over ours.

The more contentious alternatives are at Junction 25 at Marks Tey where route B and D propose a new line for the A12 between Marks Tey and Copford through the Car Boot site and round the back of the Marks Tey shops. Routes A and C continue and widen the A12 through its existing route in front of the Marks Tey shops after which it takes a new route to the south roughly in front of the Old London road entrance to the Parish Hall. All options propose a new junction 25 south of Marks Tey approximately adjacent to Andersons and presumably the closure of the existing north A12 exit and entry at the Old Rectory roundabout and south exit and entry at the shops.

Also these route alternatives will only be considered if the Local Plan Inspector agrees to the creation of the Colchester Braintree Borders Garden Community. If this is rejected then Highways England will revert to their previous consulted upon options 1 and 2. These either leave the A12 on its existing route or divert it south after passing through Marks Tey on a new line with a similar affect on Marks Tey as the current options A and D.

These proposals have big implications for Marks Tey.

Relocation of Junction 25 – Marks Tey

All of the route options see the relocation of junction 25 and access to and from the A12 from Marks Tey to further south of the village could also be problematic.

- Firstly, the London Road shops and businesses rely on Junction 25 proximity for a fair portion of their business. There is a risk that moving the junction to the south could therefore threaten the viability of these business. It is imperative that the London Road retail area has continued easy access to and from the A12.
- Secondly, many commuters go to the station from the easily accessed adjacent A12 junction 25 which all options propose to move south. Again, it is imperative that easy and ready access to and from the A12 is provided to Marks Tey station.
- The A120/A12 junction (junction 25) is an important and busy junction. Even if the A120 is accepted for improvement funding in the government's RIS2 (2020-25), its completion and operation is likely to be 2 to 3 years behind these improvements to the A12. Moving this junction further south will significantly increase traffic flow within Marks Tey to link these two highways and cause increased delays, queuing, and pollution on the A120 through Marks Tey in the short to medium term.

On the other hand, moving Junction 25 and closing the northern A12 slip road may give potential to use part of this slip to join Old London Road into the Old Rectory roundabout and ease current delays to joining the A120/Coggeshall Road from Old London Road.

Route A and C – A12 Continuing through Marks Tey

Routes A and C by leaving the A12 running through Marks Tey, continue the fragmentation, disturbance and pollution inflicted by the current A12 onto the village, albeit offering some respite to residents on lower Old London Road and The Crescent by moving the A12 slightly further from them. However, that disturbance and pollution could increase from the anticipated increase in traffic carried by the new A12 although Highways England say that this will be compensated for with quieter road surfacing and noise barriers. The widened A12 will likely fit in the existing cutting in front of the shops but with removal of most of the established landscape protection to London Road. There may be issues fitting the widened A12 between the London Road beyond the shops and Old London Road beyond the Parish Council entrance.

I have heard advocates of route A and C argue that those people adjacent to the current A12 have elected to be there and are thus used to the situation and this is an argument. However, pollution and noise level adjacent to the A12 already exceed national maxima for most of the time. This is detrimental to health particularly for the young and the old and is likely to increase with widening and more traffic.

Route options A and C seems to offer little improvement to the A12 for Marks Tey, an issue identified by many residents in the Marks Tey Neighbourhood Plan questionnaires as together with the A120 as the biggest problems that Marks Tey face.

Route B and D – Re-routing around Marks Tey

Route options B and D, rerouting the A12 through the Car Boot field and round the back of Marks Tey will increase exposure to some Marks Tey residents at the eastern end of London Road where little exposure currently exists. It is an option strenuously objected to by Copford and Church Road residents and they have the support of our Borough Councillor Cllr Kevin Bentley who is also Deputy Leader of ECC and ECC Cabinet Member for Infrastructure.

- This route, would, however, greatly reduce the highway nuisance, disturbance, and pollution through Marks Tey to the majority of London Road and Old London Road properties.
- Routing the A12 round the back of the shops could create potential to provide infill development of housing, more retail, and better car parking that could increase the viability and attractiveness of the area.
- It could even give potential to look at other uses for part of the detrunked road in front of the shops, possibly giving the opportunity to create parking for the station, some additional retail to the shopping area, and even a larger 'green bridge' connection from the shops to the station.

Route B and D will use more green field countryside (approx 8% more) and likely to be more expensive but the length of the actual works will be the same and may be less complex to undertake.

Implication and those Affected by the Routes

Attached are two plans showing these options that I have prepared trying to look at the implications of both of the routes. The routes have been plotted as closely as possible to those shown by the Highways Agency presentation but with the likely width of the new road and its likely junctions against a greater detail plan of the area. The Highways England routes are only indicative and could vary (routes B and D could come closer to the back of Marks Tey for instance) but the variation options are limited. Shown on the plans is a 100 meter zone each side of the proposed routes in order to assess the implications and people affected. There is nothing significant about 100 meters but if applied to the current route of the A12 most people within this zone would claim to be heavily affected by the A12 whereas beyond 100m (the Parish Council play park for instance) the effects are much less significant. On this basis, and including any property where any part of their land is within the 100m zone:

Properties (residences, flats, and businesses) affected by the Routes

	Total Affected	Residences/Flats	Business
Route A and C	155	128	27
Route B and D	13	11	2

Of these, most of the properties/people affected by route A and C are already affected by the current A12 and in deed 36 properties (residences) would move out of the 100m zone. Of the 13 properties/people affected by

route B and D and would be new apart from 2 already within 100m of the current A12. Thus 155 properties would benefit from route B and D (around Marks Tey) against 11 who would lose. Whilst 47 would benefit from route A and C (through Marks Tey) against 155 who would lose although most of these already have the problem. Making this 'zone' wider would obviously include more properties but to a less significant affects.

Recommendation

Unless there is a substantial Marks Tey public outcry to keep the A12 on its current path through the village, it is recommended that the Parish Council response to the Highways England Consultation on the additional A12 routes be as follows:

Marks Tey Parish Council feel that the current situation and environmental consequences of the A12 running through Marks Tey and an residential area is unacceptable from its isolation, noise, and pollution affects to a large number of residents, and are against any option that transfers the severity of this situation elsewhere, and require that all options greatly improve the current situation.

On this basis Marks Tey Parish Council strongly support route option D, a rerouting of the A12 behind Marks Tey and joining the A12 on the Kelevdon bypass at the Tiptree Road for the following reasons:

- Within Marks Tey and Copford 155 properties (of which 128 are houses or flats) are within 100m of route option A and C against 47 which would benefit.
- Whereas 13 properties are within 100m of route B and D against 155 who would gain.

Route D could also:

- Create potential to create infill development behind the London Road shops whatever the outcome of the Local Plan Inspection which
 - could support the viability of the shops,
 - give scope to increase the retail provision,
 - increase car parking, and environmental quality.
- Detrunking of the existing A12 in front of the London Road shop could
 - give the potential to increase car parking for the Marks Tey station,
 - increase retail provision,
 - and provide a broadened 'green bridge' between the shops and the rail station.
- Reduce through traffic in Kelvedon/Feering by taking Tiptree traffic straight onto the A12 although Marks Tey Parish Council would defer to the views of Tiptree, Kevedon, and Feering on this.

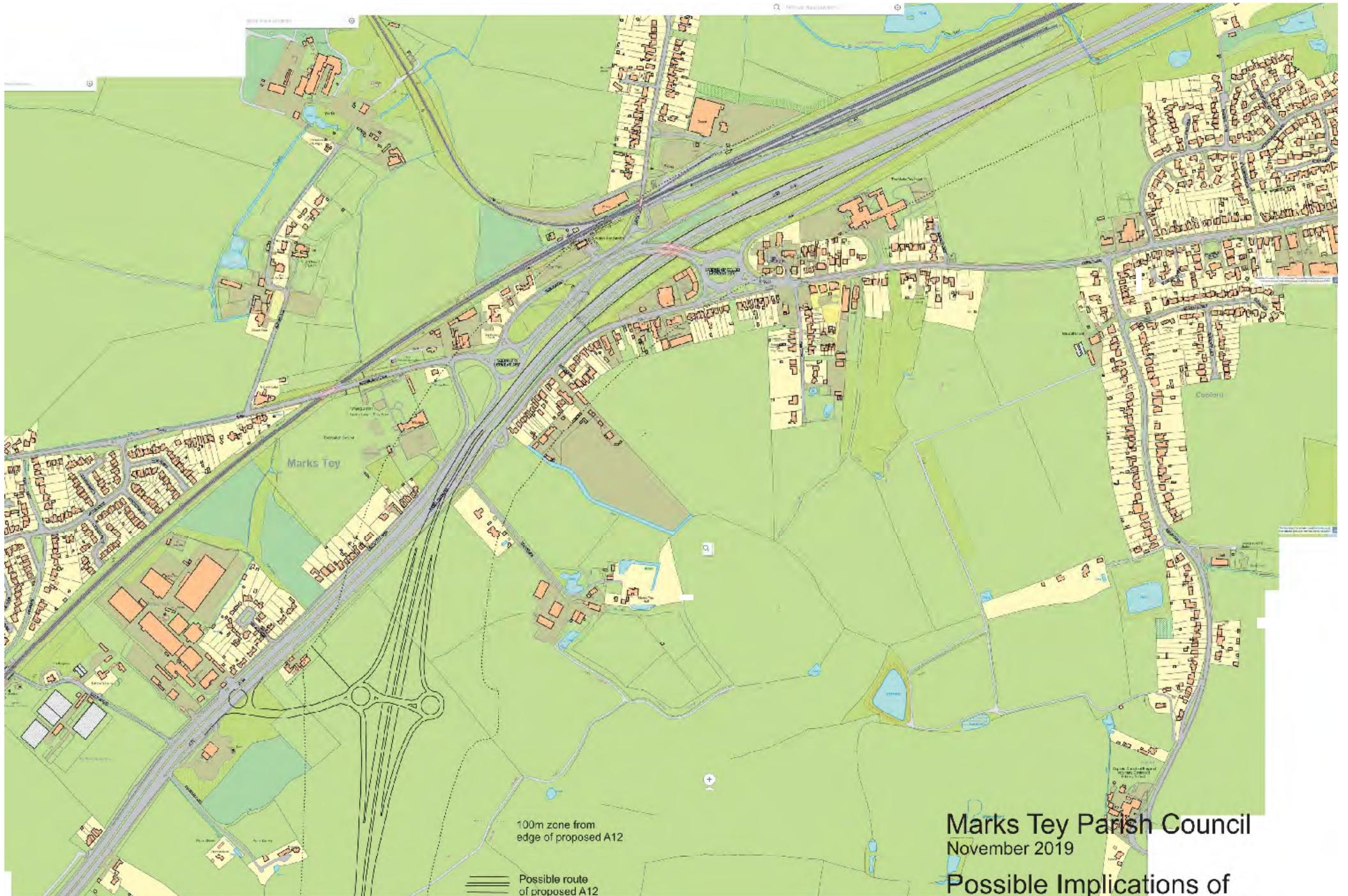
Marks Tey Parish Council are also concerned about the relocation of Junction 25 to the south of the village as:

- The viability of the shops and businesses in London Road rely on passing trade from and ready access to the A12

- Many commuters access the station from ready access to and from the A12. Moving this will increase traffic through the village.
- The A120/A12 junction is important and busy. It is likely even if funded that the A120 relocation will run 2 or 3 years at least behind the improvement of the A12. Short term linking of these two roads will increase traffic within the village and add queuing, delays, and pollution on the existing A120.

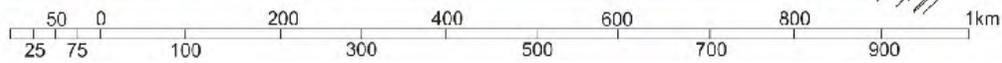
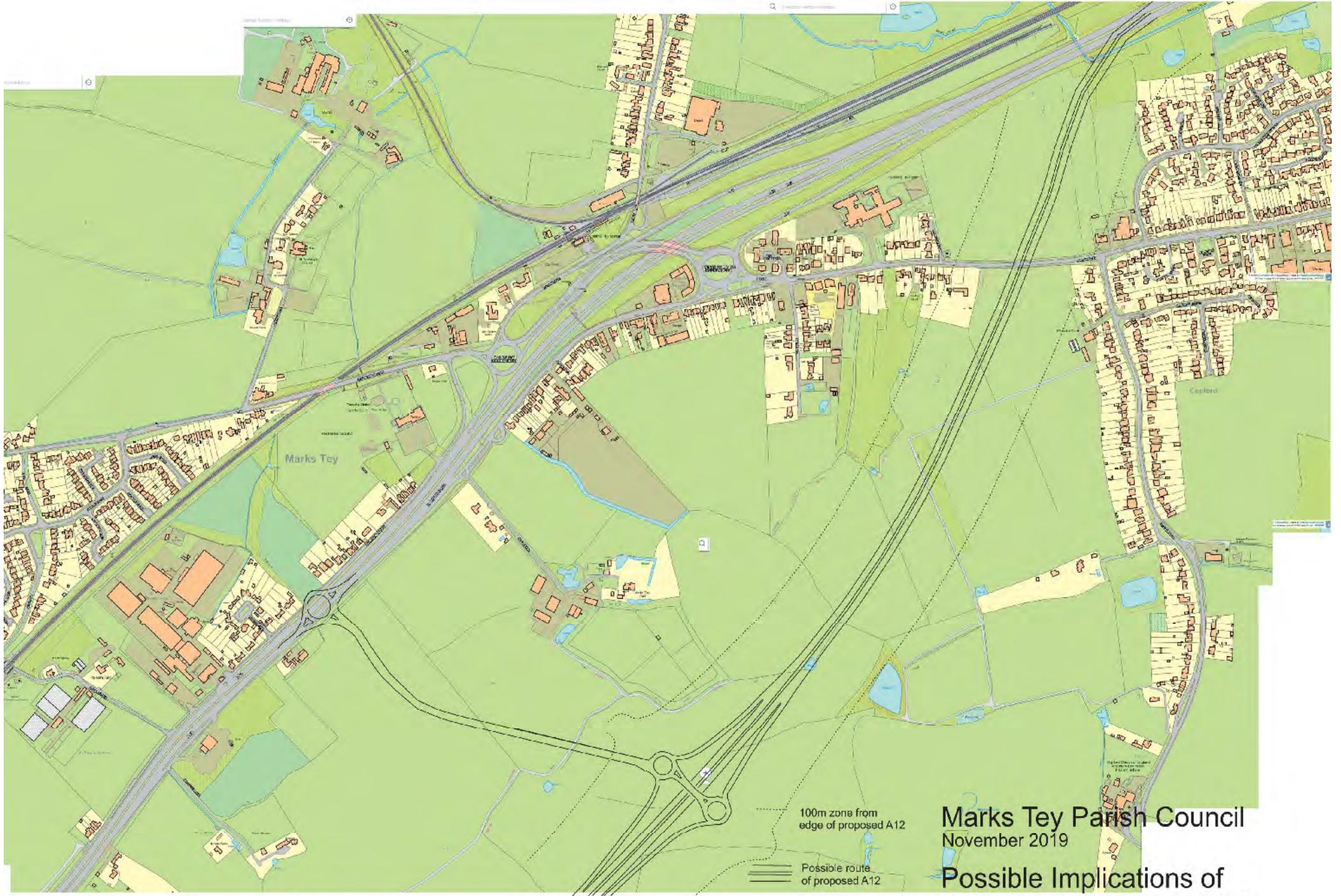
Route D does not inflict the severity of the current A12 situation elsewhere and radically improves the situation for over 300 people (assuming 2.4 people per household) against putting 27 people in a similar to the existing situation.

Allan Walker
Chair, Marks Tey Parish Council
19th November 2019



Marks Tey Parish Council
 November 2019
 Possible Implications of
 Proposed A12 routes A&C





100m zone from edge of proposed A12

Possible route of proposed A12

Marks Tey Parish Council
 November 2019
**Possible Implications of
 Proposed A12 routes B&D**

