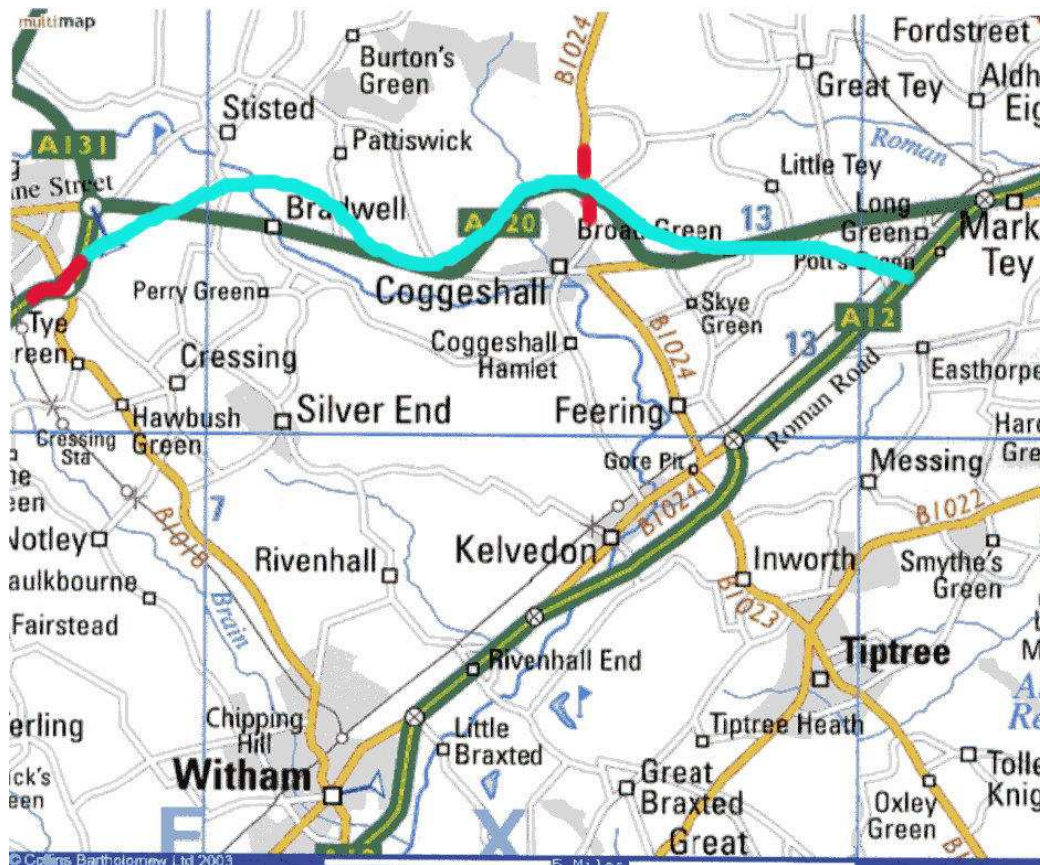


Suggestion for alternative on-line improvement of A120

Indicative route shown in blue, existing A12 and A120 in dark green;
Red sections indicate possible dropped cuttings for A120 beneath
Galleys Corner and for Earls Colne Road beneath A120.



Potential advantages of alternative over Highways Agency off-line proposals:

1. Provides genuine bypasses for Bradwell and Marks Tey removing all through traffic from the villages (Highways Agency scheme leaves substantial through traffic flowing through Bradwell. Villages can then be fully traffic calmed with pedestrian crossings and shielded modern streetlights more suited to rural areas.
2. Keeps road development on existing corridor, minimising noise spread and secondary development potential (such as major waste site on Rivenhall Airfield). Avoids impacting on more communities (Highways Agency scheme has significant impact on Crossing, Tye Green, Silver End and North Feering).

3. Does not include major off-line section of A12, thus reducing loss of countryside, as well as reducing cost and scale of overall scheme.
4. Bypass sections can be completed first, providing early relief for villages and keeping existing road traffic moving.
5. Minimises land-locking countryside that would be then built on (Highways Agency scheme locks land to the south of Braintree between roads).
6. Scheme can incorporate substantial landscaping to screen road and buffer noise.
7. Proposal is a logical improvement for east-west traffic along A120 corridor (Highways Agency scheme and other southern routes create 2 traffic and development corridors instead of 1).
8. Improved route can be used to develop integrated public transport system with modern commuter coach/bus links.
9. Proposal is aimed to local and county priorities (Highways Agency scheme is essentially a strategic road to carry ever higher volumes of traffic linked to growth of east coast ports, Stansted airport and other developments).
10. Limits improvement to what is needed. Highways Agency scheme involves major 6 lane off-line section of A12 and the intention to widen new A120 to 6 lanes at a future date.

Draw backs:

1. Northern bypass of Bradwell cuts across Blackwater valley (Highways Agency scheme also cuts Blackwater Valley and Special Landscape Area). A tunnel north of Bradwell could avoid this but would be expensive
2. On-line section development would be disruptive to traffic flows (but this can be mitigated by re-routing and traffic management).

Note: This suggested alternative is not an “official” route option. The Highways Agency have only put forward one official option, which many people have stated denies genuine choice.

Further information:

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