

Messing cum Inworth Parish Council
Statement to Examining Authority
A12/A120 Widening Scheme – Junction 24
Open Floor Hearings
Witham Public Hall
12th January, 2023

Unique Reference: 20032843

All relevant correspondence or documentation referred to herein, is attached as an appendix. For ease of reference all communications are described as 'email'.

At no point has a member of the executive board of National Highways communicated any relevant or material information. Nor have they accepted any invitation to attend a meeting, or site visit, at their convenience, (email 20.05.22), as they were too busy.

Thank you for the opportunity to speak on behalf of the Messing cum Inworth Parish Council, of which I am an elected member.

It is important to realise that the Mcl PC were only appraised by National Highways of the proposed detail of Junction 24 in early summer of 2020. By late November and early December of 2021, and despite the ravages of covid, the Mcl PC had a series of very significant questions and issues to raise with NH, (emails 15.12.21 and 20.01.22).

There has been a consistent attempt by NH since then to imply in all correspondence that there have been 'years' of consultation. Whilst that may be true for the entire stretch of planned improvement, it is not true of the specific plans for Junction 24. (Email 06.04.22)

Upon release of those plans and so titled 'consultations' in late 2021 with the residents of both villages, it became apparent to the Mcl PC that the plan would devastate both villages with extra traffic, destroyed amenity and considerable safety hazards. Repeated requests for site visits by the designers, remote and seemingly unaware of the impact, were declined. The ExA will see from various requests from other IPs how important these visits are deemed to be. The Mcl PC set about seeking, from the residents and its electorate, an alternative plan. Mcl PC adopted this plan, and was able to use real local knowledge and information, again seemingly of no interest to the NH designers. This design is now known as the Main Alternative.

Initially, NH did not give any consideration to this plan and stated either in open correspondence that it was either too expensive, incorrect or not feasible. At no point was NH willing to engage with the Mcl PC to actually discuss our viable, workable and acceptable plan. This breaches their own Codes of Conduct and all guiding principles of consultation. It was never open minded nor fair.

Mcl PC attempted to establish several meetings. It became apparent that these meetings would simply be for NH to tick their consultation requirement boxes. They were not, in any recognisable use of the word a consultation – the Mcl PC was being fed by the dictat of NH.

The first of these meetings was 07.03.22. (Emails 06.04.22 and 14.04.22). This followed months of unanswered questions (emails 15.12.2021, 21.12.21 and 20.01.22). The Mcl PC requested that any information intended to be presented to the meeting was submitted to them at least 5 working days in advance in order to reasonably understand and digest what was to be said. The initial meeting on 7th March, 2022 was abandoned because NH simply did not comply. (Email 11.03.22).

A further meeting for 17th June, 2022 was established, (emails 14.04.22 and 05.07.22), and this time NH cancelled at extremely short notice. They stated that ECC Leader, Kevin Bentley, had 'emphatically' instructed them to postpone or cancel. Clearly, Mcl PC challenged this, as it is clear that ECC has no jurisdiction to issue such an order. (Email 18.11.22).

Several email exchanges stated the position taken by NH, which was that they had been 'instructed' to postpone the proposed meeting. (*Email 30.06.22*). In this communication Mr Davie, Mace/NH, confirms he was not at the meeting but seems quite able to opine on what happened, despite statements from all ECC officers present.

Not until the PC stated it was seeking sworn statements (affidavits) to prove the assertion was incorrect, did NH change their stance and advise that the leader had 'suggested' the meeting be postponed. (*Emails 22.12.22 and 30.12.22*).

The root cause of this was the paucity of information intended to be submitted by NH.

By this time the efforts of Mcl PC to liaise with ECC to extract useful information were struggling as well. ECC officers were increasingly frustrated by NH and their determination not to answer any questions. (*Email 06.06.22 and 14.07.22*).

Whilst still willing to consult, and making all councillors available, the Mcl PC increasingly felt this would achieve very little. The Mcl PC requested, once again, advance notice of information intended for presentation at the next scheduled meeting, which was now to be 22.09.22. With barely 7 days advance warning, NH submitted 2,745 pages of information, (*emails 15.09.22 and detailed list attached*), largely taken from the internet. When challenged about the practicality of this, a further 86 pages were submitted by NH to Mcl PC. This time accompanied by a note to explain that there was 'no expectation' that councillors understand or assimilate all this information. (*Email 15.09.22*). Nevertheless, NH assured Mcl PC that they would be able to frame, and ask, questions based on this.

So concerned were the Mcl PC by this approach that they invited legal representation to the proposed meeting. Out of courtesy, Mcl PC advised NH of this arrangement. At that time the PC also advised NH that the meeting would be recorded. At extremely short notice, and after having issued a threatening and bullying email to the Mcl PC (*Email 22.09.22*), NH cancelled the meeting finally explaining this was on the basis that they could not have their own legal representation there in time. (*Emails 03.10.22 and 13.10.22*).

The meeting did not go ahead.

Mcl PC questioned what NH were so concerned about with our legal representation, and to date have received no satisfactory answer.

At this time, 22/23.09.22, Mr David Orr-Ewing, Jacobs (another beneficial contractor of NH), directly approached the Mcl PC Parish Clerk and asked for a 'private meeting' with the Chair of Mcl PC. This was immediately shared with all councillors and Kevin Bentley, Leader of ECC. The overwhelming consensus was that this was an egregious and deeply inappropriate suggestion, was in breach of codes of conduct and transparency of consultation between NH and Mcl PC.

The meeting was declined.

In an email on 13.10.22, Mr Davie finally acknowledged that this was not 'consultation' (items 8 and 12), and further acknowledged that NH had selected information that they felt was pertinent (item 4). Yet another slight on the ability of Councillors to read and understand information.

Shifting direction, NH then arranged a village hall meeting for residents on 21st October, 2022. This was done despite repeated requests from the Mcl PC that this did not happen until they had been advised of what was to be said. NH ignored this and went ahead. NH shifted the dates from 17th to 14th then 21st – all without prior advice or agreement from Mcl PC. (*Emails 25.08.22 and 02.09.22*). It is recorded that just 22 people, not 26 as stated by NH, attended the presentation. One attendee was so exasperated by the inadequate answers to traffic flow questions from an ill prepared delegate that the attendee left. (*Emails 22.06.22 et sequa iro traffic flows*).

The invitation to attend carried no commentary on the Main Alternative, any alternative views, nor the caveat that this was happening without the agreement or knowledge of Mcl PC about the contents of the presentation.

There are 250 residents in the two villages. The petition to support the Main Alternative has over 420 signatures, which illustrates from these small communities just how devastating the entire locale believes NH plan to be.

The impression created for this meeting was that NH plan for Junction 24 was already agreed by the Planning Inspectorate, (*emails 11.10.22 and 17.10.22*). This meeting was simply a 'drop in' event to update residents. (*Note 21.10.22 from Mcl PC*).

By this time, NH had changed their traffic modelling figures again, (*email 22.06.22, 04.07.22, 12.07.22 and 04.08.22*), leading to their inability to explain them satisfactorily – a matter to be dealt with by our expert technical reports. None of that was mentioned to villagers.

Any correspondence, including the village hall meeting, directly inferred that the only plan in consideration was NH own plan, and that no time or attention would be given to the Main Alternative. Despite presenting a brief, and deliberately biased report on the Main Alternative, Mcl PC believe NH has never given full consideration nor reasonable analysis to this alternative. Instead, in several instances, NH have amended their position to suit their own findings – matters which will be shown in the technical reports which will be submitted for review by the Examining Authority.

By proving their confirmation bias and false narrative, Mcl PC believe NH have misled and misdirected the residents and stakeholders on the matter of Junction 24.

Despite this complete failure to meaningfully consult, the Mcl PC has assisted, by using its own expert technical advisers, NH in redesigning the inadequate and incorrectly drawn up plans for the proposed Junction 24 roundabout, (*email 04.08.22*), and has drawn to the attention of NH several other serious failings in their design. These failings include approach speeds and incorrect road designations. ECC have also benefitted from this technical assistance and have expressed gratitude to Mcl PC for bringing these matters to their early attention.

In the most recent exchanges (*emails 22.12.22 and 30.12.22*), NH have denied that Ms Priti Patel, our Member of Parliament, wishes to organise and attend a meeting with them on behalf of the Mcl PC and the Messing and Inworth Action Group (*emails 14.11.22 and 15.11.22*). Instead of acknowledging this, (*emails 04.11.22, 15.11.22 and 08.12.22*), NH had previously sought 'private meetings' with the leader of the Mcl PC – a highly irregular thing to do (*qv*) – and to hold another meeting where 'information presented in September will be presented again'. (*Emails 22.12.22 and 30.12.22*).

We have shown here the multiple breaches and failings of even the most basic Gunning Principles, and the institutional attitude to elected representatives, from our MP to the leader of ECC to the entire local elected Parish Council.

Mcl PC is elected to represent its constituents and has always been ready to consult with NH. This cannot be done adequately when the four basic principles of consultation have been ignored, marginalised or disregarded by NH.

Mcl PC believe that the established principles of fair and open consultation have not been followed by NH.

We hope this statement, made on behalf of Mcl PC reflects actual examples of those failings and the determination of Mcl PC to try and represent its electorate and to consult and negotiate with NH in good faith. **Thank you.**

Appendix

**All referenced and relevant communications from
Jacobs, Mace and National Highways
To
Messing-cum-Inworth Parish Council**

Dated 12.01.2023

MCI PC to Mr Davie, Mace/NH: 30.12.22;

Mr Davie, Mace/NH, email to Mcl PC: 22.12.22;
Mcl PC to Mr Davie, Mace/NH: 08.12.22;
ECC/KB to Mcl PC; 18.11.22
Ms Priti Patel, MP: 15.11.22;
Mr Davie, Mace/NH: 04.11.22;
Mcl PC village notice: 21.10.22;
Mcl PC to Mr Davie, Mace/NH: 17.10
Mcl PC to Mr Davie, Mace/NH 13.10.22
Mcl PC to Mr Davie, Mace/NH: 11.10.22;
Mcl Pc to Mr Davie, Mace/NH: 03.10;
Mr Davie, Mace/NH to Mcl PC: 22.09;
Mr Davie, Mace/NH to Mcl PC: 15.09;
Extract from exchange from Jacobs containing 2,680 pages of information; 15.09;
Mr Davie, Mace/NH to Mcl PC: 02.09;
Mcl PC to Mr Davie, Mace/NH: 25.08.22;
Mcl PC to Mr Davie, Mace/NH: 09.08.22;
Mr Davie, Mace/NH to Mcl PC: 04.08.22;
Mr Davie, Mace/NH letter to Mcl PC: 04.08.22;
Mcl PC to Mr Davie, Mace/NH: 11.07.22;
Mcl PC to Mr Davie, Mace/NH: 05.07.22;
Mcl PC to Mr Davie, Mace/NH: 04.07.22;
ECC iro Systra reports (which are not attached): 01.07;
Mr Davie, Mace/NH to Mcl PC: 30.06.22;
Mr Davie, Mr Potts, Mace/Jacobs/NH top Mcl PC: 22.06 *et sequa*;
ECC problems with NH information: 06.06;
Mr Davie/Mr Potts, Mace/Jacobs/NH to Mcl PC: 20.05.22
Mcl PC to Mr Davie, Mace/NH: 14.04;
Mr Davie, Mace/NH to Mcl PC: 06.04.22
Mcl PC to Mr Orr-Ewing, Jacobs/NH: 11.03.22;
Mcl PC to Mr Shah Hussain, Jacobs/NH: 20.01.22;
Mr Shah Hussain, Jacobs/NH to Mcl PC; 15.12.21;



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30.12.22

30th Dec 2022

Project Director,
A12 Chelmsford to A120 widening scheme

Dear Mr. Davie

Messing-cum-Inworth Parish Council acknowledge your letter of 22nd December, sent via email.

It is clear that you are determined not to respond in any meaningful way. Your letter is once again a saga of misdirection and obfuscation. Your myopic determination to only parrot your own incorrect statements and false narrative beggars the imagination. Perhaps you could forward your replies before sending them to someone who actually works for National Highways, rather than as a contracted executive, and ascertain whether any of what you say will bear scrutiny.

It is clear to the Council that you are simply playing for time and some form of advantage with the Planning Inspectorate. We will not permit that, and we are maintaining our position that you have projected a deliberate false narrative of both the situation and surrounding events, as well as a continued conformational bias that flies in the face of evidence and facts. Both of which you seem persistently and perversely determined to ignore.

1. Ms. Priti Patel, MP, wrote on 15th November, under reference ZA80633, (which we previously supplied to you to assist), that she 'would be glad to approach (National Highways) and press them to meet with the Parish Council and me on those terms' . I

have underlined and emphasised part of her statement to help you and make it clear. Not only have you therefore deliberately implied a situation with a Member of Parliament that is not true, you have ignored our request to coordinate with her;

2. Your next paragraph shows emphasis of information NH wish to cover. On close reading this enumerated clause in your letter once again reveals your fear of our legal representatives and our team. Your inadequate preparation of previous meetings has led to our insistence on seeing what you propose to exhibit. As usual, you submit nothing new or of value. You are institutionally incapable, it would seem, of listening and adapting to actual facts and information. A point Ms. Patel makes in her letter to us about how she expected you to follow the Gunning Principles very closely. We have of course, demonstrated you have not;
3. You state once again the incorrect rationale behind your own corporate cowardice in failing to attend a scheduled meeting in May 2022, and seek yet again to blame the head of Essex County Council. As previously advised, we are now seeking affidavits from those present that will clearly show your previous statements surrounding this meeting to be false. We do now note however, that despite several written statements from you surrounding these events, you have now changed your position to one of 'being advised by ECC'. Your shift of stance and dramatic change is clearly brought about by your fears of exposure to falsehood – your own categorical assurances about what was said and what happened for you to 'postpone' that meeting is now refuted by your own statements here. In case you are missing the significance of deliberate falsehoods and misdirection, we believe, and this is endorsed by strong advice from our legal representatives, that this manifests and proves a trend of habitual attitude of corporate falsehood and misdirection in matters relating to 'consultation';
4. This standalone, unnumbered paragraph, seems to state no more than the obvious and that you have been forced to grudgingly comply with the law in these matters. The issues for MCI PC remain that it is in the manner of your compliance and your inability to actually 'consult', that has led us to this sad situation.

Messing-cum-Inworth Parish Council represents its electorate and has done nothing but seek clarity and explanation about NH plans. From NH we have had insults, questions on our ability, (your own email confirming 'there is no expectation' that councillors could understand the documentation'), and a general attitude that pervades your correspondence that we are a nuisance and a box that must be ticked.

To be very clear, it is not for us to 'provide clarity' on the content of any meeting – it is for NATIONAL HIGHWAYS to do so. We have asked what you propose to discuss. We have asked for time to consider it. Instead, you send thousands of pages of documents and confirm you don't have any expectations about us understanding them. Then you have the audacity to state it would give us time to 'prepare questions'. It is errant nonsense and we know the Planning Inspectorate will see through your weak and childish behaviour, and understand it for what it

is. Corporate cowardice, avoidance of true obligations to consult and a total failure to organise a meaningful meeting.

We have offered to seek a SOGC with NH in our first representations to the PI – we doubt you would be gracious enough to even attempt that.

NH have not followed the proscribed processes for statutory consultation. A matter we will be happy to prove to the PI as part of our representations. To so glibly state a falsehood is breath taking in its arrogance.

You 'propose' a date to explain slides you have already presented. We see little or no point in this and suggest you get your team to find something new and useful to say that will progress matters and save the PI expending energy and time to correct your errors.

As stated, we are keen to meet, especially as Ms. Patel wishes to coordinate and attend such a meeting. We therefore suggest, again, you confirm either of these two dates with her, as etiquette and propriety dictate, and then revert to MCI PC.

To be clear, again, we have always been ready, and remain so, to attend meetings that may advance the dialogue.

We are not prepared to be hectored, belittled or marginalised.

Yours sincerely



Linda Berrett-West
Clerk to the Parish Council of Messing Cum Inworth

For and on behalf of Messing Cum Inworth Parish Council

[REDACTED]

From: andrew harding [REDACTED]
Sent: 06 January 2023 11:33
To: andrew harding
Subject: FW: National Highways Response- A12 Chelmsford to A120 widening scheme -
Messing Cum Inworth Parish Council CRM:0163044

Importance: High

From: Messing Cum Inworth Parish Council [REDACTED]
Sent: 22 December 2022 13:43
To: Robert Suckling [REDACTED]; Andrew Watson [REDACTED]; andrew harding [REDACTED];
[REDACTED]; Jon Longman [REDACTED]; ray.strudwick <[REDACTED]>
JL H [REDACTED]
Subject: Fwd: National Highways Response- A12 Chelmsford to A120 widening scheme - Messing Cum Inworth
Parish Council CRM:0163044

Please find following response received from Philip Davie NH. I will be dropping in and out of received emails over the Christmas and New Year period so no issue if you have a reply that will need sending.

Kind Regards

Linda Berrett-West (Mrs)
Clerk to Messing Cum Inworth Parish Council

Messing Cum Inworth Parish Council is committed to complying with the General Data Protection Regulations. We will not store any personal information without asking your permission first. By emailing us directly you automatically give consent for us to have your email address and it will be stored for the purposes of communicating with you only. If you wish for us to remove your details please tell us by return of email. We will never sell or pass on your details to any person, company, organisation or agency.

From: A12 Chelmsford A120 wide <A12chelmsfordA120wide@nationalhighways.co.uk>
Sent: Thursday, 22 December 2022, 09:30
To: Linda Berrett-West <[REDACTED]>
Subject: National Highways Response- A12 Chelmsford to A120 widening scheme - Messing Cum Inworth Parish Council CRM:0163044

Dear Messing and Inworth Parish Council

Thank you for your letter dated 09 December 2022.

National Highways remain happy to meet with you, however there are a few points of clarification we would like to make.

1. **Request from Priti Patel for a meeting to be organised.** In Priti Patel's letter dated 02/11/22 (Reference ZA77794) National Highways were asked for an update, this was provided in early November 22. To be clear, there was no request for a meeting to be arranged in the letter to which you refer.

2. **National Highways' request for clarity regarding items Messing and Inworth Parish Council (MIPC) wish to cover at a meeting.** This request was purely to ensure that National Highways can prepare meeting materials (to be issued 7 days ahead of the meeting as requested) and ensure the correct attendees are available in order to answer any particular questions MIPC have, including National Highways' legal representation should your solicitor wish to contribute to the meeting.
3. **MPIC meeting postponed in May 2022.** As advised previously, National Highways were advised by Essex County Council (ECC) to postpone the meeting with MIPC in May 2022.

There is a wealth of material National Highways have shared with MIPC since we commenced our project update briefings with stakeholders this year. MIPC already have the briefing slides that we planned to present earlier in the year. In addition, the Planning Inspectorate's website also contains all A12 DCO documentation including the assessment of bypass options near junction 24.

As MIPC have not provided clarity regarding your preferred content of the meeting nor the purpose of your legal attendance, National Highways will proceed on the basis that a project briefing will be provided and will answer questions from the Parish Council on this. As MIPC has not identified any legal points of discussion, we do not propose that our solicitor attends.

Please also note that National Highways has followed the prescribed processes for statutory consultation in respect of the A12 scheme as required under the Planning Act 2008. National Highways notes that MIPC have submitted a Relevant Representation to the Planning Inspectorate, which National Highways will respond to, via the Planning Inspectorate's process in due course. As MIPC will be aware, all Relevant Representations will be considered by the Examining Authority during the forthcoming examination process.

We propose the meeting is held on either 18 January 2023 or 19 January 2023, where we will present the slides we shared on 15 September 2022. Please could you confirm if you would like to proceed with a meeting on either of these dates for this purpose.

When corresponding with National Highways please use the project email address A12ChelmsfordA120wide@nationalhighways.co.uk.

Kind regards

Philip Davie
A12 Project Director

If you'd like more information about how we manage data, or a copy of our privacy notice, please contact:

DataProtectionAdvice@highwaysengland.co.uk

We'd love to get your feedback about our reply to you today, simply click [here](#) to complete our short survey

You can also tell us about something wrong on any of our roads by using the Report a Problem page on our National Highways website: 

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Project Director,
A12 Chelmsford to A120 widening scheme

Dear Mr. Davie,

Thank you for your email of 2nd December, which appears to be in response to an email from Mcl PC of 28th November.

As is frequently the case with your responses, you have once again failed to answer relevant and pertinent questions.

1. Ms Priti Patel, MP, has requested a meeting between her, her office, Mcl PC, MIAG and National Highways. Mcl PC and MIAG are pleased that our MP is showing such sustained support for us, and we would not consider any meeting without her presence and coordination. Every single borough and local councillor has also contributed to the protests about your plan;
2. Once again, Mcl PC, and indeed the action group, MIAG, feel that NH are attempting to marginalise elected representatives and simply tick yet another box;
3. As you seem unable to coordinate your own correspondence, the reference number for Ms Patel to coordinate this meeting is; ZA 77794. We suggest you quote that in order to link these strands, and hopefully generate a sensible meeting;

4. Whether our legal representatives contribute or not is entirely up to Mcl PC and MIAG, and we will not 'pre-brief' you on anything we may wish to raise. We have consistently found your false narrative and confirmation bias to negate any comments we may wish to put forward. We realise you are concerned about legal presence, and that does make us wonder quite what is generating that fear;
5. As to recording the meeting. To be clear, whilst we do need to advise you of that, which we have, we do not need your permission to record. It is entirely up to you whether you attend on the basis that we will go forward;
6. Your determination to wear down the Mcl PC and MIAG by attrition will not gain any traction from us. We are bemused that you have left out topics from the 'Relevant Representations'. This perhaps adds to your earlier statement that you have 'no expectations' that the PC could read or digest information. The arrogance and patronising tone of this, and your earlier emails, beggars' belief from a state, (that is tax payer) funded organisation. As you know, we have, for some time, held the view that you and your cohorts, whomever they actually work for, are not fit for purpose;
7. One issue which we are prepared to allow you to consider is that Kevin Bentley, Leader of Essex County Council, will now sign an affidavit stating categorically that he did not order or instruct NH to 'postpone' or 'cancel' a meeting with Mcl PC. You may wish to consider your own legal position in this matter, as we will allow the Planning Inspectorate to draw their own conclusions about the process of 'consultation' and behaviour from National Highways;
8. It is patronising that you feel our experts would need you to explain the basis of your drafting for the DCO. As explained, whether our legal representatives 'engage' or not, is entirely a matter for our instruction to them. Indeed, we are astonished you feel that a matter so pivotal would need explaining at all. If you are looking to correct those errors, perhaps you will pay for our legal advice in this particular element of the matter?

You will see this letter have been copied to the original recipients, and we expect you to liaise with Ms Patel's office, generate a selection of dates on which she is free, and we will endeavour to coordinate our diaries. Indeed, Mcl PC and MIAG have always stood ready to meet.

Perhaps the presence of Ms Patel will improve matters.

Yours sincerely


Linda Berrett-West
Clerk to the Parish Council of Messing Cum Inworth

[REDACTED]

From: Kevin Bentley [REDACTED]
Sent: 18 November 2022 11:57
To: Andrew Harding
Cc: amie.lucas
Subject: Re: Legal position ECC/KB

Dear Andrew

Thank you for your e-mail and yes, I absolutely do hold to the position that I never instructed National Highways to cancel a meeting with the Parish Council in Messing. As I have said many times, I am not in the position of instructing NH to do anything.

As confirmed by myself and others, at that particular juncture I strongly advised them not to take the presentation they had to the PC because it did nothing to answer the then questions you and others had.

Strongly advising is obviously not the same as instructing.

I have sent your request to the senior County Council lawyer for his advice, because at this meeting I was being engaged as the Leader of ECC. As you know I fully support MIAG and the Parish Council's aim for Junction 24 as one of your Borough Councillors, but in this instance, I was meeting as the Leader of ECC and therefore, I wish to get proper legal advice on my position here.

I have also copied in Amie and will ask her to arrange for us to meet because I'd like to talk to you about the strategy of this approach and I will ask her via this e-mail to arrange for that contact soon.

All good wishes

Kevin

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From: Andrew Harding [REDACTED]
Date: Tuesday, 15 November 2022 at 12:19
To: Cllr Kevin Bentley [REDACTED]@colchester.gov.uk>
Cc: Kevin Bentley [REDACTED]
Subject: Legal position ECC/KB

Dear Kevin

You have seen the exchanges between National Highways and Ms Patel. The Mcl PC have written to Ms Patel in the strongest terms about this, as have the MIAG. You have been copied in.

The MIAG now believes that it is of significance in the Planning Inspectors process for us to provide evidence of the failings of NH in the consultation process, and of the consequences to reasonable decision making that has caused. To that end we are considering pursuing a libel action against NH and three of its officers, specifically about their statements that you ordered NH to cancel the July 14th meeting with the Mcl PC.



THE RT. HON. PRITI PATEL MP
WITHAM

HOUSE OF COMMONS
LONDON SW1A 0AA

Tel: 020 7219 3528

E-mail: withammp@parliament.uk

Website: 

Ms Linda Berrett-West
Clerk
Messing cum Inworth Parish Council

Our Ref: ZA80633

15 November 2022

Dear Ms Berrett-West,

Thank you very much for your letter on behalf of Messing cum Inworth Parish Council regarding the A12 Widening Scheme.

I am grateful to you for providing a detailed reply and for explaining the concerns the Parish Council has with the actions of National Highways and for responding to the reply that they sent to me. I have noted the points that have been raised and the ongoing frustration with National Highways.

With regard to a potential legal challenge, I am very mindful of that point and I would expect National Highways to be following the Gunning Principles closely. It is disappointing that they have not managed to engage effectively with the Messing and Inworth areas and work to resolve the concerns help by the Parish Council and local residents.

If you could let me know the basis upon which the Parish Council would be prepared to meet with National Highways I would be glad to approach them and press them to meet with you and me on those terms.

I look forward to your reply.

Yours sincerely,


Rt Hon Priti Patel
Member of Parliament for Witham



Our ref: N/A
Your ref: ZA77794

The Rt Hon Priti Patel MP
House of Commons
London
SW1A 0AA

Phil Davie

National Highways
Woodlands
Manton Lane
Bedford
MK41 7LW

4 November 2022

Dear Ms Patel

Re: Andrew Harding and Messing

Thank you for your letter of 2 November 2022 on behalf of your constituent Mr Andrew Harding, regarding engagement with Messing-cum-Inworth Parish Council and our decision to hold a public event.

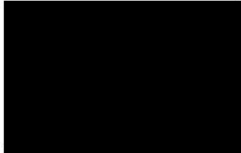
As you may be aware, there have been several attempts to reach out to the parish and provide them with a presentation on the proposed scheme that has been submitted for development consent, as well as the project's decision not to provide a bypass for the B1023. Unfortunately, for various reasons these meetings have been postponed by the parish council, postponed at the request of Essex County Council and most recently postponed by the A12 project. We agree that this is disappointing, and, as communicated with the parish, it was our hope that we could hold a meeting with the parish prior to hosting an information event in the community. However, we did have a hard deadline to hold the in-person event because we wanted to ensure it took place during the Relevant Representation phase of the pre-examination period run by the Planning Inspector. This was important because it would give the wider community the opportunity to speak to the project team, but also, if they remain concerned, give them time to register those concerns with the Planning Inspector before the deadline of 4 November.

As noted by Mr Harding, the event did indeed take place on Friday 21 October between 15:30 and 19:30. While it was not particularly well-attended, with 26 members of the community taking the opportunity to come along, the project was able to talk through our proposals with those in attendance. Members of the Messing and Inworth Action Group took the opportunity to set up gazebo outside the event as well.

The offer to meet with the parish very much remains and was reaffirmed via email on Friday 28 October. We are awaiting a response.

I hope this is helpful. Please do let me know if you wish to discuss this further with the A12 team and we would be more than happy to meet with you or a member of your staff.

Yours sincerely



Philip Davie

Project Director – A12 Chelmsford to A120 widening scheme

Email: A12chelmsfordA120wide@nationalhighways.co.uk

Messing and Inworth Action Group

Messing-cum-Inworth Parish Council

In regard to; National Highways 'public meeting' 21.10.22

Definition of 'consultation';

'Deliberation, or a meeting for deliberation'

Definition of 'deliberation';

'To consider, or think about carefully'

MIAG and Mcl PC do not believe that National Highways have either 'consulted' or 'deliberated' the Main Alternative. The A12 - Junction 24 has only been available to review and consult since late summer of 2020. We believe that National Highways have created a false narrative around their plan for this Junction, and denigrated without substantive reasoning, and through their confirmation bias, the Main Alternative.

Despite the false illusion created by statements from National Highways, the Planning Inspectorate has **MADE NO DECISION**. The substantive design and engineering proposals for the **MAIN ALTERNATIVE HAVE NOT YET** been reviewed by the Planning Inspectorate, nor any challenges made to National Highways as a consequence.

There will be a full **legal challenge to the Development Consent Order**, which we believe to have been poorly drafted. We also believe it seeks wide ranging and excessive powers arrogated to National Highways, with no justification or need, for years to come.

The Gunning Principles have been established to attempt to ensure proper process is followed and proper consultation and deliberation surround the decision making process.

1. Proposals are still at a formative stage;

A final decision has not yet been made, nor predetermined, by the decision makers;

2. There is sufficient information to give 'intelligent consideration';

The information provided must relate to the consultation and must be available, accessible, and easily interpretable for consultees to provide an informed response;

3. There is adequate time for consideration and response;

There must be sufficient opportunity for consultees to participate in the consultation. There is no set timeframe for consultation, despite the widely accepted twelve week consultation period, as the length of time given for consultees to respond can vary depending on the subject and extent of impact of the consultation;

4. 'Conscientious consideration' must be given to responses before a decision is made;

Decision makers should be able to provide evidence that they took consultation responses into account;

WE BELIEVE THAT NATIONAL HIGHWAYS CONTINUE TO BREACH ALL OF THESE LEGAL PRINCIPLES.

[REDACTED]

From: Robert Suckling - [REDACTED]
Sent: 17 October 2022 07:46
To: A12 Chelmsford A120 wide
Subject: Re: National Highways response – A12 Chelmsford to A120 widening scheme, Messing community engagement CRM:0790117

Dear Mr Davie,

I have your email in response to the emails sent to you by Messing cum Inworth Parish Council and I have shared your reply with all Councillors. My email of 3rd October included straightforward questions to which we had expected information that answered those questions. In common with much of our correspondence with National Highways, what we received was little more than a smokescreen that gave us no further information and left us still waiting for answers. There is one point in your reply though on which we feel we must correct you. You say you have sought to secure meetings with the Parish Council on several occasions throughout 2022. These are the details of ALL meetings arranged this year between National Highways and Messing-cum-Inworth Parish Council:

- A meeting was arranged for 9th March. Earlier in the year we asked National Highways to provide a full agenda, list of attendees and copies of any new material to be discussed at least 7 days before any meeting - this is a complicated matter and it was perfectly reasonable for Councillors to be given sufficient time to understand it before the meeting. No material relating to this meeting was received by the Parish Council by 7th March and we therefore postponed the meeting until the material was available.

- A meeting was arranged for 17th June, which was cancelled by National Highways

- A meeting was arranged for 22nd September, which was cancelled at very late notice on 22nd September by National Highways.

National Highways has not met with our Parish Council AT ALL this year despite our willingness to do so, and history shows that your attempts at doing so have been neither sincere nor diligent! You have ignored, or avoided, giving any substantive answers to our questions. You have proved incapable of meeting with the Parish Council and responding to valid, straightforward questions, yet you seem to be capable of running an open public session in order to publicise your project. In arranging your Public Meeting before meeting with the Parish Council, you have disregarded the express wishes of elected Local Government. In summary, there is a pattern of behaviour by National Highways that shows disdain and contempt for our Parish Council and we object most strongly.

We are pleased to note you have finally acknowledged this is not a 'consultation' – it has been clear to residents and Parish Council from the outset that it never was. We also note that you have again repeated the lines of false narrative and confirmation bias that have persistently over shadowed any reasonable attempt by us, or other groups, to discuss the flaws and errors of your 'plan'. We note you again repeat the platitude of Councillors being able to 'ask questions' of your experts. This has been attempted several times and resulted in contradictory, evasive and misleading comments.

We restate our objection in the strongest possible terms to your proposed meeting in Messing Village Hall on 21st October.

There seems little point in protracting these discussions as your implacable opposition to answering straight forward questions is a simple waste of all our time.

Regards,

Bob Suckling

Chair - Messing-cum-Inworth Parish Council

----- Original Message -----

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

To: "Bob Suckling" <[REDACTED]@btinternet.com>

Sent: Thursday, 13 Oct, 22 At 15:12

Subject: National Highways response – A12 Chelmsford to A120 widening scheme, Messing community engagement CRM:0790117

Dear Cllr Suckling

Thank you for your emails on 3 and 11 October 2022 to the A12 Chelmsford to A120 widening scheme, discussing past and future engagement between our project team, and the Parish Council and wider community in Messing and Inworth.

Please see our responses to your questions below:

1. National Highways would have been represented at the meeting by myself, Phil Davie, National Highways A12 Project Director.
2. Your email of the 23 September 2022 was the first time we heard that you were planning to record the meeting. As explained previously, when we were sent your attendee list 4 hours before the meeting, we noted that you intended to have legal representatives in attendance. Although we're happy with this approach, we wanted the opportunity to have our own legal representatives present as well.
3. As explained above, we would want to have the same opportunity to have our legal representatives in attendance.
4. We appreciate there's a lot of information to digest as the scheme is subject to a very detailed assessment. While it's for the council to consider what information they wish to consider, it's unlikely that everything would have been of interest to the Parish, which is why we pinpointed specific documents ahead of the meeting. The purpose of the meeting was to further explain some of the pertinent points within this information and give the Parish the opportunity to ask questions of our project team.
5. Engaging with the community is important and while we always seek to meet with parish

councils ahead of any community meeting, in this instance we were unable to do so. We have limited venues and availability of those venues within the Messing and Inworth community events. In order to accommodate a meeting with the Parish Council, we have moved the community event to 21 October 2022 in order to give more time to meet with the Parish.

6. This required lead-in time ahead of a community event is simply to give residents enough notice of the event date and time.

7. As noted above (question 4), the purpose of the community event is simply to provide an opportunity for interested members of the community to enquire about the project, with members of the project team in attendance to provide responses.

8. Neither the Parish Council meeting nor the Community Event are consultation exercises. The timeline indicated is purely to provide adequate notification to residents regarding the community event (as per question 6).

9. We disagree with this statement. We have sought to secure meetings with the Parish on several occasions throughout 2022.

10. We look forward to receiving your response.

11. The purpose of the Community Event is to inform the community on the current status of the project, for the project team to answer questions, and to enable time for relevant representations to be made to the Planning Inspectorate as part of the DCO process. Timing the Community Event ahead of this is important so that any party can make representation should they wish to do so in time having digested the information.

12. As noted above (in question 8), we aren't in a period of consultation. A report on the main alternative has been submitted as part of the DCO.

As with all communities along the proposed A12 project route, we have reached out, held events and responded to questions regarding any aspect of the project and planning process. As explained in our responses above, the community event provides the opportunity for this although we remain keen to meet with the Parish Council ahead of this.

We hope this answers your questions satisfactorily.

Kind regards

Phil Davie

Project Director, A12 Chelmsford to A120 widening scheme

From: Robert Suckling [REDACTED]

Sent: 11 October 2022 12:08

To: Messing Cum Inworth Parish Council [REDACTED] Plumridge, Lindsay/ESX

Cc: A12 Chelmsford A120 wide A12chelmsfordA120wide@nationalhighways.co.uk; Orr-Ewing, David [REDACTED]

Subject: Re: FW: National Highways response - A12 Chelmsford to A120 widening scheme, engagement with Messing community CRM:0790110

Dear Lindsay,

The question of a further meeting with NH has been discussed with Councillors. As I'm sure you can understand, arranging a meeting of the Parish Council involves all members rearranging existing personal commitments and, as a result, can take some time and effort. We have yet to receive a satisfactory response to our email of 3rd October to

From: Robert Suckling [REDACTED]
Sent: 11 October 2022 12:10
To: Andrew Watson; Andrew Harding; [REDACTED] Jon Longman;
[REDACTED]
Subject: Fwd: Re: FW: National Highways response - A12 Chelmsford to A120 widening scheme, engagement with Messing community CRM:0790110

Message below sent this morning to NH.

By the way, I guess everyone has received an invitation in the post this morning to their Public Meeting on 21st.

Bob

----- Original Message -----

From: "Robert Suckling" <[REDACTED]>
To: "Messing Cum Inworth Parish Council" <[REDACTED]>; "Plumridge, Lindsay" <[REDACTED]>
Cc: "A12 Chelmsford A120 wide" <A12chelmsfordA120wide@nationalhighways.co.uk>; "Orr-Ewing, David" <[REDACTED]>
Sent: Tuesday, 11 Oct, 22 At 12:07
Subject: Re: FW: National Highways response - A12 Chelmsford to A120 widening scheme, engagement with Messing community CRM:0790110

Dear Lindsay,

The question of a further meeting with NH has been discussed with Councillors. As I'm sure you can understand, arranging a meeting of the Parish Council involves all members rearranging existing personal commitments and, as a result, can take some time and effort. We have yet to receive a satisfactory response to our email of 3rd October to Philip Davie and Councillors are, therefore reluctant to make arrangements for a further meeting with National Highways until they can be sure that NH will attend this time. We look forward to receiving a response that will reassure Councillors. We continue to object strongly to any public meeting taking place without prior meeting with the Parish Council, so that it may know what the intended presentation to the villagers represented by the Parish Council may be. We also object strongly to the tactics that National Highways are using in attempting to bully and marginalize the elected representatives of the Parish.

Regards,
Bob Suckling
Chair - Messing-cum-Inworth Parish Council

----- Original Message -----

From: "Plumridge, Lindsay" <[REDACTED]>
To: "bobsuckling" <[REDACTED]>; "Messing Cum Inworth Parish Council" <[REDACTED]>
Cc: "A12 Chelmsford A120 wide" <A12chelmsfordA120wide@nationalhighways.co.uk>; "Orr-Ewing, David" <[REDACTED]>

[REDACTED]

From: Robert Suckling [REDACTED]
Sent: 03 October 2022 12:06
To: A12 Chelmsford A120 wide
Cc: [REDACTED]
Subject: Re: CRM:0790102

Apologies, sections of my previous email were unreadable. I have restated the content below:

Dear Mr Davie,

I have your email of 28th September, and have forwarded it to all Parish Councillors.

After consultation with them, we would make the following points;

1. You have made no reference, nor made any attempt, to explain why no executives from National Highways were scheduled to be in attendance
2. You have explained that you so feared the presence of our legal representative, that you cancelled the meeting, giving notice that was so short that our entire team turned up for the meeting and waited 30 minutes before realising that you were not coming. We note you have not addressed our concerns about what your delegation was preparing to say that could not be said in front of that representative. Incidentally, we also note you have not commented on whether you would have abandoned the meeting when we advised that we intended to record it. If that would not have been your reaction, why then were you so fearful of our representative?
3. Your logic for having your own legal representative fails in that we did not seek to match your delegation 'job for job', as the reasoning you propose would suggest;
4. We maintain that we could not possibly assimilate all the paperwork and information sent - a fact which you seem ready to openly acknowledge. You have failed to explain on that basis how we could ask 'questions' or 'seek clarification'. It is clear that you and your team would simply bulldoze the meeting. Nevertheless, the Parish Council was prepared to meet;
5. In previous correspondence, you have advised you may seek a 'public meeting' during the week of 17th October. Without reference to the Parish Council, and in complete disregard to the proper procedures, your team have booked the Village Hall on 14th October. This could be seen that you are once again ignoring the elected representatives of the villages;
6. Why do you need 10-14 days in advance? You state 'we would want' - that is not an acceptable justification for these tactics;
7. The Parish Council does not believe you should hold that meeting without first meeting and explaining to them what you propose to present;
8. The Parish Council will not be bullied by you. You are using threats of deadlines to establish meetings that allow you and your team to tick yet another 'consultation' box. The 'rigid time lines' are yours and are irrelevant to the process. If you were truly concerned about deadlines your team would not have cancelled the meeting arranged for September 22nd;
9. We believe you are attempting to leverage this meeting, postponed since December 2021, to satisfy your own requirements as we approach the DCO planning stage. These meetings have little or no impact on that procedure except for you to continue to promote your false narrative;
10. The Parish Council is meeting in emergency session to discuss your letter, especially the proposed 'public meeting' and whether dates are convenient for the Council to meet with your team. We note that you have made no suggestions for dates. We will respond in due course on that specific detail;
11. The Parish Council, and its legal representatives, are making sure that the residents and other interested parties are aware of the schedules and timings from the Planning Inspector. Your notes about how you may wish to allow 'three weeks to submit Relevant Representations' is insulting and

simply nonsense. These representations, as you should know, may be made right up to the final closing date;

12. If you are intending to present the 'assessment work' done on The Main Alternative, we feel that the balance of fairness dictates that the SYSTRA report commissioned by Essex County Council, which is heavily critical of your plans, together with the arguments in favour of The Main Alternative, should be presented. You have consistently maintained a confirmation bias in all your documentation. It is incorrect to say The Main Alternative is in the DCO. It is not. You have not done work to satisfy serious concerns, but to simply maintain a myopic and one sided view. This is not 'consultation'.

To summarise:

We continue to be mystified and concerned that you cancelled the scheduled meeting because we had legal representatives

We do not believe you should hold the 'public event' unless and until you have presented to the Parish Council

We do not feel your use of deadlines and implicit threat about meeting dates is acceptable or professional.

We will advise of suggested dates as soon as is practicable. In the meantime we look forward to your responses to the questions and matters above, especially notification of the cancellation of the meeting scheduled for 14th October. Such a meeting should not be re-established until the Parish Council has met with you.

Finally, the entire Parish Council is aware that Mr. Orr-Ewing sought a private meeting with just myself and the Parish Clerk. This is an egregious proposition and one which is summarily rejected. If Mr. Orr-Ewing wishes to meet, he may meet the entire Parish Council.

Regards,

Robert Suckling

Chair - Messing-cum-Inworth Parish Council

[REDACTED]

From: Messing Cum Inworth Parish Council [REDACTED]
Sent: 23 September 2022 07:46
To: Robert Suckling; Andrew Watson; andrew harding; Jon Longman
Subject: Fwd: [EXTERNAL] Fwd:

----- Forwarded message -----

From: Plumridge, Lindsay [REDACTED]
Date: Thu, 22 Sept 2022, 16:01
Subject: RE: [EXTERNAL] Fwd:
To: Messing Cum Inworth Parish Council [REDACTED]
Cc: Orr-Ewing, David [REDACTED], A12 Chelmsford A120 wide
<A12chelmsfordA120wide@nationalhighways.co.uk>

Hi Kate,

Thank you for below. Having considered the list, we note that you have decided to bring legal representation to the meeting. This is not something that we can replicate from our side at such short notice. We are happy to proceed with the meeting if you remove legal representation from the attendees, if however you only wish to meet with a lawyer present, we will postpone this meeting and hold one in the future where we can have our legal representative join too.

Please confirm how you would like to proceed by 17:00 and no later. If we do not receive confirmation that legal representation has been removed from the meeting by then, we will assume that the meeting will be postponed.

Thank you.

Lindsay.

From: Messing Cum Inworth Parish Council [REDACTED]
Sent: 22 September 2022 14:47
To: Plumridge, Lindsay [REDACTED]
Subject: [EXTERNAL] Fwd:

Hi Lindsay

[REDACTED]

From: Robert Suckling [REDACTED]
Sent: 15 September 2022 18:41
To: Andrew Harding
Cc: [REDACTED]
Subject: Fwd: RE: [EXTERNAL] Re: Next week
Attachments: Messing-Cum-Inworth presentation September update.pdf

Hi Andrew,

We've received this from NH in response to our request to them for signposts to relevant information. Not wishing to confuse Councillors further, I'm concerned that distributing this will hinder rather than help. Views please.

Regards,
Bob

----- Original Message -----
From: "Plumridge, Lindsay" [REDACTED]
To: "Messing Cum Inworth Parish Council"
Cc: "Orr-Ewing, David" [REDACTED]; "A12 Chelmsford A130 wide"
<A12chelmsfordA130wide@nationalhighways.co.uk>; "bobsuckling" [REDACTED]
"Baxter, Jo" [REDACTED]
Sent: Thursday, 15 Sep, 22 At 15:41
Subject: RE: [EXTERNAL] Re: Next week

Dear Kate,

We would like to reassure you there is of course no expectation that the parish would be expected to digest that much information prior to the meeting – indeed one of the central reasons why we believe a meeting with the parish is valuable would be to help the council understand the information and ask any questions the council may have. If there is the need to provide more information following the meeting, or further signposting then of course we can assist with that. There is as you would expect a considerable amount of work that goes in to submitting a DCO, but equally it's also important to note that the DCO process is a long one and there is plenty of time for the parish to put together its submission to the Planning Inspector.

Nevertheless, regarding the links provided in the agenda, the below guidance may be useful, but as mentioned previously it does depend on the issues the parish wishes to drill into. I would also encourage the council to utilise the contents pages.

Inworth Road and Community Bypass Technical Report: I would expect that the council would be interested in the entirety of this report. Please note that this document covers all the assessments of the bypass against our proposals. The documents listed below as well as all other documents submitted as part of our application cover the proposed scheme as submitted, as opposed to comparisons with the "main alternative".

General arrangements: sheets 14 and 20 cover Junction 24 and the B1023

For Meeting 22.09

Rec'd 15.09.

A12 Chelmsford to A120 widening

Project:	A12 Chelmsford to A120 widening		
Meeting title:	A12 Project Update – Messing-Cum-Inworth		
Date:	TBC	Time:	TBC
Location:	TBC		
Attendees:			
TBC	TBC	Messing-Cum-Inworth Parish Council	
Phil Davie (PD)	Project Director	National Highways, A12 Project team	
Rui Carmona (RC)	Design lead	Jacobs, A12 Project team	
David Orr-Ewing (DOE)	Customer lead	Jacobs, A12 Project team	
Lindsay Plumridge (LP)	Stakeholder team	Jacobs, A12 Project team	
Kate Carpenter (KC)	Operational road safety	Jacobs, A12 Project team	
Daragh Foley (DF)	Transport Planning lead	Jacobs, A12 Project team	
Chris Alves-Greenland (CAG)	Highways lead	Jacobs, A12 Project team	
TBC	Environment specialist	Jacobs, A12 Project team	

Agenda items
Introductions Customer lead (DOE) will facilitate introductions of the A12 Project Team and provide an overview of the meeting.
B1023 bypass assessment RC will provide an overview of the assessments undertaken by the project and reported in Junction 24, Inworth Road and Community Bypass Technical Report. He will draw on contributions by KC, CAG and DF.
Relevant documents:
<ul style="list-style-type: none"> 73 • Junction 24, Inworth Road and Community Bypass Technical Report - https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010060/TR010060-000290-6.3-Environmental-Statement-Appendix-3.3-Junction-24-Inworth-Road-and-Community-Bypass-Technical-Report.pdf 89 • Transport Assessment - https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010060/TR010060-000366-7.2-Transport-Assessment.pdf

A12 Chelmsford to A120 widening

- **Combined Modelling and Appraisal Report -**
<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010060/TR010060-000374-7.3-Combined-Modelling-and-Appraisal-Report.pdf>
- **Environmental Statement – Chapter 12: Noise and Vibration -**
<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010060/TR010060-000146-6.1-Environmental-Statement-Chapter-12-Noise-and-Vibration.pdf>
- **Consultation Report -** <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010060/TR010060-000405-5.1%20Consultation%20Report.pdf>
- **Consultation Report – Annex N -**
[https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010060/TR010060-000400-5.2%20Consultation%20Report%20-%20Annex%20N%20-Tables%20evidencing%20regard%20had%20to%20consultation%20responses%20\(in%20accordance%20with%20section%2049%20of%20the%20Planning%20Act%202008\).pdf](https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010060/TR010060-000400-5.2%20Consultation%20Report%20-%20Annex%20N%20-Tables%20evidencing%20regard%20had%20to%20consultation%20responses%20(in%20accordance%20with%20section%2049%20of%20the%20Planning%20Act%202008).pdf)

94
84
204
1792

143
144
157
430 →
480 Kings Bridge
482 - 103/270N
484

B1023 proposals

RC will talk through the design for B1023 submitted for the DCO application including detail on pinch point analysis and traffic flows. He will draw on contributions by KC, CAG and DF.

Relevant documents:

Team Report

73
8
9

- **Junction 24, Inworth Road and Community Bypass Technical Report -**
<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010060/TR010060-000290-6.3-Environmental-Statement-Appendix-3.3-Junction-24-Inworth-Road-and-Community-Bypass-Technical-Report.pdf>
- **General Arrangement drawings part 4 -**
<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010060/TR010060-000332-2.9%20General%20Arrangement%20Plans%20-%20Part%204.pdf>
- **General Arrangement drawings part 5 -**
<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010060/TR010060-000333-2.9%20General%20Arrangement%20Plans%20-%20Part%205.pdf>

Too Simple
Too Complex
Valueless

Technical standards for the proposed B1023 roundabout

Highways Lead (CAG) will provide an overview of the design standards applied to the proposed roundabout and the projects response to the report sent to the project on 04/08/2022.

Environment

Environmental specialist (TBC) will guide attendees through areas of the environmental statement focusing on where further information can be found on air quality, cultural heritage and hedgerows, items previously raised by the Parish Council.

A12 Chelmsford to A120 widening

Relevant documents:

- Environmental Statement Chapter 6 – Air Quality - <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010060/TR010060-000140-6.1-Environmental-Statement-Chapter-6-Air-Quality.pdf> (55)
- Environmental Statement Chapter 7 – Cultural Heritage - <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010060/TR010060-000178-6.1-Environmental-Statement-Chapter-7-Cultural%20Heritage.pdf> (107)
- Environmental Statement Chapter 8 – Landscape and Visual - <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010060/TR010060-000206-6.1-Environmental-Statement-Chapter-8-Landscape-and-Visual.pdf> (101)

Next steps

DOE will provide an overview of the relevant representations process, including the project's intention to hold an in-person event in Messing.

Relevant documents:

- National Infrastructure Planning guidance on relevant representations – Advice note 8 <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/advice-note-8-2-how-to-register-to-participate-in-an-examination/>

AOB and close

ATTENDEE?
TBC?

DONT
Need

2689

Our ref: CRM 0790069

Ms Kate Palmer
[REDACTED]

Philip Davie
Project Director
Woodlands
Manton Lane
Bedford
MK41 7LW
[REDACTED]

2 September 2022

Dear Kate Palmer

Engagement with Messing-cum-Inworth Parish Council

Thank you for letter of the 25th August. I am pleased that the Parish Council is happy to accept our meeting offer.

We would like to propose either the 19th, 21st, 22nd, or 23rd of September for the meeting and as with the previous meeting offers we are of course happy to meet face to face, and can attend either a daytime or evening meeting.

Turning to the Council's requirements:

1. A list of those attending the meeting from NH and their job titles
 - a. This is provided in the attached agenda
2. Other attendees and their employer details
 - a. This is provided in the attached agenda
3. Full details from NH of all the documentation to be discussed
 - a. The attached agenda has the relevant links to documents that will form the basis of that agenda item. However, in order to ensure this is exhaustive the Council will need to provide us with all the possible topics you may wish to raise if they are not already covered in the agenda. Please do note that the full application for development consent is now on the PINs' website and a link to the project page can be found here:
<https://infrastructure.planninginspectorate.gov.uk/projects/eastern/a12-chelmsford-to-a120-widening-scheme/?ipcsection=docs>
4. Answers to all previous questions asked of NH by Council
 - a. I would refer you back to our letter of 4th of August (attached). If there are additional questions you wish to raise at the meeting, I ask that you provide these within the next 10 working days
5. An agreed agenda with all documentation for discussion submitted to council not less than 5 days before the meeting
 - a. As mentioned above, please find attached a draft agenda. We are preparing the presentation based on this agenda. If you wish for further items to be

added, this may impact on our ability to provide the presentation 5 working days in advance.

Further to the above I would ask that the Council provides the project with a full list of attendees in advance of the meeting. I would also be grateful if you could confirm the location of the meeting. Please note we expect this is a closed meeting with members of the parish or other elected representatives you may wish to invite, and not open to the wider public.

You mentioned in your letter the duration of the meeting. The length of the meeting will of course be dictated by the length of discussions and number of areas that need to be discussed. As such I think its best that this is considered further once you have reviewed the agenda and provided a list of the questions you may wish to raise with our technical experts. We are happy to be present for as long as required.

Lastly, as you may recall the project does intend to hold an in-person information event in the community. We are aiming to hold this in the week of the 17th of October. I would be grateful if you could contact Lindsay Plumridge [REDACTED] on an appropriate venue, the availability and access arrangements (including vehicle parking) of that venue.

I hope that this is helpful and look forward to your response.

Kind regards

Philip Davie
Project Director



Messing Cum Inworth Parish Council

Chair: Cllr Bob Suckling Locum Clerk to the Council: Kate Palmer
Parish Number: [REDACTED] Email: [REDACTED]

FAO: Mr Potts
National Highways (formerly Highways England)
Via Email

25th August 2022

Dear Mr Potts

REF: CRM 0790069

Thank you for your emailed response, dated 11th August 2022 to my letter of the 9th of August 2022.

Please can you advise what specifically National Highways (NH) are 'acknowledging' from within that letter.

The Parish Council would also like it formally recorded they were, and always have been, willing to meet with NH personnel to discuss the A12 widening and Junction 24 matters. The Council were compelled to postpone meetings when NH personnel proved unable to provide the requested information in a timely manner.

The basis for a meeting has been repeatedly set out by the Parish Council with requests for information to be available prior to the meeting, and a request for answers to the listed questions asked. These conditions were provided to NH within a reasonable time frame for the preparation and presentation of responses.

Council was advised on one occasion that NH was cancelling one of the planned meetings stating that it was because representatives of ECC asked them to. Those same representatives of ECC denied that.

The criteria for a meeting between NH and the Parish Council have been clear and consistent throughout this process.

Council has always welcomed the prospect of a meeting with NH personnel.

Councillors stand ready to discuss the content of the technical document provided to them on the 4th of August 2022 and look forward to agreeing a date for this.

Clearly, all established criteria should be met by NH. The meeting should be of sufficient duration to address all the concerns and issues raised.

I list below Council's meeting requirements to remind you:

1. A list of those attending the meeting from NH and their job titles.
2. Other attendees and their employer details.
3. Full details from NH of all documentation to be discussed.
4. Answers to all previous questions asked of NH by Council
5. An agreed agenda with all documentation for discussion submitted to Council not less than 5 days before the meeting.

Please note the Parish Council will only arrange a meeting on a 'face to face' basis.

I look forward to hearing from you.

Yours sincerely,

A solid black rectangular box used to redact the signature of the sender.

Kate Palmer (Ms)
Locum Clerk to Messing Cum Inworth Parish Council

[REDACTED]

FAO: Mr P Davie
National Highways (formerly Highways England)
Via Email

9th August 2022

Dear Mr Davie

Proposed Meeting with Messing Cum Inworth Parish Council on 14th July 2022 to discuss the ongoing proposal for Jct 24, Kelvedon North - A12 Widening Scheme Preliminary Design.

Thank you for your letter of 4th August with its various attachments. I have referred this to Parish Councillors, who wish to make several points in relation to the documents you attached, and to your letter itself.

The 'Power Point' presentation was submitted to Council only just within the required time constraints of 5 days before the meeting. It is largely a historic summary and contains no new information and is thus of very little benefit. It is also 36 pages long. To give Councillors less than 5 days to review this before the meeting was impracticable. However, Councillors do note that you sent this to them.

The Technical Report you attached to your letter is 76 pages long. To suggest presenting this for the first time at the Parish Council meeting scheduled for 14th July, for discussion with your experts, is simply not feasible. Councillors had specifically requested advance sight of documents such as these and cannot be expected to consider them when presented that evening.

In addition, the length and technical complexity of this document would have led Councillors to properly seek professional comment and guidance on this. Clearly, by not presenting it in advance of the meeting, as National Highways had been requested to do, means that Councillors had no opportunity for any considered or valuable response.

29.08.
That your experts were scheduled to attend is of little value in any dialogue, as Councillors would have been in a position of having to listen to the presentations without the knowledge and time to prepare to question those experts or challenge them in any meaningful way.

This report shows an Initial Status date of 25.05.22. It would appear this may have been prepared for the earlier meeting, (25th May), which was also postponed because of the lack of such information. The Council has been entirely consistent and reasonable in requesting sight of any documentation or presentation materials before meetings. Councillors believe that National Highways has been totally unreasonable in withholding such information. This was also true for the 9th of March meeting.

Councillors wish to ask if what you call 'The Technical Note' was already prepared on or around 25th May, why was it not submitted to the Parish Council at a time substantially in advance of the next proposed meeting date, that is, 14th July?

The file you describe as 'Messing Response', states you are responding to questions from Councillors raised on 22nd March 2022. You will know that Councillors raised these, and many other questions, in November and December of 2021. To title your answers such that these questions seem to have been approached in a matter of 5 months, and not the reality of over 10 months, is to create entirely the wrong picture. Councillors feel that this does not reflect the seriousness with which Messing-cum-Inworth Parish Council has been treating this entire Consultation process.

Your attached letter of the 4th of August makes the statement that Essex County Council requested the postponement of the meeting scheduled for 14th July. You will know that Essex County Council has no executive authority to interfere with the legal activities of the Parish Council, and as such would be acting entirely outside their remit. You will also know that Essex County Council have strenuously denied any such request, and, indeed, you did not have to act on it even if it were made. This issue continues to concern Councillors.

Previous meetings, arranged with the Parish Council, have had to be postponed because National Highways has consistently failed to supply information and documentation in a manner acceptable to the Parish Council. This was requested so that it would allow reasonable time to study and investigate papers and materials to be presented. What questions could rationally be put to experts, although 'available', in these circumstances? Councillors further take issue with the statement confirming that the scheme has followed guidelines from the Department for Transport and the Design Manual for Roads and Bridges. This statement is provably without merit, as several matters have been raised illustrating breaches and inadequate design standards.

You note that the 'bypass was not presented for this reason'. You proffer no 'reason'. Your team have only ever presented their findings and decisions and have not 'consulted' with the Parish Council in any meaningful way about the Main Alternative. The papers attached to this letter have now, of course, been sent to our technical experts, legal advisors, and highways engineers. In due course, Councillors will respond, as appropriate, to their findings.

Councillors are fully aware of 'stakeholder representation' opportunities at the Examining Authority stage, but you should take note that our concern relates to the roads surrounding junction 24, so the route consultations of 2017 are irrelevant.

appear to be suggesting that after the Development Consent Order has been submitted, but before any judgement is reached, you will only present your option at any 'information event' you may attempt to arrange. This is, and remains, a totally unacceptable approach to consultation with the villagers of Messing and Inworth who are represented by the Parish Council.

I look forward to receiving your response.

Yours sincerely,

[Redacted signature]



Mr Andrew Harding
By email to: [REDACTED]

Phil Davie

National Highways
Woodlands
Manton Lane
Bedford
MK41 7LW

4 August 2022

Dear Mr Harding

Thank you for your email on 13 July 2022 concerning the A12 Chelmsford to A120 widening scheme, specifically requesting further information regarding our traffic modelling data.

As previously explained, the traffic model was updated between the scheme's statutory consultation (June – August 2021) and the supplementary consultation (November – December 2021). All the traffic data published since the supplementary consultation has been taken from the updated version of the traffic model, except the data sent to Chris Vigrass on 30 May which was taken from the previous version of the traffic model due to an administrative error (corrected on 1 June). and all information that you have been sent to date has been correct.

We would like to confirm once again that NH remains ready and willing to meet with the Parish Council and indeed were prepared with a presentation and had technical experts lined up for the meeting on 14 July. This was cancelled by the Clerk of the Parish Council on the basis that we had not provided sufficient information. The presentation was provided 5 working days ahead of the meeting and the meeting itself is an opportunity for us to share data, answer questions and respond to concerns. The conversation does not end there, we have ongoing dialogue with all affected Parish Councils along the length and breadth of the scheme and we have assured the Messing-cum-Inworth Parish Council that we will continue to engage with them when they are ready to meet with us.

With regard to your statement about ECC requesting drawings, we have no record of this request, either at a meeting or in writing. However, we would be more than happy to share our most recent draft general arrangement drawings with the Parish Council if they would like to request them in writing.

Please also see our answers to your questions below:

1. *How am I to follow this when every chart you proffer is set up in a different manner from all the others, and every chart you offer has differing traffic numbers.*

We do not recognise this discrepancy. All traffic data published since the supplementary consultation has been taken from the same version of the traffic model, with the aforementioned exception of Mr and Mrs Vigrass. Wherever possible, we have tried to present our traffic data in a clear and consistent manner. On some occasions, traffic data has been presented differently. For example, although our supplementary consultation material only showed total traffic across all vehicle types, we received some additional requests for this traffic data to be further split down into separate vehicle types. When responding to these requests, we provided separate "HGV only" traffic data tables, as well as "total vehicles".

We have also been asked about and subsequently provided traffic flows in locations which were not included in the supplementary consultation material, for example on Kelvedon Road in Messing.

2. *When and how was the new modelling done?*

As above, the traffic modelling was updated between statutory consultation (June – August 2021) and supplementary consultation (November – December 2021). This involved updating our traffic flow predictions on all roads in the model. As we explained in our response on 12 July:

"For further clarity, I think it may be helpful to reaffirm that in our statutory consultation, traffic data was provided for Inworth Road in both the Consultation Brochure and our Traffic Modelling Report for Consultation. As part of the evolution of a major project the traffic model was updated in preparation for our application for Development Consent. As we were holding a Supplementary Consultation, it gave the project an opportunity to publish this updated data for Inworth Road with an explanation which can be found on page 32 of our Supplementary Consultation Brochure."

3. *How many times have you modelled traffic, how and on what reference baseline?*

As described above, one version of the traffic model was published at the scheme's statutory consultation (June – August 2021). The model was then updated to support our application for Development Consent, and traffic flows from this new version of the model were published during the scheme's supplementary consultation (November – December 2021).

The traffic flows published during each of these consultations are predicted flows in the proposed scheme opening year of 2027. In order to predict these future traffic flows, we developed a 'base year' model of existing traffic conditions. For the version of the traffic model used to support the statutory consultation, this base year model represented 2016 traffic conditions. It was developed using observed traffic counts and speeds from 2016.

For the updated version of the traffic model used to support our application for Development Consent, a new base year model was developed to represent 2019 conditions instead of 2016. This change in the base year model leads to different predictions of future 2027 traffic conditions. Other updates to the traffic model were also made at this time, such as updating the coding of some roads to better reflect local speed limits.

Note that the new base year model is designed to reflect 2019 conditions, and one of the inputs to this base year model is observed traffic count data. Wherever possible, traffic count data from 2019 was used. However in some locations, including on Inworth Road, the only available traffic counts were from 2016. As our base year traffic model represents 2019, the 2016 count data (taken on the B1023, just south of Stonefield Farm Shop) was uplifted to an estimated 2019 level. The uplift factor was inferred from how much other traffic counts in the area had changed between 2016 and 2019.

4. *The Main Alternative (MA) would "put additional traffic pressure on Tiptree". What is this additional traffic and where has it come from?*

The additional traffic comes as a result of the bypass making junction 24 more appealing to drivers coming from the south. It follows the same principle of why moving junction 24 from its current position to Inworth Road has resulted in traffic increasing on Inworth Road. Essentially the better the access to the junction from the main sources of traffic, the more people will want to use it.

As the bypass makes it easier for traffic from Tiptree to access junction 24, some Tiptree traffic would start travelling to junction 24 to join the A12 southbound instead of travelling via Braxted Park Road / Rivenhall End to join the A12 at junction 22. This increases the traffic on the B1023 between the centre of Tiptree and the bypass.

5. *Why is this traffic only relevant to the MA and not addressed in the plans from NH?*

This traffic is relevant to both schemes, but is exacerbated by the Main Alternative, as explained above.

6. *If you have not revisited the viability of the MA, how have you deduced this?*

We have considered the Main Alternative and will share our full report with the Parish Council and the Action Group shortly.

7. *Where have previously expected traffic flows at peak periods (over 100 vehicles an hour from your figures) gone?*

It is not clear which road this refers to. Please could you clarify this question?

8. *Sight of documents you quote in justification of all this – please copy them to me as soon as possible.*

We will be sharing the technical note with the action group and the parish shortly. All other documents will be made publicly available when the application is accepted by PINS as is normal.

9. *Are you suggesting that ECC are auditing and approving your presentations to the Parish Council?*

As the Local Authority responsible for local roads in the area, we ensure ECC are aware of our design updates and what we prepare to present to parish councils and other stakeholders as a courtesy. On this occasion, they requested more time to review the information we had prepared and asked that the meeting was postponed to allow for that.

10. *Are you saying that having done this the new proposed (and now postponed as a result of NH failings), meeting, as is as a result of some kind of approval from ECC?*

We work collaboratively with all affected Local Authorities but as we have specified previously, ECC are responsible for the local road network and therefore we engage with them regularly to discuss proposals, interventions, issues and seek their feedback. We would be subject to further criticism if we did not work closely with our key stakeholders and keep our elected officials informed.

11. *Am I to deduce that any meeting held with NH is now with the pre-approval by ECC of any information presented?*

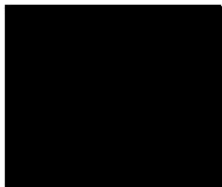
No. This was a rare occurrence where they requested time to review information presented, as stated previously.

Finally, we can confirm that National Highways is no longer escalating your emails through our Complaints Procedure. This is because previous complaints have already gone all the way to the end of the process, to ICA Stage 3, and because the complaint you raise here is not a new one. As has been previously advised, you can seek further

advise through your local MP or via the Parliamentary Ombudsman. To quote a response to you from Peter Mumford on 1 April:

This has already been fully investigated through our complaints process so we are unable to open a new complaint. The process was explained to you in detail by the Independent Complaints Assessor (ICA) in his report dated 14 March 2022 and if you wish to escalate further, you can refer your complaint to the Parliamentary and Health Service Ombudsman (PHSO): [REDACTED]

Kind regards



Phil Davie
Project Director – A12 Chelmsford to A120 widening scheme
Email: A12chelmsfordA120wide@nationalhighways.co.uk



by email to: [REDACTED]

National Highways
Woodlands
Manton Lane
Bedford MK41 7LW

4 August 2022

Dear Ms Palmer

A12 CHELMSFORD TO A120 WIDENING SCHEME

I am writing in response to the Parish Council's letter of 11 July 2022 which provided several reasons why the parish felt the need to postpone the meeting with the project team's technical experts planned for 14 July 2022. This followed Essex County Council's request to postpone the meeting planned with the parish on 25 May 2022 as well as the parish's request to postpone the previous meeting arranged for 9 March 2022. Considering the difficulty in securing a meeting, I thought it would be helpful to respond to all matters raised by the parish via correspondence. The offer of an in-person or online meeting of course remains.

To start, I would like to express the project team's disappointment with not being able to meet with the parish. The project team has met several times with the parish in the past and these meetings were always approached in a collaborative manner. The series of meetings that have since been postponed were planned to be attended by several technical experts from the project team. These experts were being made available to answer any questions the parish may have. It was also the intention of the most recent meeting to provide the conclusions of our detailed assessment work for the community bypass proposals. I know the parish has been keen for this work to be undertaken.

I would like to take this opportunity to reassure the parish that the design and development of the scheme has followed the guidelines from the Department for Transport and the Design Manual for Roads and Bridges and complies with national policy. The decisions made in designing the scheme have been subject to detailed analysis by experts across many disciplines and peer reviewed. The proposed design has also considered the impacts and benefits of the scheme, as well as the need to provide mitigation.

This has been complemented by engagement and consultation. There have been several consultations on the scheme, including the route options consultation in 2017, the Statutory Consultation in summer 2021 and Supplementary Consultation in winter 2021. These consultations allowed the project team to present designs and information on the scheme to local residents and encourage stakeholders to engage with us. There

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on
junctions

have been some suggestions that a bypass of Inworth Road should have been included as an option in our Supplementary Consultation. While we note the suggestion, the bypass is not included in the design of the scheme and was not presented for this reason.

The next stage is to submit our application for a Development Consent Order. Our application will be accompanied by a suite of supporting documents that include a detailed Environmental Statement, Consultation Report and Transport Assessment, amongst many others. It will be for the Examining Authority to consider our submission impartially, and of course to consider representations from stakeholders like your parish. Following the close of the examination, the Examining Authority will make a recommendation to the Secretary of State as to whether our application should be granted consent.

Turning to our response to the matters previously raised by the parish, for ease of reference, I have set out the parish's questions as well as our responses in Appendix 1, which has been sent with this letter.

Turning to the "community bypass" now known (or also known) as the "main alternative", you have now received the slides that we had hoped to present in person to the parish on 14 July. This contains a summary of the work undertaken to date in relation to the community bypass proposals. I now attach the full report we have prepared on the community bypass options for your information. This report will be included in Chapter 3 of the Environmental Statement when we submit our application for development consent.

The parish has also raised questions about the design of the roundabout onto the B1023. We have also received several other questions around the proposed design. We are enclosing a separate document which responds to these questions and which we hope addresses any outstanding queries in this respect.

Lastly, I wanted to turn to the in-person event. In the spirit of the letter you sent when postponing the meeting of 14 July 2022, we had hoped to discuss this event in person. We are still committed to holding an information event to present the scheme that will be taken forward in our application for development consent, as well as to answer any queries raised by the local community. We would be grateful for your views on this.

I trust that the above covers all matters. As has always been the case, the project team remains ready and happy to meet the parish at a date of your convenience.

Yours sincerely



Phil Davie

Senior Project Manager – A12 Chelmsford to A120 widening scheme

Email: A12ChelmsfordA120wide@nationalhighways.co.uk

Attachments:

- Appendix 1 – Responses to questions raised by Messing cum Inworth Parish Council
- Appendix 2 – Technical note, Inworth Road
- Appendix 3 – Messing Cum Inworth Parish presentation



Mr Andrew Harding
By email to: [REDACTED]

Philip Davie

National Highways
Woodlands
Manton Lane
Bedford
MK41 7LW

12 July 2022

Dear Mr Harding

Thank you for your emails on 28 June and 4 July 2022, concerning the A12 Chelmsford to A120 widening scheme, specifically on the subjects of traffic counts and their accuracy/consistency, as well as our stakeholder engagement with Messing-cum-Inworth Parish Council and local community.

To start with the outdated information on traffic counts this was simply an administrative error, and an apology and correction was issued to the same customers on 1 June 2022. All the information you have been sent is correct.

For further clarity, I think it may be helpful to reaffirm that in our statutory consultation, traffic data was provided for Inworth Road in both the Consultation Brochure and our Traffic Modelling Report for Consultation. As part of the evolution of a major project the traffic model was updated in preparation for our application for Development Consent. As we were holding a Supplementary Consultation, it gave the project an opportunity to publish this updated data for Inworth Road with an explanation which can be found on page 32 of our Supplementary Consultation Brochure.

Regarding traffic in Messing, as you will be aware, traffic changes on this road were not provided in our statutory consultation material. However, because of general feedback we have now provided our traffic predictions for these roads.

With regard to rescheduling our meeting with Messing-Cum-Inworth Parish Council, we had recently confirmed with the Parish a revised date. However, this has now been cancelled by the Parish.

We are still considering holding a local community event, however we wanted to discuss this with the Parish at a meeting first. The event would not be to reconsult as that has

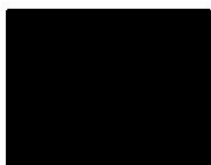
already taken place, but to offer the opportunity for you and others to speak further to our technical experts as we mentioned in our last correspondence to you.

We also note your request for scale drawings. I am not aware of any commitment we have given to share plans between the 7 and 17 of June. However, I can confirm that at the upcoming meeting with the Parish Council we will share the drawings as part of our presentation.

Lastly, please note that the 10-day commitment that National Highways has made to turn around customer correspondence refers to working days, therefore, all our responses issued to you to date have been provided in time and within the above deadline.

We hope that this answers your queries satisfactorily.

Kind regards



Philip Davie
Project Director – A12 Chelmsford to A120 widening scheme
Email: A12chelmsfordA120wide@nationalhighways.co.uk



Messing Cum Inworth Parish Council

Chair: Cllr Bob Suckling Locum Clerk to the Council: Kate Palmer
Parish Number: [REDACTED] Email: [REDACTED]
website: [REDACTED]

FAO: Lindsay Plumridge
National Highways (formerly Highways England)
Via Email

11th July 2022

Dear Lindsay

Proposed Meeting with Messing Cum Inworth Parish Council and other significant stakeholder to discuss the ongoing proposal for Jct 24, Kelvedon North - A12 Widening Scheme Preliminary Design.

Thank you for sending through the proposed agenda and supporting information for the meeting suggested for 14th July. Whilst Council appreciates the presentation material, the additional information required by Councillors as a prerequisite to any meeting has not been supplied, either within the requested deadline of 5 working days prior to the meeting, or since. The detail of this additional information is contained in our previous correspondences to NH.

Council considers the history and repetitive nature of much of the material provided to be without significant merit. The period prior to the proposed meeting does not give Council reasonable opportunity to study the significance of that documentation, if any.

As previously noted, prior to any meeting, the Council has made stipulations about the proposed content. The following points refer.

- 1) The Council is still waiting for National Highways to respond to its letter of 25th January 2022, which was in turn a reminder of its unanswered letter of 21st December 2021. This was repeated in correspondence prior to the meetings NH abandoned in March and June.
- 2) The draft agenda and proposal put forward at 19:10, Thursday 7th July does not include any response to these letters. For your ease of reference these included, (but were not limited to); methods of calculation required to assess traffic flows and explanation of the varying figures used; Identification of actual vehicle types; no explanation of social severance issues; no review of impact on Historic and valuable buildings; no explanation of the situation or remedies proposed for the Hinds Bridge situation; there is no confirmation of the removal of artificial lighting nor 'Design Speed'; confirmation and results of air pollution survey; confirmation and results of vibration surveys; road grade analysis of B1023, remediation and pinch point review; tested journey times from Messing turning

on Inworth Road. Finally, from that letter, this direct quotation remains unfulfilled by National Highways; "4) NH will undertake a full consultation with the Council prior to the issuance of any Development (*direct*) Control Order, including a full review of all legally required points of adherence to the obligations of NH".

- 3) The Attendees list includes Mr Orr-Ewing who works for Jacobs, and Mr P Davie who works for MACE. The Council is concerned that there could be a substantial conflict of interest, and that despite direct confirmation of attendance at a meeting, neither Mr Harris nor Mr Mumford appear to be attending. Thus, there are no senior executives from National Highways.
- 4) The Council believe it unreasonable to suggest the meeting could be attended by villagers and others. This is such short notice of the materials to be presented, combined with the failure to properly respond to the Councils requirements, thus leaving no real opportunity to investigate the documentation and discuss with stakeholders.
- 5) The proposed agenda does not address the vital matter of a site visit, and whilst that could be added, together with all the information and answers required at point 1, Council is of the opinion that this is impractical and too short notice even if NH were to comply.
- 6) It is also clear that any meeting with NH would require at least 3 hours to properly discuss and review all the matters enumerated above. As you may know, the Parish Council meeting called for 7.30pm has been legally convened and cannot be amended or altered to allow NH to have more time.

The short notice, inadequate documentation and questionable agenda and attendees are once again unacceptable to the Parish Council. This therefore suggests that until NH have properly prepared the meeting and answered all outstanding matters this meeting is once again postponed, due to those repeated failings.

The Parish Council, and other Stakeholders, remain ready to convene a valuable and beneficial meeting to openly discuss the plans of NH and the Main Alternative, especially including the site of the 'Inworth Roundabout'.

Yours sincerely,



Kate Palmer (Ms)
Locum Clerk to Messing Cum Inworth Parish Council



Messing Cum Inworth Parish Council

Chair: Cllr Bob Suckling Locum Clerk to the Council: Kate Palmer
Parish Number: [REDACTED] Email: [REDACTED]
website: [REDACTED]

FAO: Lindsay Plumridge
National Highways (formerly Highways England)
Via Email

5th July 2022

Dear Lindsay

Proposed Meeting with Messing Cum Inworth Parish Council on 14th July 2022 to discuss the ongoing proposal for Jct 24, Kelvedon North - A12 Widening Scheme Preliminary Design.

Further to your recent emails and telephone communication regarding the above meeting I can now confirm Council's response.

The 14th of July is when Council has its monthly meeting (with public attending) and so a meeting with NH will need to complete no later than 7.15pm. May I suggest a 6pm start but if you think more time is required, please let me know.

Their meeting will be at Inworth Church that evening. There is no Wi-Fi at that venue so we will be unable to host any remote participants. Portable equipment also does not work well there so we will unfortunately decline any requests for remote attendance to support clarity and consistent communications.

As requested previously, Council will require NH to provide them with a complete agenda and list of all participants no later than 5 working days before the meeting. This is alongside any material associated with the agenda, such as presentations etc.

I refer you to the Council's previous letters that have informed NH of the information they require to be able to fully participate in this meeting. This still stands and will also be required no less than 5 working days before the meeting.

I look forward to receiving your response.

Yours sincerely,

[REDACTED]

Kate Palmer (Ms)
Clerk to Messing Cum Inworth Parish Council

mcipc.ah@outlook.com

Subject: FW: National Highways response - A12 Chelmsford to A120 widening scheme
Attachments: National Highways response - A12 Chelmsford to A120 widening scheme, traffic counts and engagement with MCIPC

From: andrew harding [mailto: [REDACTED]]

Sent: 04 July 2022 17:27

To: A12 Chelmsford A120 wide <A12chelmsfordA120wide@nationalhighways.co.uk>; Harris, Nick [REDACTED]; Mumford, Peter [REDACTED] Davie, Philip [REDACTED]; Kaluba, Kampandila [REDACTED]; Gary Macdonnell - Network Coordinator [REDACTED]
Cc: Cllr Kevin Bentley [REDACTED]; Cllr Lesley Wagland - Member CC [REDACTED]; Cllr Lee Scott - Member CC < [REDACTED]@essex.gov.uk>; robert suckling [REDACTED]; Gary Macdonnell - Network Coordinator [REDACTED]@essex.gov.uk>; Paul Crick - Director Highways & Transport [REDACTED]@essex.gov.uk>
Subject: National Highways response - A12 Chelmsford to A120 widening scheme, traffic numbers
Importance: High

FAO; Mr Potts and Mr Davie

Good afternoon,

I have your letter, attached hereto for your ease of reference, that was prompted by my questions to you, also included below.

Thank you for clarifying the 'two vehicles per hour' situation, and that you have not changed your traffic figures again.

Turning now to the short chart you have provided. This was used by your colleagues up to 17th March in response to several different direct questions. I have now asked, (in my letter to Mr Potts of 28th June), for NH to clarify the multiplicity of traffic figures you cite, and all the different methodologies used to develop them. Of course, I have Mr Potts admission that NH have been providing 'out of date' traffic modelling information.

How am I to follow this when every chart you proffer is set up in a different manner from all the others, and every chart you offer has differing traffic numbers.

How many times have you 'modelled' traffic, how and on what base reference line?

(In case you have been unable to speak directly with each other, I have attached our letter to Mr Potts as a file hereto. I hope this will assist you in providing a clear answer to each of these questions).

I note you conclude that the 'community bypass proposal' – not a terminology I recognise, and assume you mean the Main Alternative (MA), - would put 'additional traffic pressure on the community of Tiptree'.

For your reference, The Parish Council of Tiptree have signed a Statement of Common Ground with MCI PC that states they have no objection to our MA.

I am therefore puzzled that if, as you have repeatedly stated, you have **not** revisited the viability of the MA, how and from what statistics, have you deduced this new statement?

What is this 'additional traffic' and where has it come from?

You note the 'traffic sensitivity test'. It would seem contradictory to say you have not studied 'traffic through Tiptree' but say 'your assessment concludes the MA would put additional pressure on the community of Tiptree'. These two opposing statements are just one paragraph apart. For you then to rely on this contradiction in an effort to justify the unjustifiable is simply not acceptable behaviour from National Highways. You will be aware that this is the sort of attitude which leads to very strong criticism of your organisation and repeated failures of your plans.

I would appreciate sight of documents you quote in justification of all this – please copy them to me as soon as possible.

In your penultimate paragraph you launch an entirely new and novel thought that ECC asked you to postpone the meeting with MCIPC so that ECC could review your findings prior to a new meeting.

To be very clear – are you suggesting in this statement that ECC are auditing and approving your presentations to the Parish Council?

Are you saying in your letter that having done this the new proposed meeting is as a result of some kind of approval from ECC?

Am I to deduce that any meeting held with NH is now with the pre-approval by ECC of any information presented? That ECC are somehow conjoined with NH in these presentations?

Your obfuscation and sleight of hand will only go so far. This is true, too, of misdirection. These are specific questions you are legally required to answer so that anyone may form a reasoned opinion based on facts impartially presented.

Whilst writing, I would politely remind you that on various dates between 7th and 17th June you were to send scaled drawings to the Messing and Inworth Action Group in a format acceptable to them. These have still not arrived. If you are indeed working on instruction from ECC, which is incomprehensible to me, then you are, once again, in breach of that. You are widely known to have these scaled drawings, so please send them immediately.

This will also enable the MIAG to study them and reach reasoned opinion. This will of course, include the so called 'red lines' of the targeted consultation on the B1023, and clearly illustrate for all those residents how your plans will affect them. This, yet again, is something you have failed to do or address.

I would remind you that my questions, below, remain largely unanswered.

Thank you.

Andrew Harding

Andrew Harding


This is a private email – if you are not the intended recipient, please delete – thank you.

Good afternoon

I am advised that within the last 48 hours National Highways have released revised traffic figures to Essex County Council following a review of the Main Alternative.

These traffic figures appear to indicate that NH now believes that the increase in peak traffic through Messing will be 2 vehicles per hour at morning and evening peaks. The new statement also appears to indicate that the Main Alternative will produce 'substantial' increases in traffic through Tiptree.

In order to assess and reasonably consider these new findings, please explain;

When and how the new modelling was done;
Where previously expected traffic flows at peak periods, (over 100 vehicles per hour from your figures), have gone;
Where the substantial traffic through Tiptree has come from and why was it not included in previous modelling;
Why this traffic is only relevant to the Main Alternative and is not addressed in the plans from NH;
Please confirm that this new report will be forwarded to me immediately for my consideration and review.

These five questions are specific to this process and require individual answer and comment. It will not be acceptable to bracket a generic answer to all the points.

I look forward to your urgent reply.

Thank you

Regards

Andrew Harding
[REDACTED]

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National Highways Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF |

[REDACTED] info@nationalhighways.co.uk

Registered in England and Wales no 9346363 | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ

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[REDACTED]

From: Cllr Lesley Wagland - Member CC <[REDACTED]@essex.gov.uk>
Sent: 01 July 2022 14:45
To: Andrew Harding
Cc: Kevin Bentley
Subject: ECC Response
Attachments: GB01T21C76 Messing Action Group Comments draft 270622 (002).pdf

Dear Andrew,

I enclose a copy of a draft assessment of the MIAG reports carried out by SYSTRA who are an engineering consultancy firm commissioned by us to review the information provided by you and National Highways with a particular focus on Junction 24. As I think Kevin said, there are a number of significant infrastructure projects taking shape across Essex that we are endeavouring to respond to which delayed our response so thank you for your patience and understanding with regards to the delay in receiving our reply.

I am sharing the SYSTRA report in the interests of transparency. SYSTRA have based their judgment on the material you submitted and on what we have received from National Highways.

Because of the time constraints we asked SYSTRA to focus on your submissions, rather than National Highways and so the report may seem light in terms of the comments that it has made about the National Highways proposals, but you will also see that they have raised questions and concerns for us to raise with National Highways including in particular, around the alignment of the proposed roundabout.

Whilst writing to you I thought I should set out the basis upon which we are working so that there is no misunderstanding later.

We have continued to press National Highways to carry out a full assessment of the options and to provide us with information, but the County Council has not yet taken a final position on the A12 widening/re-routing. We are required to make a decision after taking full account of technical and other evidence available at the time. Until the final information is available we are not in a position to make a decision or come to a view on these proposals as there may yet be significant changes.

The information MIAG provided has highlighted issues specifically on the proposal for Junction 24 and we agree with SYSTRA's view that a full consideration of the impacts on the wider road network and other users should be undertaken including requesting that National Highways look at making improvements to Hinds Bridge.

I also wanted to remind you that information that you share with us can be requested under freedom of information legislation. Whilst there can be exceptions to disclosure it is not possible to give any assurance that anything you send will remain confidential.

As you anticipated, SYSTRA's work has highlighted issues which need to be investigated further which may have an impact for the whole of the A12 proposals and this together with additional material which SYSTRA has recommended be obtained from National Highways gives us a considerable amount of additional work to evaluate so that this remains a work in progress for Essex County Council.

Councillor Lesley Wagland OBE

Cabinet Member for Economic Renewal, Infrastructure and Planning

Councillor for Brentwood Rural Division

Essex County Council

Email: [REDACTED]@essex.gov.uk

Mobile: [REDACTED]

Cabinet Advisor: [REDACTED]@essex.gov.uk

Mobile: [REDACTED]

Cabinet Assistant: [REDACTED]@essex.gov.uk



Philip Davie

Mr Andrew Harding
By email to: [REDACTED]

National Highways
Woodlands
Manton Lane
Bedford
MK41 7LW

30 June 2022

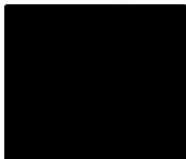
Dear Mr Harding

Thank you for your follow-up email on 17 June 2022, regarding the A12 Chelmsford to A120 widening scheme.

Having not been at the meeting to which you refer, I cannot of course comment on what you may have been informed. However, as per our previous correspondence the project was asked in no uncertain terms to postpone the meeting. Nevertheless, I can confirm that we have now reached out to the parish council to offer a new date for the parish meeting and as outlined in previous correspondence it remains the case that we intend to hold a drop in event in the community. The purpose of the event, to be clear, is not to reconsult on the scheme proposals. Rather we recognise the considerable interest in the scheme and want to provide residents with a further opportunity to engage with our technical experts and ask them any questions they may have.

Furthermore, we have also met with the ECC last week and among other discussions, we asked them to clarify the conflicting information which you seem to have been provided with by different members of ECC regarding the reason of the Messing meeting postponement.

Kind regards



Philip Davie
Project Director – A12 Chelmsford to A120 widening scheme
Email: A12chelmsfordA120wide@nationalhighways.co.uk

[REDACTED]

From: andrew harding [REDACTED]
Sent: 07 January 2023 12:59
To: andrew harding
Subject: FW: National Highways response - A12 Chelmsford to A120 widening scheme, traffic counts and engagement with MCIPC
Attachments: Response to Andrew Harding 20220712.pdf

22.06.22

Subject: National Highways response - A12 Chelmsford to A120 widening scheme, traffic counts and engagement with MCIPC

Dear Mr Harding

Thank you for your emails on 28 June 2022 and 4 July concerning the A12 Chelmsford to A120 widening scheme, on the subjects of traffic counts and their accuracy/consistency, as well as our stakeholder engagement with **Messing-cum-Inworth** Parish Council and local community.

Please see attached our response. We hope this answers your query satisfactorily.

Thank you for contacting us. If we can be of further assistance regarding this project then please do contact us directly at A12ChelmsfordA120wide@nationalhighways.co.uk.

For any other enquiries about National Highways (formerly Highways England), please contact the Customer Contact Centre on 0300 123 5000 or info@nationalhighways.co.uk

Kind regards

Alexander Potts
Project Support – Regional Investment Programme (East)
National Highways | Woodlands | Manton Lane | Bedford | MK41 7LW
[REDACTED]

On behalf of Philip Davie, Project Director

.....

Dear Mr Davie

I have your response to my email of 17th June. I have attached it hereto for your ease of reference. Once again, it was outside your own 10 day response deadline. Quite why you have copied your own response to yourself is a tad mysterious – did you not pen this yourself? Much may be so explained if that is the case. I notice your signature is cut and pasted on.

Sadly, the mists and fog of confusion have not lifted following this note. If anything, they are even more dense and opaque.

You state that 'having not been at the meeting to which you refer, I cannot of course comment'. Yet you quite evidently feel you *can* comment because you do – for 8 lines of observation. Almost your entire main paragraph.

You were **not** at the meeting and have evidence, such as it is, from third parties, whom you continue to avoid naming. I have, as I told you, spoken directly to Council Officers and officials about that meeting. You talk of 'no

(which we do not), you talk in emphatic terms as if there could be no doubt. I have spoken to attendees of that call, all of whom are identified.

Therefore, this is a straight forward matter of 'misremembering' on the part of one set of parties at that meeting. Given that we are in direct communication with ALL parties from ECC and not one of them recalls any such commentary from them, the mis-remembering must lie elsewhere. You are at the level of third party information – perhaps you can now tell us which of your officers is struggling to be accurate in this matter in order that we may contact them and get their *actual* recollection so we may cross reference that in our files?

You take an opportunity 'to be clear' that another proposed meeting with the Parish Council is not to 'reconsult on the scheme proposals'.

Mr Davie, National Highways have yet to consult properly the first time.

You and your colleagues have consistently failed in your statutory duties to 'consult'. You made up your collective mind, and behaved with myopic disinterest to any other suggestion or viable plan. A clear breach of even your own elusive and hidden codes of conduct and behaviour.

This is a consistent failing of National Highways which I am sure you will be all too familiar with in light of recent adverse judgements made about your *modus operandi*.

You mention a 'drop in event in the community'. This is just what it would seem – vague and unspecified, except in what it will **not** do. What purpose beyond the need for you to 'tick boxes' is a meeting where one party has a closed mind to all that will be said? Will this be before your scheduled date for the submission of the DCO?

Turning to your last paragraph, ECC officers *have* clarified what you see as 'conflicting information' - none of them have provided anything but the same detailed recollections. In short – no 'uncertain terms' were ever made. There never was, nor could there legally have been, an instruction to cancel or postpone. There is a very clear recollection of how appalling your proposed presentation was, and how little regard they felt National Highways would be held in if you were foolish enough to present in that way. The decision therefore was made by National Highways to hide its' incompetence and ineptitude. It is hardly surprising that your junior officers, and those who work as your agents, would be likely to reveal that to you.

I look forward to the clarification from your officers of their misremembering.

If your hidden executives maintain their position, please be advised that this calls in to question the legality of proceedings from ECC. That is, as you will appreciate, a most serious accusation from National Highways.

I once again insist that you reveal the truth behind what happened – why are you so concerned to admit the presentation was seen as a potential further disaster, and so you made the decision to pull it?

Regards

Andrew Harding

Andrew Harding
07875372551

This is a private email – if you are not the intended recipient, please delete – thank you.

.....
FAO; Mr Potts and Mr Davie

Good afternoon,

I have your letter, attached hereto for your ease of reference, that was prompted by my questions to you, also included below.

Thank you for clarifying the 'two vehicles per hour' situation, and that you have not changed your traffic figures again.

Turning now to the short chart you have provided. This was used by your colleagues up to 17th March in response to several different direct questions. I have now asked, (in my letter to Mr Potts of 28th June), for NH to clarify the multiplicity of traffic figures you cite, and all the different methodologies used to develop them. Of course, I have Mr Potts admission that NH have been providing 'out of date' traffic modelling information.

How am I to follow this when every chart you proffer is set up in a different manner from all the others, and every chart you offer has differing traffic numbers.

How many times have you 'modelled' traffic, how and on what base reference line?

(In case you have been unable to speak directly with each other, I have attached our letter to Mr Potts as a file hereto. I hope this will assist you in providing a clear answer to each of these questions).

I note you conclude that the 'community bypass proposal' – not a terminology I recognise, and assume you mean the Main Alternative (MA), - would put 'additional traffic pressure on the community of Tiptree'.

For your reference, The Parish Council of Tiptree have signed a Statement of Common Ground with MCI PC that states they have no objection to our MA.

I am therefore puzzled that if, as you have repeatedly stated, you have **not** revisited the viability of the MA, how and from what statistics, have you deduced this new statement?

What is this 'additional traffic' and where has it come from?

You note the 'traffic sensitivity test'. It would seem contradictory to say you have **not** studied 'traffic through Tiptree' but say 'your assessment concludes the MA would put additional pressure on the community of Tiptree'. These two opposing statements are just one paragraph apart. For you then to rely on this contradiction in an effort to justify the unjustifiable is simply not acceptable behaviour from National Highways. You will be aware that this is the sort of attitude which leads to very strong criticism of your organisation and repeated failures of your plans.

I would appreciate sight of documents you quote in justification of all this – please copy them to me as soon as possible.

In your penultimate paragraph you launch an entirely new and novel thought that ECC asked you to postpone the meeting with MCIPC so that ECC could review your findings prior to a new meeting.

To be very clear – are you suggesting in this statement that ECC are auditing and approving your presentations to the Parish Council?

Are you saying in your letter that having done this the new proposed meeting as is as a result of some kind of approval from ECC?

Am I to deduce that any meeting held with NH is now with the pre-approval by ECC of any information presented? That ECC are somehow conjoined with NH in these presentations?

Your obfuscation and sleight of hand will only go so far. This is true, too, of misdirection. These are specific questions you are legally required to answer so that anyone may form a reasoned opinion based on facts impartially presented.

Whilst writing, I would politely remind you that on various dates between 7th and 17th June you were to send scaled drawings to the Messing and Inworth Action Group in a format acceptable to them. These have **still** not arrived. If you are indeed working on instruction from ECC, which is incomprehensible to me, then you are, once again, in breach of that. You are widely known to have these scaled drawings, so please send them immediately.

This will also enable the MiAG to study them and reach reasoned opinion. This will of course, include the so called 'red lines' of the targeted consultation on the B1023, and clearly illustrate for all those residents how your plans will affect them. This, yet again, is something you have failed to do or address.

I would remind you that my questions, below, remain largely unanswered.

Thank you.

Andrew Harding

Andrew Harding
[REDACTED]

This is a private email – if you are not the intended recipient, please delete – thank you.

Subject: Traffic flow statistics

FAO; Mr Alexander Potts

Good morning Mr Potts,

You will all be aware that in order to form an educated and informed opinion based on comparative statistics, methods used must be comparable and inter-relatable. You and your colleagues have, over the last several weeks, provided varying different statistics about traffic flows and modelling in and around Inworth and Messing. It is now essential that you restate all these statistics in identical format.

We need to see one table that allows the new information to be added in columns for the revised data and the dates of those revisions. For example, data on 30/5 and 01/06 does not show separate categories of vehicle, yet earlier data from 18.03 does. There are no details on dates and locations for where the data was taken. 'Most recent' is inadequate and carries no value – we need exact dates the information was gathered, and at what times.

It is apparent that the traffic modelling is different but no explanations or substantiation is given. Again, in a cross referenced analysis of these flows we would be able to draw conclusions. With information in this form no one can deduce any valuable insight – it is impossible to analyse.

This is inexcusable. It prevents reasoned debate about the flows and their impact.

These figures were released by NH on 1st June;

Sent by Alexander Potts – Project Support; Further to my response on 30 May 2022, it has been brought to my attention that the traffic information sent to you in that response was from out-of-date traffic modelling. Please see the most recent figures below: **WHY WAS OUT OF DATE MODELLING SENT? HOW LONG HAD UP TO DATE INFORMATION BEEN AVAILABLE AND WHY WAS IT NOT RELEASED?**

Location 1: B1023 through Inworth village (total vehicles):

B1023 Inworth Road, Inworth

	AM peak	PM peak	24hr total
Without scheme	784	846	11,180
With scheme	1,111	1,132	14,820
Change	+328	+286	+3,640
% Change	42%	34%	33%

Location 1: B1023 through Inworth village (HGVs only):

B1023 Inworth Road, Inworth			
	AM peak	PM peak	24hr total
Without scheme	13	4	116
With scheme	29	9	248
Change	+16	+5	+132
% Change	126%	139%	114%

Location 2: B1023 north of A12, south of Feering Hill (total vehicles):

B1023 Inworth Road, north of A12			
	AM peak	PM peak	24hr total
Without scheme	822	892	11,590
With scheme	779	900	10,670
Change	-43	8	-920
% Change	-5%	1%	-8%

Location 2: B1023 north of A12, south of Feering Hill (HGVs only):

B1023 Inworth Road, north of A12			
	AM peak	PM peak	24hr total
Without scheme	14	4	126
With scheme	4	2	55
Change	-10	-2	-71
% Change	-70%	-50%	-56%

Sent by Alexander Potts -- Project Support. These figures were released to us on 30th May. WHAT SORT OF VEHICLES?

Peak AM traffic count per hour (7:30am to 8:30am):

Local road name	Without scheme	With scheme	% change
B1023 Inworth Road, Inworth	729	1,403	+92%
B1023 Inworth Road, north of A12	745	851	+14%

Peak PM traffic count per hour (5pm to 6pm):

Local road name	Without scheme	With scheme	% change
B1023 Inworth Road, Inworth	862	1,358	+57%
B1023 Inworth Road, north of A12	881	785	-11%

Sent by Agnieszka Kalinowska -- Project Support. These figures were from 18th March

When it comes to predicted traffic flow through the 'T' junction at Messing village, the traffic increase is:

- 95 vehicles in the AM peak hour, of which 6 are HGVs
- 64 vehicles in the PM peak hour, of which 4 are HGVs.

Please note that these traffic predictions do not take into account any potential HGV restrictions or warnings that the route is unsuitable for HGVs.

The figures above represent the traffic increase on the route between B1022 and B1023 Inworth Road via Harborough Hall Road / The Street / Kelvedon Road.

Why are the figures different? What changes have been made to the modelling, what changes have been made to accommodate your own need to prove the plan from NH is viable and any others are not? You are clearly manoeuvring figures to suit your argument -- a clear breach of the Gunning Principles -- the law. Where are the comparable figures for the Messing 'T' Junction? If all the other figures have changed, why have these not been re calculated?

In accordance with your codes of conduct, this correspondence needs to be addressed within 10 days.

Thank you

[REDACTED]

From: Gary Macdonnell - Network Coordinator <[REDACTED]@essex.gov.uk>
Sent: 06 June 2022 17:17
To: Andrew Harding
Subject: RE: Upgrade costs

Andrew,

Excellent long weekend thank you and I hope you similar.

My thoughts on the DCO is that they seem hell bent on submitting the DCO on the current timetable and I'm sure they have pressures from above in both National Highways and DfT to do this. Now submitting the DCO and PINS accepting it are of course two separate things. The Lower Thames Crossing submitted a DCO for their project but it wasn't accepted by PINS. They withdrew to save the embarrassment of having PINS reject the application. I thought at the time that National Highways would never find themselves in this position again but I'm utterly convinced that project teams don't share any learning between them and they all set off ploughing their own furrow – so who knows. I think as it stands it could well not meet the test of PINS but perhaps we shall see.

We have had some small movements. We now have access to plans which is helpful and we have had productive conversations on areas away from J24 on matters like provision for walkers, cyclists etc. I don't think I'm breaking any state secrets in saying that the major areas remain J24 alongside J20 and then the matter of what happens with the detrunked areas, these have not moved at all.

The documents listed below will start to come through to us over the next few weeks. They will be in draft and this is very clearly because NH do not want them sent on. I'm sure you'll understand that we can't send through outside of ECC anything that is a work in process. The documents will of course become public and I hope that this happens whilst PINS consider the application, but we won't have a say in that.

I'm still checking the drop dead date for the statement of common ground. Its clear that PINS can and have in the past accepted a DCO submission without it but I think that it should be in place for the start of hearings. I have a planning colleague to come back to me on that.

Costings noted and I will chase this up.

Thanks,

Gary

From: Andrew Harding <[REDACTED]>
Sent: 06 June 2022 15:53
To: Gary Macdonnell - Network Coordinator <[REDACTED]@essex.gov.uk>
Subject: RE: Upgrade costs
Importance: High

CAUTION: This is an external email.

Hi Gary

Hope all well and you had a great four days.



Mr Andrew Harding
By email to [REDACTED]

Philip Davie

National Highways
Woodlands
Manton Lane
Bedford
MK41 7LW

20 May 2022

Dear Mr Harding

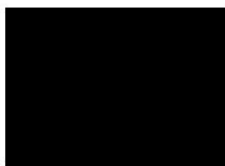
Thank you for your follow-up email on 6 May 2022, regarding the A12 Chelmsford to A120 widening scheme.

Regarding your statement that you have not received a reply to the meeting invitation sent in your emails to myself, Peter Mumford and Nick Harris. Mr Harris and Mr Mumford receive a considerable number of items of correspondence and meeting requests and I'm sure you will appreciate that it is not possible for them to reply individually to each one. It is usual practice for these to be passed to the team responsible.

In our letter dated 5 May 2022 we outlined our proposed meeting with Messing cum Inworth Parish Council that we are actively trying to secure, followed by a community open event. These events will be attended by the A12 project team comprising of technical specialists that have up to date knowledge of the scheme design and other areas that might be of concern to local stakeholders. They are best placed to deal with any queries.

We look forward to further engagement with the Messing community.

Kind regards



Philip Davie
Project Director – A12 Chelmsford to A120 widening scheme
Email: A12chelmsfordA120wide@nationalhighways.co.uk

FAO: Mr Philip Davie
Project Director – A12 Chelmsford to A120 widening scheme
Via Email: A12chelmsfordA120wide@nationalhighways.co.uk

14th April 2022

Dear Mr Davie

A12 Chelmsford to A120 Widening Scheme – Junction 24 Main Alternative

Thank you for your letter of 6th April replying to the Parish Council which was sent to Mr Orr-Ewing on 11th March. It is regrettable that it has taken over three weeks before receiving your brief response.

To be very clear, Council was able and willing to meet on the 9th of March. They were not prepared to do so without their reasonable requests for information and detail being made available beforehand. You will appreciate this is a simply meeting courtesy.

Council would enjoy the opportunity to discuss the Main Alternative with you, and continue to believe that this consultation process is, as you note, simply an opportunity for you to 'present' to them. They would welcome the chance to hear your explanations about the failure to adopt this widely supported alternative. Council are sure you will be aware of the position taken by the Leader of Essex County Council, the ECC itself, all Local and Borough Councillors and our MP, in condemning your proposal and endorsing the Main Alternative.

It remains totally reasonable that Council has the time to study what you intend to 'present' at any meeting, in order that they may ask pertinent, germane, and considered questions. I am sure you are aware of your legal duty to allow them to provide an informed response to your statements.

It is of interest to note you view the process as 'ongoing' and the 'critical' nature of input from local communities. Please explain how that reconciles with the statements from your CEO that the Main Alternative 'will not be carried forward'. This is, of course, in advance of the entire DCO process, the Planning Inspectorate decision, and, most significantly, any position that the Secretary of State may take in the matter.

You will be aware of several dozen complaints from members of our villages now reaching the desk of the Independent Complaints Assessor at the Department for Transport. Your statement about being 'open and honest' has not met favour with all attendees at the 'consultation'.

The explanations in your letter, such as they are, have not been helpful and simply reiterate the position taken by NH throughout the process.

Council looks forward to your suggestion of dates to meet, and to the prior timely receipt (a minimum of one week before) of all information which was requested in my letter of 11th March.

I look forward to receiving your response.

Yours sincerely,

K. Palmer

Messing Cum Inworth Parish Council

Email: [REDACTED]

Philip Davie
National Highways Limited
Woodlands
Manton Lane
Bedford
MK41 7LW

6 April 2022

Dear Ms Palmer

Thank you for your letter on behalf of Messing Cum Inworth Parish Council to our Stakeholder Engagement Manager David Orr-Ewing on 11th March 2022 regarding the A12 widening scheme, specifically the junction 24 proposals.

I'm sorry the Council were unable to meet on the 9 March and wish to reiterate our desire to come and talk to you about the scheme design. This will be a great opportunity for us to present to you the work we are progressing with the A12 scheme, specifically junction 24 and the local roads that feed into it. We would welcome the opportunity to explain in more detail the reasons for not adopting the proposed Community Bypass. We would aim to get the slide pack to you ahead of the meeting and would bring along relevant technical specialists so that we can answer any questions attendees may have, including those posed in your letter. We feel that a meeting in the first instance will be a much more productive way to get information to you and should there still be queries following that session, we can agree the arrangements for dealing with them.

As we approach a key milestone with the submission of our Development Consent Order (DCO) application, we have to be very clear on what our proposals are. This includes what land is required, and the impacts the scheme will have on the local surroundings. Our Options consultation was held in 2017 with a further consultation held in 2019 (which took into account the proposed Garden Community at the time). Our Statutory Consultation in June last year was a further opportunity to comment on our proposals, as was the Supplementary consultation last November. We're pleased that the Parish Council has taken part in each of these consultations and you are of course free to make further representations on the DCO to the Planning Inspectorate as and when notice is received that it is time to do so (notices will be posted in local papers, on our website and we will be emailing all key stakeholders to inform them).

We view consultation and engagement as an ongoing process from the moment a scheme is conceived. It's critical to the progression of our scheme and the inclusion of input from local communities. We believe that to date we have been proactive in engaging with all parish councils affected by the scheme, and we aim to be as open and honest about the

impacts our project proposals as we can be, at that point in time. Indeed, we have recently met with a number of neighbouring parishes as part of our ongoing engagement programme.

We hope this is helpful in explaining our position regarding consultation and the alternative option. We look forward to hearing from you to rearrange the in-person meeting where we will be able to explain more fully our reasons for not progressing the community bypass and answering queries.

Yours sincerely

Philip Davie
Project Director – A12 Chelmsford to A120 widening scheme
Email: A12chelmsfordA120wide@nationalhighways.co.uk



Messing Cum Inworth Parish Council

Chair: Cllr Bob Suckling

Clerk to the Council: Kate Palmer

Parish Number: [REDACTED]

Email: [REDACTED]

website: [REDACTED]

Mr David Orr-Ewing
National Highways (formerly Highways England)
Via Email

11th March 2022

Meeting with Messing Cum Inworth Parish Council to discuss the ongoing proposal for Junction 24, Kelvedon North - A12 Widening Scheme Preliminary Design.

Further to our recent email communication regarding the above meeting that was due to take place on the 9th of March 2022 I now forward you Council's position regarding this meeting.

It is expected that to comply with the need to be open and transparent, that not less than five working days prior to the rescheduled meeting, National Highways (NH) will detail which part of the consultation process they consider this meeting is called to reference.

Agreements and arrangements for the meeting between the Parish Council, other interested parties, and National Highways, (whose attendees are to be satisfactorily identified to the Council not less than 48 hours before the meeting):

Not less than 72 hours before the meeting NH to confirm, in writing, that the Council's alternative route, known as 'The Community Bypass' will be adopted by NH and considered as the main alternative to their current proposal. As such, *inter alia*, NH will commence work on all costings, design plans, investigations, surveying, traffic calculations and all and every other matter associated with that acceptance, within 10 working days of this meeting. NH undertakes in good faith to complete this main alternative proposal in a timely manner.

Subject to this arrangement, the meeting will commence as follows:

- 1) NH will provide, in a timely manner, but no later than 5 working days prior to the meeting, a detailed response to Council's letter dated 25th January 2022, for Council to review ahead of the meeting. This response will include and form the following agenda items:
 - a) A detailed analysis of traffic volumes and types of vehicle on all affected roads, the method used for these calculations, and the explanations for varying figures throughout the consultation periods. NH to provide a definitive statement of the calculation and the anticipated volumes. This will include actual estimated vehicle type increases, not just PCU's.

- b) Explanations of the social severance issues, specifically proposed remedies, and solutions.
 - c) A thorough review of the impact on Historic and vulnerable buildings, specifically proposed remedies, and solutions.
 - d) A detailed explanation of the rationale and remedies for the situation that will develop at Hinds Bridge.
 - e) An explanation, including solutions and remedies, of all issues in the letter of 25th January, 2022, that apply specifically to the village of Messing. The Messing Action Group has provided a full detailed study of the roads around Messing and NH will comment upon and review its findings.
 - f) Explanation of 'Design Speed'.
 - g) Confirmation of removal of artificial lighting.
 - h) Confirmation of extension of speed limit.
 - i) Confirmation that an air pollution survey has now been done, and full results of time, date and location issued to Council not less than 5 working days prior to the meeting.
 - j) To confirm what vibration surveys have been carried out, and with what results including time, date and location to assess risk to, and enable protection of, listed properties.
 - k) What analysis of road grade type has been carried out and what remedies exist for the proposed level of MSA on all roads in the proposal and directly affected by it.
 - l) Full explanation of the tested journey time from the Messing turning on the Inworth Road, with exact locations.
 - m) Inworth is an active vibrant village. What analysis and remedies are provided to ameliorate the effects to residents of short-term carriageway blockages for deliveries and access egress to private property and driveways.
- 2) Detailed review of communication process, identifying personnel at NH who have responsibility and accountability for the existing proposal and the main alternative.
 - a) This will include who was accountable for traffic flows on the Inworth Road, how they were done and at what time.
 - b) This will include a detailed commitment from NH that no communication will be sent to residents before Council have seen such communications and been fully appraised of the intent.
 - 3) NH presentation to be submitted in full to Council not less than 5 working days prior to the meeting, and with reasonable estimates of anticipated time needed for this.
 - 4) NH will undertake a full consultation with the Council prior to issuance of any Direct Control Order, including a full review of all legally required points of adherence to the obligations of NH.

I look forward to receiving your response.

Yours sincerely,

Kate Palmer (Ms)
Clerk to Messing Cum Inworth Parish Council

Messing-cum-Inworth Parish Council
Response to Highways England letter

20/01/22

Dear Shah Hussain (Highways England)

Please find below our comments to your answers in your letter dated 15th December 2021. We note from your response that a meeting will be arranged by you to go through the assessment in more detail and it is our expectation that our below comments will either be answered or discussed at this time or replied to in advance of this meeting.

**Use of the B1023
Traffic Volumes**

1. We would like to understand this better, why was the model changed and what factors prompted the change?
2. Could you explain what had caused drivers to change their routines in these areas and in which location was the traffic suddenly so different?
3. Where was this traffic count taken in 2019, please confirm location times and dates?
4. Please list future developments used in the modelling and also detail on how a road is coded. Surely this figure has only increased?
5. What were the original speed and capacity figures for the Inworth Road, when were they set and by whom? If they were set by Highways England, on what basis were they set and how were they validated?
6. Highways England have since changed these figures how are these changes validated or checked?

Social Severance

1. The Parish Council welcome the prospect of a 30mph speed limit but would request it would stretch to Gore Pit corner at the Feering junction.
2. We would like to point out that a Zebra Crossing at Inworth would be hard to achieve if not impossible due to the lane being too narrow, the width of the highway through Inworth is one of the Parish Councils previously noted pinch points and just one reason why a bypass is the only real solution to this problematic scheme.
3. At current traffic levels, the existing minimal footways are sufficient and there is marginal social severance. It is only Highways England's proposal that will increase traffic levels such that social severance becomes an issue.
4. Of equal importance will be the inability of customers of The Prince of Wales public house (currently Red Dog) and residents at peak times to access their drives safely.

Heritage Buildings

1. By which standard have you assessed these impacts upon the listed properties?
2. The vibration caused during construction will be damaging and a significant long-term issue when used by increased HGV traffic.

3. Any work on Church land will need to be sanctioned by the Diocese.

Hinds Bridge

1. We believe that HE failure to acknowledge that the proposed J24 will have any impact on Hinds Bridge is a massive oversight.
At present vehicles travelling along A120 and wishing to join A12 will take a route through the outskirts of Coggeshall and arrive at Feering where they will proceed through the High Street, in either direction, before joining the A12. Once the proposed J24 is opened that same traffic will join the B1023 and travel over Hinds bridge where it will meet local traffic coming in the other direction. Hinds bridge is not designed to take this weight in traffic and therefore will require strengthening and widening works. Again the community bypass would resolve this issue.

Messing

1. When was the traffic modelling done and in what circumstances? Was this pre- or post-Covid, and at what time of day were measurements and volumes calculated?
2. There are three roads that lead through the village of Messing. To which road does the traffic flow model refer?
3. According to Rural Road Design Criteria the use of single track rural roads requires passing points to be visible each to the other and within 200 yards. In all instances on all three roads this is not the case. What is being planned to address this?
4. The use of rural roads also requires regular strength and weight testing surveys on all small bridges. There are seven such bridges on the three roads, what surveys and plans are being made to strengthen them?
5. What is the calculated minimum width on these three roads for vehicle traffic? At several points (qv 3) the roads are less than 8 (eight) feet wide and with at least 300 yards to the nearest, non-visible passing place?
6. Use of private driveways and field access points are not acceptable as substitute passing places on single lane rural roads. What measures are being taken and planned to protect homeowners and farmers from traffic incursion onto their land?
7. 'Traffic is not high' – (qv paragraph 2), quite clearly, a rise of 200% in traffic volume is high. There is no specification of type of vehicle nor axle number. On what basis is this increase not considered 'high'?
8. There will be considerable impact on the local community by the increase in traffic. Horse riders, cyclists, walkers, and agricultural vehicles regularly use this road and the increase in traffic poses a very real danger to all users of this country lane including children going to Messing Primary School.

Other points raised.

Design of roundabout onto the B1023 and current design

What is meant by "standard for the design speed of the road", what is the design speed?

Proposed widening of the B1023 and the request to change speed limit to 30mph continuously

Thank you for proposing a 30mph speed limit however we would wish for it to continue up to Gore Pit corner at Feering to help slow down the traffic around the Hinds bridge location.

Artificial lighting and the request that it is removed.

Please could you clarify if the roundabout onto the B1023 requires to be lit?

We would also like to draw to your attention the proposed WCH route along a small stretch of the existing B1023 and adjacent to the proposed roundabout. The WCH does not connect either end to a public footpath or similar, we therefore request its removal along with the proposed street lighting which again is not necessary or useful.

Please could you provide a more detailed (close up) drawing detailing proposed lighting positions?

Air Pollution

The Parish Councils position is that Inworth Village sits within a valley and therefore pollution can accumulate. The Parish Council asked Mr Kevin Turpin (air pollution specialist at NH) if the modelling used for the assessment allowed for topography of which his answer was "no".

We require NH to conduct an air pollution survey in this specific location to gain meaningful data.

According to NH the last survey in Inworth was four years ago, surely a more recent study should be carried out.

On the Community Bypass

Our Parish Council requires NH (Highways England) to have both the proposed B1023 widening scheme and the Community Bypass independently assessed and costed.

As the months and years progress the bypass option becomes an obvious solution. With NH latest land take along the Inworth Rd being so vast we have shown previously that this would equate into the additional necessary amount of land required to be used for the community bypass and attenuation ponds which is not already in the hands of NH.

NH says that they have put forward a "proposed scheme that ensures the road will manage the additional traffic, as well as provide some improvements to flooding."

The proposals do not properly address the problems with large HGVs and buses on the B1023. It is proposed to widen the road in places but this will not deal with the pinch points that will remain. Some narrow parts cannot be changed including where listed buildings are very close to the road and will be damaged by heavy traffic.

NH list factors against the Community Bypass including: "land acquisition, environmental impact, constructability, safety, and stakeholder feedback..."

Land will have to be acquired for the current proposals, including the dumbell junction, link road and junction, the borrow pits, attenuation ponds etc. The environmental impact is going to be considerable with any version of this scheme, as will safety.

Health outcomes – mental well-being: Every home along the B1023 in Inworth will be adversely affected by the scheme and everyone living in the village will suffer inconvenience, stress, disruption and mental stress.

NH acknowledge "loss of roadside hedgerows and trees, and in areas where balancing ponds and flood risk mitigation is required. Most sections of lost hedgerow would be mitigated by replanting." The word "most" indicates that only some and not all will be replanted. Additionally replanted trees etc will take years to mature and alleviate the decimated rural landscape.

Yours faithfully

Messing-cum-inworth Parish Council



Messing cum Inworth
Parish Council

Shah Hussain

Highways England
Woodlands
Manton Lane
Bedford
MK41 7LW

15 December 2021

Dear Messing cum Inworth Parish Council

A12 Chelmsford to A120 widening

Thank you very much for writing to us with your questions from the meeting on 21 October 2021 with Parish councillors and we are sorry for the delay in responding to you. We also appreciate your timely response to our supplementary consultation, and it will be carefully considered and analysed as part of our consultation review. In this letter, I have set out our answers to the questions you have raised in your letter of November 21 and they are answered in turn.

Use of B1023 Traffic volumes

When updating the base year model to incorporate new traffic counts from 2019, the pattern of trips within the model was changed. This can change trip patterns even in places where no new traffic count data was incorporated. The list of future developments used in the model was also updated, which changes future year traffic patterns.

A summary of the traffic model flows on Inworth Road through Inworth is provided in the table below. This shows data from the previous version of the model (presented at Statutory Consultation in Summer 2021) and from the updated Development Consent Order (DCO) version of the model (presented at Targeted Consultation in November 2021).

	Statutory Consultation Model		DCO Model	
	AM	PM	AM	PM
Without scheme	729	862	784	846
With scheme	1,403	1,358	1,111	1,132

This shows that the 'with scheme' flows are approximately 20% lower in the updated version of the model. This reflects changes to the way that Inworth Road is coded in the updated model and an updated base year model was developed to reflect 2019 conditions. To validate the traffic model under these conditions, changes were made to the speeds and capacities on Inworth Road. When carried through to the future year traffic models, this makes Inworth Road slightly slower and liable to experience delays at lower traffic levels than in the previous model. This is the case both with and without the A12 improvements in place.

Social severance

We have investigated provision of a formalised crossing point for example a signalised or zebra crossing within the village to address concerns of severance. We have not included this in the current scheme proposals as with no footway present on the western side and a narrow, constrained footway on the eastern side, provision of a formal crossing and associated equipment on a local desire line would require additional land take from properties within the village. This would also require lighting, and either beacons or signal heads to operate safely, which may not be preferred in the village setting. We will look again into the feasibility of provision of a formalised crossing in the vicinity of the village.

Although there will be an increase in traffic volume through the village, we believe that by introducing the new junction 24 roundabout to the north of the village and extending the 30mph speed limit northwards to include the roundabout will help. Vehicle speeds will be slowed when approaching and entering the village from the north.

Heritage buildings

During construction and in operational phases, the works along Inworth Road would affect the settings of 1 Grade I Listed Building and 11 Grade II Listed Buildings: Parish Church of All Saints, Inworth Hall, Churchman's Farmhouse, Gates and gate piers to Inworth Hall, Thatched Cottage, 1-6, The Street, Harborough Cottage, Weatherboarded Outbuildings to Prince of Wales Public House, Prince of Wales Public House, Well Cottage, Hill House and Hill Farmhouse.

The activities which would primarily affect them would be visual intrusion from construction traffic, dust, vibration and noise as well as the enlargement of the roadside layby and removal of the boundary hedge in front of All Saints Church. During

operation, there would be some visual intrusion from new storage ponds and additional traffic along Inworth Road.

These works are assessed as resulting in a Minor Magnitude of Impact on High Value heritage assets resulting in Slight Significance of Impacts on the heritage assets. The boundary in front of All Saints Church such as the fence and the gate would be reinstated after construction. We will also be considering if the trees on the boundary could be retained and we would be happy to discuss this at a later stage once more design detail is developed.

Hinds bridge

Our technical teams have looked at Hinds Bridge in detail and we are aware that the bridge was strengthened by the Essex County Council bridge team in 2018 as well as the historic issues with the bridge. We are very clear that the scheme is not changing the traffic flows across the bridge. We have discussed these ongoing concerns in several meetings, and we are not planning any interventions at the bridge. It may be that as part of the Crown Estate development these concerns could be addressed, and we suggest this should be raised in the first instance with Essex County Council.

We will, though, be providing an appropriate Give Way priority system through road markings and signage at the bridge.

Messing

The table below outlines the two-way flow of traffic predicted by our traffic model with and without the A12 scheme in place in 2027. With the scheme in place the model predicts a flow of about one vehicle a per minute travelling in each direction on the road at peak time.

Kelvedon Road (between Messing & Inworth Road)		
	AM peak	PM peak
Without scheme	38	45
With scheme	133	109
Change	95	64

Of course, we continue to discuss traffic on local roads with Essex County Council, and while the overall number of vehicles predicted to use this road is not high, we remain open to any feedback they might have on this predicted increase.

Other points raised

1 design of the roundabout onto the B1023 and the current design.

We have taken your comments on board and introduced a preliminary design of an access for Stonefields Farm commercial business and Farm Shop which has been included in the **Supplementary Consultation materials** issued on 9 November 2021. The bends on the approach to the roundabout on the B1023 are standard for the design speed of the road. The bends deflect the road on approach to the roundabout and are expected to slow vehicles and present safer opportunities to join Inworth Road than in the current existing arrangement.

2 proposed widening of the B1023 and the request to change the speed limit to 30 mph continuously

An introduction of a 30mph from just north of the new junction 24, heading south to the existing gateway south of Inworth village is proposed.

3 artificial lighting and the request that it removed.

Lighting has been provided, for example at the junction 24 roundabout at Inworth Road, which being a junction is an area where lighting is required to meet safety and road standards. If you are referring to another part of the road then it would be good if you could confirm exactly where you wish any the artificial lighting to be removed from and then we can note the locations with our technical teams. We will continue to discuss this matter with Essex County Council before a decision is made.

4 air pollution

The air quality assessment methodology requires modelling results to be compared with local monitoring data. This process is undertaken using all available air quality data including sites managed by local authorities and sites installed by National Highways. Modelling results are factored based on the average difference across the whole study area. There are no monitoring sites managed by the local authority on Inworth Road, but National highways did install a temporary site (J7) on a telegraph pole on the B1023 before Stonefields Farm shop in 2017/18 as detailed in figure 6.2, plate 5 in chapter 6, page 92 of the PEIR.

The 2019 projected annual mean concentration for this site was 28.1 $\mu\text{g}/\text{m}^3$. As noted, Braintree Council manage the monitoring site BR11 in Kelvedon, the 2019 annual mean NO_2 concentration was 22.1 $\mu\text{g}/\text{m}^3$. This is compared against the air quality objective for annual mean NO_2 of 40 $\mu\text{g}/\text{m}^3$. The monitoring on Inworth Road and across the study area by National Highways showed compliance with the air quality objective, on this basis it was decided to discontinue the monitoring campaign.

On the community bypass

Regarding our proposals and the community bypass, you will be aware that previously the parish and others have made representations around large vehicles passing one another on the road as well as flooding concerns. In our Supplementary Consultation, we have taken these comments onboard and have put forward a proposed scheme that ensures the road will manage the additional traffic, as well as provide some improvements to flooding.

Regarding the community bypass, we have had several meetings to discuss this. Of course, when assessing proposals, cost always must be factored in. It would be disingenuous to suggest otherwise. However, it is important to note that the cost is subject to benefit cost analysis and there are various other factors that are considered in that regard, as we have outlined previously. This includes land acquisition, environmental impact, constructability, safety, and stakeholder feedback, amongst others. We have now put forward proposals that would address the impact of the traffic increase that has come from the proposed junction 24 location for our design year of 2042.

In regard to point four that you have made about environmental impacts on Inworth Road, the Environmental Statement will include an assessment of effects on population health. This will include potential health impacts on the community affected by proposals for the B1023. The assessment will take into account evidence for associations between traffic, community severance and a range of health outcomes including mental wellbeing. We do accept that the widening proposal on Inworth Road would result in the loss of roadside hedgerows and trees, and in areas where balancing ponds and flood risk mitigation is required. Most sections of lost hedgerow would be mitigated by replanting.

The community bypass as currently proposed is likely to result in partial loss and/or impacts on a potential veteran tree belt and potential veteran trees identified in our surveys south of the proposed junction 24 dumbbell roundabout. There is potential for similar impacts on un-surveyed trees along the old railway line, where the route crosses field boundaries and where it ties in to Inworth Road. However, it is likely that some of the potential veteran tree belt and railway line trees could be avoided by moving the line of the bypass to the east, albeit it brings it closer to Inworth Road. Mature and semi-mature trees along the route may support bat roosts, which would also need to be identified through further surveys and discussions.

We are also aware of the safety issues around access to properties on Inworth Road and we will be looking at ways to address this in discussion with Essex County Council.

We will, of course, consider the parish's response to our supplementary consultation and will in due course arrange a further meeting to go through the assessment in more

data |

I hope this answers your questions, please get in touch if you have any further questions.

Yours faithfully



Shah Hussain

Senior Project Manager – A12 Chelmsford to A120 widening scheme

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