



Our home is a Grade II listed, 17c timber framed thatched cottage which we bought with the intention of restoring and preserving for future generations. It is a beautiful building that deserves to be looked after, however if National Highway's plan for Junction 24, which involves modifying the B1023 in Inworth, goes ahead, our house will be affected by the predicted volume of vehicles passing the property and the associated noise, vibration and air pollution.

We are aware that ours is one of a number of properties which will be affected by increased traffic noise (appendix A). This is no surprise as National Highway's plan involves making the B1023 through the village of Inworth, the most desirable route for accessing the A12 at junction 24 from Tiptree and outlying villages (appendix B).

Our house will potentially be subjected to vehicles of all sizes, at all hours of the day. A survey carried out by a local group in 2022, found that of an average of 1400 vehicles, at peak times, over half of the surveyed vehicles were larger than the average passenger car. 68% of that subgroup were a combination of diesel trucks, construction lorries, buses and 18 wheeled HGVs – all these vehicles generate considerably more noise and vibration than the average family car. The prospect of this situation becoming far worse in the future would be detrimental to our mental health and wellbeing.

We are concerned about the health implications of vehicle emissions, particularly diesel engines, which have been proved to be more harmful than any other (appendix C). With more than half of the 1400 vehicles already passing through Inworth at peak times being fuelled by diesel - combined with carcinogenic particles from brakes, tyres and road surface abrasion (appendix D) - the prospect of living alongside the road, if J24 becomes operational, does not bear thinking about.

During a consultation phase, we asked National Highways for a breakdown of types of vehicles that they predict will use the B1023 to access J24 – no answers were forthcoming. This is indicative of the consultation process and other questions we posed to NH during the consultation phase – How could we truly understand and make informed decisions and impacts of a proposed scheme, if we are not in possession of all the facts?

What we do know is that National Highways cannot mitigate any of the possible effect of noise on our property. The house was not built to cope with the impact of such a level of sustained noise and vibration. It is not possible to live peacefully in a house subjected to such conditions.

National highways have provided no plans or details of how the additional volume of traffic along the B1023 is to be managed. National Highways, ECC and Colchester Borough Council have no objectives to implement traffic calming features through Inworth to protect its residents. Any such feature will directly undermine the purpose of NH's design which is to provide a consistent flow of traffic to and from the junction. Messing and Inworth, seem to be the sacrificial element in this scheme, the easy option to make National Highway's plan work.

Mr Andrew Watson
Date 27-01-2023
UIP Ref No: 20033077



From a safety perspective, if the B1023 is widened and pinch points are removed it will become hazardous for us and other Inworth residents to exit and enter our driveways. This does not take into account that the legal limit of the road may be exceeded by drivers as they confidently take these softened road features at speed. The safety of residents and other users, such as postal workers and delivery services seem to be inconsequential to National Highway's plan.

To further add to our concerns, if the B1023 is modified, the construction phase will surround our property. Widening work will take place in front and flood mitigation areas would be sited to the left and right at the rear. No details of when, how long, or how much disruption this will cause us has not been indicated by NH. This is just another instance of National Highway's lack of communication or awareness of how much these works will affect our lives.

When information has been forthcoming, we and other residents have been confused by the literature and conflicting traffic models provided by National Highways in their replies. It rarely provided clear and defined information which allowed us to understand how our properties and the enjoyment of our properties will be affected. Our questions were never answered satisfactorily and many, including us, feel demoralised and overawed by the sheer lack of support and understanding from NH of the devastating impact this scheme could have on our village. We feel this has been their modus operandi all along.

Inworth and Messing are the only stakeholders who will be negatively impacted in terms of traffic volume if Junction 24 is adopted and another small Essex village will disappear.

Is it a coincidence that Messing and Inworth also have the smallest number of stakeholders of those affected by the scheme?

Our concerns have been ignored and the majority of residents in Inworth will suffer as a result of these plans.



Appendix A

(APP-079 6.1 Chapter 12, page 50, para.12.9.56 & Page 66 para 12.11.44)

Appendix B

Ardent report Reference 2102970-01 – April 2021

Tiptree Topic Paper Cottee Transport Report.

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2.9 The SATURN modelling predicted an increase of 1,224 Passenger Car Units (PCUs) in the weekday morning peak hour, and 826 in the evening peak hour (two-way), on the B1023 Inworth Road/Kelvedon Road between the new A12 J24 and Tiptree compared to the Do Nothing (Base) Case with the existing road network and the same development assumptions. This gives two-way flows of around 2,000 vehicles per hour on the B1023, which Cottee notes would be very unlikely to be sustainable as this is around the capacity of such a link, a view with which we concur.

[Although this may not take into account the modifications to the B1023 proposed NH it does refute the numbers of vehicles modelled by NH]

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2.12. The SATURN modelling also predicted respective decreases of 332 and 299 two-way movements on Braxted Park Road between Rivenhall End and the B1022 southwest of Tiptree in each peak hour. This suggests that traffic between London/Chelmsford and Tiptree is expected to reassign from the current route via Braxted Park Road and the B1021 Maldon Road onto the new A12, J24 and Inworth Road. It is most likely to be to/from the southern end of the village (Tiptree), with that to/from the northern end more likely to already use the Inworth Road route to travel to/from the A12 at Kelvedon (J23). Therefore, this would be traffic not currently travelling through the B1022/B1023 double mini roundabout.

APPENDIX C



version of record 5 March 2018)

APPENDIX D

(government-brake-tyre-and-road-surface-wear)