

Written support documentation re: Oral representation made at OFH2 on 12 January 2023  
(note: the written submission of the oral representation made at OFH2 is a separate file)

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The written submission of the oral representation by Cllr Evans of Feering Parish Council included:

### 1) TRAFFIC PREDICTIONS

Other people have also mentioned their concerns about the way the traffic predictions have changed between the statutory consultation, the supplementary consultation and now the DCO. FPC are also concerned. Specifically the traffic predictions for:

- Easthorpe Road
- Inworth Road north of the A12 which includes the narrow historic Hinds Bridge - which has been mentioned - to Gore Pit Corner.
- Inworth Road through Inworth, which has been mentioned.

It is not clear to FPC why the traffic predictions have changed. It would be helpful to know why. Also to note that the last actual traffic survey was done in 2019 and we are now the beginning of 2023. It would be helpful if there was an another actual live traffic survey, rather than just forecasts and modelling.

The following documentation expands on this oral representation

Reference is made to:

- [APP-261] = likely traffic impacts in Chapter 9 of the Combined Modelling & Appraisal Report
- [APP-256]= summary of the predicted changes in traffic flows in Transport Assessment - Appendix C: Traffic Flow Diagrams – Communities and A12 Mainline (Vol7 v1Aug22)
- [APP-253] = summary of the predicted traffic impact on local roads in Chapter 5 of the Transport Assessment
- National Highways A12 supplementary consultation, November 2021
- Highways England A12 public consultation, June 2021

Below is a summary of how the 2-way flow traffic predictions changed between the public consultation in June 2021 and the traffic predictions in the DCO of August 2022 (for 2027=road open & 2042 15yrs after).

The consultation documents do not appear to have information on the proportion of traffic that is HGVs & PSVs. (public service vehicles). As the roads in question are narrow (in places) local roads, the predicted usage by large & wide vehicles is important.

The AM peak = 07:30 – 08:30 and the PM peak = 17:00-18:00 (5-6pm). However the actual peak times are more extended.

#### (1) B1023 Inworth Road, Feering - north of new A12 Junction 24 (includes Hinds Bridge & Gore Pit Corner)

June 2021 Consultation: without scheme: am peak = 745, pm peak = 881

DCO Aug 2022: without scheme: am peak = 822, pm peak =892

June 2021 Consultation, 2027 with scheme: am peak = 851 (+14%), pm peak = 785 (-11%)

DCO Aug 2022: 2027 with scheme: am peak = 779 (-5%), pm peak = 900 (+1%)

1a. Why have the traffic flows predictions “without the scheme” increased between the June 2021 & DCO consultations?

1b. Why are the **am** peak traffic flow predictions “with the scheme” **less** in the DCO documentation compared with the 2021 consultation? But the **pm** peak traffic flow predictions are **more**?

#### (2) B1023 Inworth Road, Inworth (i.e. south of the new Junction 24)

June 2021 Consultation: without scheme: am peak = 729, pm peak = 862

DCO Aug 2022: without scheme: am peak = 784, pm peak = 846

June 2021 Consultation, 2027 with scheme: am peak = 1,403 (+92%), pm peak = 1,358 (+57%)

DCO Aug 2022: 2027 with scheme: am peak = 1,111 (+42%), pm peak = 1,132 (+34%)

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- 2a. Why are the **am peak** traffic flows “without the scheme” **more** in the DCO documentation compared with the 2021 consultation? But the **pm peak** traffic flows are **less**?
- 2b. Why is the DCO predicting a **smaller** increase in traffic flows “with the scheme” compared with the 2021 consultation? Where have the vehicles gone between the 2021 & DCO predictions? Especially in view of the housing developments in Tiptree?

(3) Easthorpe Road, between village and (de-trunked) A12 – the A12 connection is in Feering Parish.  
An extra traffic flow point - through the village – was added in the November 2021 consultation.

The two Easthorpe Road traffic flow points are marked in red on the map below.



In the June 2021 consultation, the historic and current, albeit now access limited connection, between Easthorpe Road and the A12 was retained with a new vehicular bridge taking Easthorpe Road over the new A12 and Easthorpe Road continuing onto a junction on the (de-trunked) A12.

Revised plans for the north-west / A12 end of Easthorpe Road in Feering Parish, were published in the November 2021 supplementary consultation and these have been carried through into the August 2022 DCO. Feering Parish Council had no knowledge of the revised plans and were not informed of them nor consulted on them. In the revised and now DCO plans, the new vehicular bridge over the A12 would still be built but would be gated to prevent regular traffic accessing the (de-trunked) A12. Emergency vehicle, farm traffic and WCH users would still be able to use the new A12 bridge.

Easthorpe Road traffic predictions:

(i) link to (de-trunked) A12 for all traffic:

June 2021 Consultation, between village & A12: without scheme: am peak = 40, pm peak = 27

June 2021 Consult, 'tween village & A12: 2027 with scheme: am peak = 48 (+18%), pm peak = 47 (+74%)

(ii) NO link to (de-trunked) for regular vehicular traffic:

DCO Aug 2022, link between village & A12: without scheme: am peak = 62, pm peak = 29

DCO Aug 2022 extra point: through the village: without scheme: am peak = 92, pm peak = 62

DCO Aug 2022, link between village & A12: 2027 with scheme: am peak = 0, pm peak = 0 (*link closed*)

DCO Aug 2022 extra point: thro' village: 2027 with scheme: am peak = 39 (-57%), pm peak = 39 (-37%)

3a. Why have traffic flow predictions “without the scheme” on the link section increased between the June 2021 & DCO consultations? The traffic volumes are still low.

Without scheme: am peak 40 → 62 vehicles pm peak: 27 → 29 vehicles

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- 3b. In the DCO “without scheme” predictions, **less** traffic is predicted on the A12 link than through the village. If the issue is through traffic onto the A12, surely the predicted flows should be the same?  
DCO “without scheme”, through cf A12 link: am peak = 92 : 62 vehicles pm peak = 62 : 29 vehicles  
Where does the traffic through the village that is not connecting with the A12 go? The only road between the two points is the road to Messing or the roads back to the B1022 Maldon Road or to the A12 at Copford.
- 3c. The increase in vehicle numbers around Messing is generally much greater than the predictions for Easthorpe Road, but no scheme modifications have been proposed for Messing [APP-256 appendix C, section C.5].