

## **MIAG and Mcl PC written submissions from oral presentation;**

### **Issue Specific Hearings;**

**28<sup>th</sup> February, 2023 (am);**

### **Traffic General;**

## **Representations made by Andrew Harding;**

### **Traffic General;**

The ExA attention was immediately drawn by various IP's to the widely accepted and professionally endorsed view that all traffic flow models and all traffic statistics used by NH are called into question.

Attention was drawn to the failings of these calculations on the basis of 'poor input, poor output', (Mr Humphries, KC representing Essex County Council).

MIAG and Mcl PC endorse this view and stressed again the confirmation bias of NH and their statisticians.

Attention was drawn to the stretch of proposed new road between Feering and south Marks Tey, only originally designed as part of the West Tey Garden Community – which design failed. This stretch of road is clearly proposed to be built as 'new' road – a position MIAG/Mcl PC hold to mean the dDCO is incorrect in its assertion in the EM, and a new NSIP is actually the situation. The ExA deferred reference to this to the DCO ISH - which unfortunately simply resulted in NH denying this and offering to play 'ping pong' with precedent to MIAG/Mcl PC.

A clearly ill-considered and inappropriate exchange from WDB, (lawyers for NH).

On the generality of traffic for the entire stretch of the A12 widening project, MIAG and Mcl PC feel that no proper consideration has been made of current working practices which have increasingly seen both working from home (WFH), and only commuting between Tuesday and Thursday. This has not been examined properly - if at all.

MIAG and Mcl PC also expressed deep concern about the general justification cited by NH for the plan. This specifically made note of 'future' housing and developments. In any case, MIAG/Mcl PC do not accept NH has actually taken note of various granted, accepted and 'green lit' Neighbourhood Plans.

Throughout the short time given to reviewing the plans of NH, MIAG and Mcl PC have been repeatedly told that no consideration can or will be given to 'future plans'. MIAG and Mcl PC challenge NH for a definitive statement in this regard. Clearly, NH are attempting to further their false narrative and promulgate the notion that they have given full and proper consideration to these matters. They self-evidently have not.

MIAG and Mcl note the repeated commentary of all interested parties which called into question the traffic flow calculations, statistics and usage of NH.