

CLlr Katherine Evans of Feering Parish Council - written submission of oral representation at ISH Interested Party ref 20032790

1) Tuesday 28 February ISH1 am (session 2)

Feering Parish Councillor Katherine Evans regarding the proposed (new) Junction 24 and traffic modelling

Just to clarify, Feering Parish Council have no issues with the proposed location of junction 24. My understanding is that Kelvedon Parish Council are also content with the proposed location of Junction 24.

Feering Parish Council do have concerns, as we have stated, about the traffic modelling and the traffic forecasts for Inworth road north and Hinds Bridge.

We would like clarification as to whether the traffic modelling has included traffic coming from Coggeshall, which is north of Feering and Kelvedon, and from other villages to the north coming south to join the A12. Currently, traffic comes down to join junction 23 Kelvedon South or junction 24 Kelvedon North / Feering. We'd like to be clear whether this traffic has been included somewhere in the traffic modelling because there is quite a large amount of development going on in Coggeshall.

Also, I listened with interest to the earlier comments about operational mitigation. If the traffic modelling proved to be incorrect, I would like to ask that we also have operational mitigation. If the traffic modelling and traffic forecasts for Hinds bridge, Inworth Road north, Gore Pit corner and the Coggeshall Road junctions in Feering and Kelvedon prove to be incorrect so there is NOT a reduction in traffic, but the opposite, then we should also have operational mitigation. We ask this because the traffic modelling, as we understand it, is not able to take into account the Feering Strategic Growth location of 1000 homes, plus business use. I think that the Crown Estates have also raised some concerns that the traffic model may be out of date before it even starts because it is not allowed to take into consideration this extra traffic.

NOTE: In reply, Mr Daren Foley of National Highways stated that trips from Coggeshall (and the wider area) are included in the traffic modelling.

NOTE re Hinds Bridge: Later Ms Carpenter of Jacobs/ National Highways stated that when the scheme opens in 2027 it is predicted that the traffic on Hinds Bridge will reduce by 2042 overall, although on the evening peak it would increase. But even then there would be an overall reduction in HGV traffic. So the scheme does not worsen the safety situation at Hinds Bridge and hence no measures are proposed.

Reiteration by Councillor Evans of Feering Parish Council that I would like to see Hinds Bridge included in the operational monitoring, because there WILL be an increase in traffic because of the 1000 homes in Feering, plus the business development, which will have some HGVs. Crown Estates have said that the Feering business location will be particularly attractive because of the easy access to the A12.

2) Tuesday 28 February ISH1 pm (session 3)

Feering Parish Councillor Katherine Evans regarding the de-trunking

Feering Parish Council are broadly supportive of Essex County Council's proposal for the green infrastructure and walking/cycling/horse riding provision on the northern carriageway. We have some concerns exactly how bus lay-bys are going to be engineered to make sure that there isn't any conflict with walking/cycling/horse riding users.

3) Tuesday 28 February ISH1 pm (session 3)

Feering Parish Councillor Katherine Evans regarding Easthorpe Road

Feering Parish Council have made representations that the north end of Easthorpe Road is in Feering Parish. We were not consulted at all about the proposal to have the road bridge across the new A12 gated so that vehicles cannot come up Easthorpe Road and turn onto- or off- the detrunked section of the A12. We consider this to be a retrograde step because it is actually reducing the local road network rather than maintaining it as it is - it is not making it as usable as it was about 10 years or so ago. We don't understand why National Highways are making these changes on the local road network when they are resisting other changes to the local road network. The proposed gating of Easthorpe Road has nothing to do with the strategic road network as it joins what will be the de-trunked section of the A12.

Also concerned that no account was taken of potential rat running into Messing with people accessing the new junction 24 via Messing.

NOTE: reply by Mr David Orr-Ewing of Jacobs / National Highways. Traffic figures were published for Easthorpe with and without the scheme as part of the summer 2021 statutory consultation. There was very strong feedback from the community of Easthorpe which was considered. The effects of gating were seen as negligible but with some benefits to the community of Easthorpe and so the gating was included in the supplementary consultation of November 2021 [APP-057].

Traffic modelling predictions for Messing have taken into account the closure of Easthorpe Road - references will be provided.