

MIAG- report on summary benefits of the Main Alternative

Date of Issue 2. 31st May 2022

Benefits of Main Alternative

The villagers of Messing and Inworth are facing a dramatic change to their quality of life and to their right to enjoy the quiet peace of the countryside.

However, they also recognise that the UK transport infrastructure is a vital part of modern life and it is necessary for this to be constantly upgraded and maintained to the highest possible standard. This is why, despite the changes and challenges to be faced by the two villages, there has been no opposition to the development of the A12 corridor. The villages and their representatives fully acknowledge the need to upgrade that major arterial route and new entry and exit junctions are a necessary part of this. The villages of Messing and Inworth are not opposed to the creation of a junction on the A12 at point 24 but **safety is paramount**.

The concerns of the villagers, expressed through the actions and endeavours of the Messing and Inworth Action Group, (MIAG), are to ensure the best possible standards of safety for those living in the villages, and, equally importantly, for the road users on the A12 and surrounding roads. This includes horse riders, cyclists, pedestrians and school children. The concerns voiced by all stakeholders, from Essex County Council, Parliament and the MIAG about the National Highways proposal for Junction 24 are dealt with in great detail in other reports and will not be addressed here.

This document is solely to review the benefits of the Main Alternative, (MA), and no mention has been made of the concomitant negatives.

On the stated basis that Essex County Council 'will never have enough money' to bring all roads surrounding the proposed Junction 24 up to minimum Highways Standard levels of safety, the Main Alternative (MA) offers the following solutions and benefits;

- 1.** The route of the MA new road system across land that does not create land 'islands' surrounded by roads. The dangers of access and egress for farmers, or subsequent house developments, are clear and obvious. The MA follows, for large part, the old "Cockle line" route. This means that much of the gradient and shaping work has already been outlined.
- 2.** The substrate of the MA route would be constructed to Highways Standard, whereas the route today is of a substandard construction incapable of supporting high volumes of traffic and heavy goods vehicles.
- 3.** Road safety standards would be intrinsically woven into the MA route design, whereas today these roads are dangerous in multiple respects including the fact that they are not sealed, no kerbs, have no formalised passing places, inadequate road surface drainage, causing the B1023 to be flooded on a regular basis.
- 4.** Major disruption to traffic flow would be avoided, as the connections to B1023 and A12 would only need to be completed when all the other parts of the road building are finished.

- 5.** Construction of the MA route would provide a safe working environment for road construction staff and residents, eliminating all safety hazards / risks associated with working on a “live road” (existing B1023).
- 6.** The route of the MA avoids bottle necks and pinch point issues that would require major land acquisition and massive disturbance to residents and road users on the B1023 (Inworth Road). The difficulties of Hinds Bridge and Kelvedon Road would be completely negated;
- 7.** The B1023 stretch of road serving Inworth is already a Royal Mail ‘no go’ area as postal services will not deliver to properties on the road as it is deemed too dangerous. The MA allows normal expected delivery services to operate safely, and this would include food delivery and parcel services. Safe access and egress from private properties is also assured with the adoption of the MA;
- 8.** The need to conduct major upgrade works on all local roads that would act as feeder and ‘rat run’ routes to Junction 24 would be obviated by the creation of the MA;
- 9.** Ancient village buildings, including the Church in Messing and the Conservation Area at the heart of Messing would be preserved, as there would be no material advantage for traffic to use these roads. The original Messing Action Group report highlights all the dangers of this anticipated traffic flow. The corollary rationale is that by adopting the MA all these issues and safety risks are removed.
- 10.** The safety of schoolchildren whilst both walking to and from school on the existing roads, and their wellbeing from breathing clean air, is also maintained by the benefits of adopting the MA.
- 11.** Safety is an absolute priority for NH and the MA enables the safety of all road users, motorised or other, to be maintained to the highest possible and practical levels;
- 12.** The adoption of the MA route would provide NH with a “Right First Time” culture. There would be no additional expense in rectifying deficiencies associated in an attempt to modify B1023 road configuration and roundabout improvements.
- 13.** Design and construction of the MA road will provide better sound proofing/barriers mitigating noise levels from increased traffic volumes.
- 14.** Road speed can be increased as the road will no longer be residential. (*Special road surface material can be used to reduce noise, no benefit under 30mph)
- 15.** Point 13 will improve and protect historical buildings from vibrations caused by increase of traffic volumes.
- 16.** Sustainability – MA will be purpose built to accommodate future increase in traffic volumes from surrounding developments in Tiptree, Tolleshunt D’arcey, Maldon and other villages and communities.
- 17.** Adoption of MA by ECC – Because the road will be constructed to latest specifications and regulations, the maintenance of the road and its surface condition will provide financial relief for ECC/Essex Highways for a considerable period than if the B1023 was amended.
- 18.** The MA will permit the B1023 to return to being a village road, allowing walkers, cyclists, and horse riders to use the entire length of B1023 (from Feering boundary to Perrywood Nursery) with confidence and safety.

19. Traffic calming measures could be deployed along B1023 making point 14 safer for walkers, cyclists and horse riders.

20. If MA is required to be maintained or due to a vehicle accident the road is closed, the B1023 can provide temporary relief for traffic to access Jct 24. If the NH B1023 plan was to experience the same scenario, there would be no alternative route (e.g. Hines Bridge Closure).

21. Adoption of the MA plan will improve resident's wellbeing and enjoyment of their properties.