

A12 Chelmsford to A120 widening scheme

TR010060

8.20 Statement of Common Ground with Essex Police

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A12 Chelmsford to A120 widening scheme
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Statement of Common Ground with Essex Police

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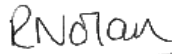
STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) National Highways Company Limited and (2) Essex Police.



Signed.....

Philip Davie
Project Manager
on behalf of National Highways
Date: 29th of June 2023



Signed.....

Rachel Nolan
Assistant Chief Constable
on behalf of Essex Police
Date: 29th of June 2023

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1 Introduction

1.1 Purpose of this document

- 1.1.1 This draft Statement of Common Ground (SoCG) has been prepared in respect of the proposed A12 Chelmsford Widening (the Scheme) made by National Highways Limited (National Highways) to the Secretary of State for Transport (Secretary of State) for a Development Consent Order (the Order) under section 37 of the Planning Act 2008 (PA 2008).
- 1.1.2 The Order, if made, would authorise National Highways to widen the existing A12 to three lanes between junction 19 and 25 in each direction, where it is not already three lanes. This would mainly involve online widening of the carriageway, with offline bypasses created between junctions 22 and 23 (Rivenhall End Bypass) and between junctions 24 and 25 (Kelvedon to Marks Tey). This would be accompanied by junction improvements (junction 19 and 25), construction of new junctions catering for traffic movements both north and southbound (junctions 21, 22 and 24), and removal of existing junctions (junction 20a, 20b and 23).
- 1.1.3 This draft SoCG does not seek to replicate information which is available elsewhere within the application documents. All documents are available in the deposit locations and/or the Planning Inspectorate website.
- 1.1.4 The draft SoCG has been produced to confirm to the Examining Authority (ExA) where agreement has been reached between the parties to it, where agreement has not (yet) been reached and issues are still under discussion, and areas of disagreement. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the examination.

1.2 Parties to this Statement of Common Ground

- 1.2.1 This draft SoCG has been prepared by (1) National Highways (formerly known as Highways England) as the Applicant and (2) Essex Police.
- 1.2.2 National Highways became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain, and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing National Highways made provision for all legal rights and obligations of the Highways Agency, including in respect of the Application, to be conferred upon or assumed by National Highways.

1.3 Terminology

- 1.3.1 In the tables in the Issues section of this SoCG, “Agreed” indicates a final position, and “Under discussion” identifies points that are the subject of ongoing discussion to resolve, or refine, the extent of disagreement between the parties wherever possible. “Agreed” indicates where the issue has been resolved.

- 1.3.2 It can be taken that any matters not specifically referred to in the Issues chapter of this SoCG are not of material interest or relevance to Essex Police and therefore have not been the subject of any discussion between the parties. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to Essex Police.

2 Record of Engagement

- 2.1.1 A summary of the meetings and correspondence that has taken place between National Highways and Network Rail Infrastructure Limited in relation to the Application is outlined in table 2.1

Table 2.1 Record of Engagement

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
30 th November 2021	Email	Applicant's response to queries raised at statutory consultation.
30 th November 2021	Email	Essex Police confirm receipt of response to queries raised at statutory consultation.
10 th December 2021	Email	Essex Police sent Applicant strategic 'Designing out Crime' concerns.
15 th December 2021	Email	Applicant seeks clarification of query raised by Essex Police at statutory consultation
17 th December 2021	Email	Essex Police respond to query raised by Applicant.
1 st March 2022	Email	Applicant requests meeting with Essex Police to discuss two queries raised in the statutory consultation.
2 nd March 2022	Telephone call	Telephone call between the Applicant, and Essex Police to discuss two queries raised in the statutory consultation
22 nd March 2022	Email	Applicant requests joint emergency services meeting.
29 th March 2022	Email	Essex Police confirm attendance for joint emergency services meeting.
12 th April 2022	Email	Essex Police confirm they will attend joint emergency service meeting via Teams.
13 th April 2022	In person/ online meeting	Joint emergency services meeting. Introduction to project, key contacts plans for future engagement.

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
14 th April 2022	Email	Applicant shares slides from joint emergency service meeting with Essex Police.
21 st April 2022	Online meeting	<p>Meeting between Applicant and Chief Inspector of Essex Police (Traffic). Items discussed –</p> <ul style="list-style-type: none"> • Impacts on local communities adjacent to scheme. • Impacts on local communities on strategic diversion route. • Discussion of potential funding by the Applicant of a Traffic Management Officer to be employed by Essex Police for the duration of the proposed scheme.
17 th June 2022	Email	<p>Applicant provides draft information to Essex Police for information –</p> <ul style="list-style-type: none"> • Engineering sections plan and profile. • General arrangement plans. • Street rights of way and access plans.
20 th June 2022	Email	Essex Police seek clarification if Applicant is considering the provision of a Traffic Management Officer.
30 th June 2022	Email	Applicant provides draft Outline Traffic Management Plan (OCTMP) to Essex Police for information.
26 th July 2022	Email	Applicant requests meeting with Essex Police with regards to mitigation measures for Station Road closure in Hatfield Peverel.
30 th August 2022	Meeting	<p>Meeting to discuss traffic management measures in Hatfield Peverel during the replacement of the three bridges –</p> <ul style="list-style-type: none"> • Bury Lane Bridge • Station Road Bridge • Hatfield Peverel Bridge
30 th August 2022	Email	Essex Police request further meeting to discuss the wider impact of the proposed scheme diversions on residents and communities. Meeting arranged for 7 th September 2022.

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
7 th September 2022	Online meeting	<ul style="list-style-type: none"> • Applicant requests that Essex Police provide job description for Traffic Management Officer role. • Strategic diversion and impact on villages such as Bradwell. • Impacts on B1137 and Boreham during construction. • Impacts on Inworth Road. • Request for the Applicant to consider average speed cameras on the following local roads – <ul style="list-style-type: none"> • B1137 through Boreham & Hatfield Peverel • Inworth Road & Kelvedon Road • Bradwell (A120) • Maldon Road (Hatfield Peverel)
1 st November 2022	Email	Applicant requests Traffic Management Officer job description.
2 nd November 2022	Email	Essex Police provides Applicant with Traffic Management Officer job description.
18 th November 2022	Online meeting	Meeting to discuss the Traffic Manager Office Role. Applicant found that the job description was too generic. Both parties agreed that the Applicant would produce a job description that would complement the Essex Police job description and would be added as a covering page to the job description.
29 th December 2022	Email	Essex Police request update on Traffic Management Officer role.
6 th January 2023	Email	Essex Police request meeting to discuss average speed cameras on the A12 during construction.

Date	Form of correspondence	Key Topic discussed and key outcomes (the topics should align with the Issues tables)
12 th January 2023	Online meeting	<ul style="list-style-type: none"> • Enforcement arrangements for the average speed cameras on A12 mainline. • Applicant proposed multiple speed limits within proposed scheme. Essex Police agreed they would consider this, subject to a traffic management design review.
12 th January 2023	Email	<p>Essex Police confirm they wish the Applicant to now consider average speed cameras on the following local roads only –</p> <ul style="list-style-type: none"> • B1137 between Boreham and Hatfield Peverel • Hatfield Peverel • Inworth Road
25 th January 2023	Email	Essex Police request update to Traffic Management Officer role.
25 th January 2023	Email	Applicant states that the Traffic Management Officer role is being reviewed internally, within the proposed scheme's project team.
13 th March 2023	Email	Applicant requests meeting with Essex Police to discuss Statement of Common Ground. Meeting planned for 21 st March 2023.
21 st March 2023	Online meeting	Meeting to discuss dSoCG.
14 th April 2023	Online meeting	Meeting with Essex Police Operational Planning Team, to discuss the project's protest response planning.
17 th April 2023	Online meeting	Meeting to discuss the use of average speed cameras on the A12 mainline and local road network.
15 th May 2023	Online meeting	Meeting to discuss flood event planning within the proposed scheme limits.
17 th May 2023	Online meeting	Meeting to discuss dSoCG.
26 th June 2023	Telephone call	Call to discuss item 1.13.

- 2.1.2 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) National Highways and (2) Essex Police in relation to the issues addressed in this SoCG.

3 Issues

3.1 Issues agreed

Table 3.1 Issues agreed.

Ref	Issue	Doc Reference	Essex Police Position	National Highways Position	Status	Date
1.1	Speed enforcement on A12 mainline during construction. (Construction)		<i>Essex Police acknowledges the response from National Highways regarding speed enforcement during the construction phase. It is essential that Essex Police are made aware of the definitive plans around speed enforcement to ensure minimal impact to policing resources.</i>	The Applicant is committed to working with Essex Police with regards to enforcement of speed on the A12 mainline within the order limits of the proposed scheme.	Agreed. Essex Police would request further details on average speed cameras when available to inform staffing.	21/03/23
1.3	Emergency access (Construction)	Outline Construction Traffic Management Plan (OCTMP)	<i>Essex Police acknowledge the proposed mitigation measures provided to facilitate emergency access and maintain emergency response times and request additional detail once the OCTMP has been developed. A dedicated point of contact and early insight into any proposed measures is essential to ensure policing provision and</i>	As detailed in paragraph 4.1.4 of the OCTMP access would be permitted to emergency service vehicles when the A12 mainline is closed, except for works such as demolishing a bridge over the A12. Advanced notice would be given to Essex Police of an emergency service diversion. As detailed in Table 3.1 of the Outline Construction Traffic Management Plan (OCTMP),	Agreed.	21/03/23

Statement of Common Ground with Essex Police

Ref	Issue	Doc Reference	Essex Police Position	National Highways Position	Status	Date
			<i>emergency response times are maintained.</i>	Essex Police would be an invitee to the Traffic Management Working and Incident Management Forum. The Applicant proposed that these forums would be appropriate to facilitate emergency access and response times. The OCTMP will be superseded by the Construction Traffic Management Plan (CTMP) prior to the start of construction and where appropriate would liaise with Essex Police on any additional detailed required.		
1.4	Holding bays for emergency vehicles (Construction)		<i>The provision of a base or holding location for emergency services to reduce disruption, and the requirement for specialist equipment storage facilities.</i>	The Applicant would provide a suitable holding location for Essex Police. The Applicant has two main compounds and three satellite compounds which are placed in strategic locations across the proposed scheme. The Applicant requests further discussion with Essex Police to understand their requirements, so that they can be accommodated, where possible.	Agreed. Locations to be developed more and Essex Police requirements to be established. Locations and access have been agreed. Discussions will continue to progress Essex Police's requirements.	21/03/23

Statement of Common Ground with Essex Police

Ref	Issue	Doc Reference	Essex Police Position	National Highways Position	Status	Date
1.5	Engagement with Community Liaison Manager (Construction)		<i>Essex Police welcome engagement with the National Highways Community Liaison Manager to ensure a clear contact strategy is in place to ensure National Highways are the central contact for matters relating to this scheme and mitigate the impact in receiving misplaced calls to the force contact management command.</i>	<p>The Applicant appreciates the support from Essex Police with regards to engagement with the proposed scheme's Community Liaison Manager.</p> <p>As detailed in Table 3.1 of the Outline Construction Traffic Management Plan (OCTMP), Essex Police would be an invitee to the Traffic Management Working and Incident Management Forum. This would be the appropriate forum for initial points of contact.</p> <p>The Applicant looks forward to working closely with Essex Police on these matters.</p>	Agreed.	21/03/23
1.6	Traffic Management Forums (Construction)		<i>Essex Police acknowledge the requirement of traffic management forums as outlined in the OCTMP and welcome the opportunity for inclusion in these forums as a key stakeholder to ensure policing perspectives and requirements are considered in the design of traffic management schemes.</i>	The Applicant appreciates the positive approach from Essex Police and looks forward to working closely with the interested party.	Agreed.	21/03/23

Statement of Common Ground with Essex Police

Ref	Issue	Doc Reference	Essex Police Position	National Highways Position	Status	Date
1.7	Site compounds (Construction)		<i>Essex Police acknowledge the response regarding the location, design and security of site compounds and look forward to further discussion to ensure effective measures are in place to mitigate the risk of criminal activity such as theft or equipment and/or materials and Anti-Social Behaviour (ASB).</i>	The Applicant appreciates Essex Police's proactive approach and looks forward to further discussion on how to mitigate against crime with regards to the site compounds.	Agreed. Engage with 'Designing out Crime' team	21/03/23
1.8	Safety and wellbeing of the workforce (Construction)		<i>Essex Police acknowledge the response provided regarding the construction workforce and note that within the Register of Environmental Actions and Commitments (REAC) portion of the code of Construction Practice reference is made to Worker Healthcare (inclusive of physical and mental wellbeing). We look forward to working with National Highways to ensure that relevant measures are proposed to ensure the safety and wellbeing of their workforce.</i>	The Applicant values the support from Essex Police and looks forward to working closely with the Interested Party on this matter.	Agreed.	21/03/23

Ref	Issue	Doc Reference	Essex Police Position	National Highways Position	Status	Date
1.9	Proposed de-trunked sections. (Design)		<i>Essex Police support concerns raised by Essex Highways in relation to the proposed de-trunked sections of the scheme, Feering to Marks Tey and Witham to Rivenhall End. We wish to see measures introduced which decrease the opportunity for anti-social driving on these sections that do not require a need to increase our enforcement to mitigate risk. Alternative proposals for the de-trunked sections should support a route which provides safer road use by vulnerable road users, reduces risk and creates good off-road provision for active travel modes.</i>	The Applicant's team is investigating options to address the identified potential issues of speeding and other inappropriate use of these sections following de-trunking, especially reflecting the retention of dual carriageway form to provide resilience and to safely accommodate overtaking of slow-moving vehicles. The existing average speed cameras may be suitable for re-use following remodelling of those affected sections. The Applicant will continue to investigate options and to liaise with Essex Police regarding ways to address to the issues raised on these sections of de-trunked carriageway to secure safe operation following construction.	Agreed.	17/05/23
1.10	Protest response plan. (Design)		<i>Further engagement and liaison with National Highways is essential in regard to a specific protest response plan to this scheme to ensure an attendance management plan is agreed.</i>	A meeting was held between the Applicant and Essex Police Operational Planning Team on the 14 th of April 2023. It was agreed that: <ul style="list-style-type: none"> the project's protest response plan would be 	Agreed.	17/05/23

Statement of Common Ground with Essex Police

Ref	Issue	Doc Reference	Essex Police Position	National Highways Position	Status	Date
				<p>reviewed on an ongoing basis during construction and post scheme.</p> <ul style="list-style-type: none"> • The proposed scheme has not been deemed high risk against protest by the Applicant and Essex Police. • Appropriate agreements will be documented between the Applicant and Essex Police to ensure that appropriate measures are in place to manage any planned or spontaneous protests against the proposed scheme, or on land within the order limits of the proposed scheme during construction and post construction. • Communication to be set up between the Essex Police Operational Planning Team and the Applicant, initially quarterly and then to be reviewed as appropriate in relation to protest response plans and public communication. • 		

Statement of Common Ground with Essex Police

Ref	Issue	Doc Reference	Essex Police Position	National Highways Position	Status	Date
1.11	Average speed cameras on local road network. (Construction)		<i>Essex Police wishes to reemphasise a desire to see average speed systems operating offline at the following locations: B1137 Main Road Boreham, B1023 Kelvedon Road, Inworth & B1019 Maldon Road, Hatfield Peverel. These schemes should remain post construction and provide a legacy to the works to ensure local communities are not adversely impacted.</i>	<p>The Applicant submitted a Draft Requirements Matrix with Essex County Council at Deadline 5 [REP5-018] This document provides a commitment from the Applicant to provide permanent average speed cameras on the B1137 within Boreham as defined by the extent of the 30 mph speed limit shown between reference A.010 and A.011 on sheet [10] of the Traffic Regulation Measures Speed Limit Plans [APP-010].</p> <p>It also commits to installation of permanent average speed cameras on the B1137 between Boreham and Hatfield Peverel defined by the 40 mph speed limit shown between reference A.011 and A.012 on sheet [12/13] of the Traffic Regulation Measures Speed Limit Plans [APP-010].</p> <p>The Applicant would install the average speed camera system during the first year of the construction phase and hand over the asset to Essex Safer Roads Partnership to manage ongoing operation,</p>	Agreed	17/05/23

Statement of Common Ground with Essex Police

Ref	Issue	Doc Reference	Essex Police Position	National Highways Position	Status	Date
				<p>maintenance/calibration and enforcement. The Outline Construction Traffic Management Plan has been updated to reflect this and submitted at Deadline 6 of the examination.</p> <p>The Applicant will work with Essex Police to provide mobile enforcement of speed on other roads on the local road network as required.</p>		
1.12	Traffic Regulation Orders. (Construction)		<i>Essex Police will be seeking a management solution that does not require the monitoring and enforcing of Traffic Regulation Orders (TROs) and require acknowledgement that any TRO will be self-enforcing and not an additional burden on policing resources.</i>	<p>Where possible the Applicant would utilise self-enforcing systems for any Temporary/Traffic Regulation Orders (TTROs/ TROs). An example of this would be to install physical barriers to enforce a width restriction, subject to agreement with Essex Police.</p> <p>The Applicant added section 5.21 to the Outline Construction Traffic Management Plan and submitted it to the examination for Deadline 6 to reflect this.</p>	Agreed.	17/05/23
1.2	Abnormal Indivisible Loads (AILs)	Outline Construction Traffic	<i>Advance insight into the movement of AILs for early mitigation is essential. Essex Police seek to agree a point of</i>	The Applicant has currently taken the AIL bay that is located on the A12 southbound carriageway between junctions	Agreed.	17/05/23

Statement of Common Ground with Essex Police

Ref	Issue	Doc Reference	Essex Police Position	National Highways Position	Status	Date
	(Construction)	Management Plan (OCTMP)	<p><i>contact with National Highways and a clear process for the movement of such vehicles to allow police approval and management. Additionally, there is a requirement to allocate identified holding areas for AILs to ensure minimal disruption and the safety of all road users.</i></p> <p><i>Essex Police wishes to see a holding area for AILs at both ends of the scheme.</i></p>	<p>27 and 26 within the proposed scheme order limits. This is to be utilised as a vehicle recovery bay, however the Applicant appreciates the lack of AIL bays within this area of the A12 and would be willing to utilise it as a combined AIL holding bay and vehicle recovery bay (as required) with priority going to AILs, where practical.</p> <p>For AILs using the northbound carriageway and approaching the southern end of the scheme, two AIL bays are proposed –</p> <p>AIL Bay 1: On the northbound between J19 and J20a</p> <p>AIL Bay 2: On the northbound prior to J13.</p> <p>The Applicant has added paragraphs 5.19.6 and 5.19.7 to the OCTMP at Deadline 6 to reflect this.</p> <p>The Applicant will provide proposed AIL movements to Essex Police as soon as they are available, to allow suitable time for the planning of resources.</p>		

3.2 Issues in discussion

Table 3.2 Issues in discussion.

Ref	Issue	Doc Reference	Essex Police Position	National Highways Position	Status	Date
1.13	Traffic Management Officer post		<i>Essex Police remain committed to seeking, through National Highways, a funded temporary Traffic Management Officer post. This post is critical to the management of communications, operational planning and liaison with residents effected by the project works, as well as working alongside planners at various geographic operational offices and will enable detailed meetings to take place relating to traffic management schemes.</i>	<p>The Applicant has proposed a pilot scheme for the proposed scheme. The pilot scheme would be a job role that would act as a liaison between the Applicant and Essex Police, the person would be employed by the Applicant. A meeting will be set up between the Applicant and Essex Police to discuss this role in detail post examination.</p> <p>The Applicant will continue to work with Essex Police and will endeavour to meet the requirements of Essex Police, where practical with regards to this item.</p>	Under discussion.	27/06/23

Acronyms

Abbreviation	Term
AIL	Abnormal Indivisible Loads
ASB	Anti-Social Behaviour
CTMP	Construction Traffic Management Plan
OCTMP	Outline Construction Traffic Management Plan
REAC	Register of Environmental Actions and Commitments
SoCG	Statement of Common Ground
TRO	Traffic Regulation Order

Glossary

Term	Definition
'Designing out Crime'	The aim of 'Designing Out Crime' is to reduce the vulnerability of people and property to crime by removing opportunities that may be provided inadvertently by the built environment. It also aims to reduce fear of crime and, in doing so, helps to improve people's quality of life.

References