

Parish council's response to Supplementary consultation by National Highways.

Further to our virtual meeting with yourselves on 18th October 2021 and later Supplementary Consultation, please find below Messing-Cum-Inworth responses.

1. Hinds Bridge,

It is with great concern that we note that no improvements are forthcoming to Hinds Bridge. We are told it is your intention to attract A120 & village traffic away from using Kelvedon High Street to access the A12 by making the Inworth Road/Jct 24 more attractive. However, by either not offering improvements to your design for Hinds bridge or not offering a slip road to Jct 24 from Inworth Road North you will be making an existing bottle neck/pinch point significantly worse and probably shortening the life of the bridge. Hinds bridge has a weight limit of 3t and is a listed structure. Two years ago emergency works were carried out to stabilise the bridge by ECC. These works have enabled the bridge to carry on taking existing traffic volumes but did not go as far as to widen the bridge to allow for 2 large vehicles to pass one another. It is, therefore, pinch point on your A12 access route. We ask that you review this and when doing so consider climate change and the effect of rising waters underneath as the bridge sits low in the landscape. We realise that Hinds bridge is a difficulty in your plans, but that doesn't mean it should be ignored. Northbound Inworth road traffic assessment traffic modelling figures have not been shown within Supplementary consultation and we would request to see if they remain the same as the previous consultation figures.

2. Dimensional changes to Inworth Road.

Within NH proposed interventions to Inworth Road you have shown road widening at pinch point positions. These areas will be widened by .3m up to 2m dependent upon the location. However, the pinch points you have highlighted through the village of Inworth, by your own admission, are not to be widened as there is no land that can be taken for this. Therefore, Inworth village remains a bottle neck and your proposed design has a second clear flaw. The PC also have deep concerns revolving around "provisional order limits" in front of the Church. National Highways must be clear whether it intends to take consecrated land in order to facilitate the B1023 intervention.

3. Flood issues.

In order for NH to ease the constraints of the existing Inworth Road you plan widen it, which in itself raised further flooding issues - the proposed plan is to alleviate against this by adding drainage ponds and flood mitigation. In order to allow for these, more land is required and will be taken from landowners. Once again the rural nature of the lane and its homes are under further threat from the encroaching highway.

4. Environmental Damage.

NH have made a clear point that the PC's Community Bypass will have an environmental impact larger than the present interventions proposed to the Inworth road. With no information having been made available, and no detailed work having been undertaken, the

PC challenge this point strongly. The latest drawings by NH show the loss of hedgerows, trees and habitat along with further land take for widening, drainage etc. In order for the construction of these alterations a sizable amount of building work will need to be carried out to a narrow and winding road that was not designed to take this level of traffic flow. This work was not envisaged in the original NH plans, when the B1023 was considered to be 'fit for purpose'.

Messing-cum-Inworth Parish Council. demands that a detailed study is carried out by a independent party of both the Community Bypass and the B1023 with interventions covering all aspects of the projects with the aim of arriving at a balanced, fully-informed decision

5. Provisional order limits.

An analysis of the land take for the supplementary consultation has been carried. The land take required by NH to make the amendments to the Inworth road with its widenings and ponds etc equates to approximately 5.06 hectares. When this figure is taken and placed over the land required for the Community Bypass which is not already under provisional order limits we are able to fill an area of 50.3m x 1005m (please see attached drawing) it is our belief that this is more than enough land for the bypass and a further detailed undertaking should be able to conclude that the northern link would also be possible with the land amount NH are prepared to take at present.

We also put forward the suggestion that the community bypass design would render roundabouts and artificial lighting redundant and therefore a cost saving on the proposed NH plan.

NH have consistently argued that they do not like to take land unnecessarily and that in part is why the community bypass does not appeal to them. However, this latest Inworth Road design by NH appears to fly in the face of this point.

6. Construction of the proposed alterations.

The PC would like further and more detailed information on how the proposed works can be carried out whilst Inworth Rd remains open.

7. Social severance.

NH has admitted that there will be a negative impact on mental wellbeing for Inworth residents. The PC are concerned that NH is not putting enough thought into mitigation. We also wish to draw attention to the homeowners within Inworth who must reverse out of their driveway onto the highway and question whether this can be safely done at peak hours.

8. Air quality:

NH were able to explain in some detail how the air quality modelling is compiled. The PC were shocked to find out that the figures used have been taken from an old study carried out in Kelvedon High Street some years ago and not Inworth at all! The topographical position of Inworth, lying in a dip in the land as it does, is very different from Kelvedon High Street and the PC demand that physical studies are carried out in Inworth so that this part of NH information has meaning to it and can be relied on.

9. Speed limit.

At this time there is no alteration to the current speed limit on the Inworth Road planned. If NH are serious about reducing noise and air pollution, we ask that a 30mph limit along the whole of the road is put in place.

10. Traffic volume figures:

NH have now reduced the projected increase of traffic from 90% to 42% at evening peak times . As explanation you say “.....we have updated the traffic coding of Inworth Road to better reflect the physical constraints of the road and therefore we have reduced the capacity of the road”. No detail has been provided on where the additional traffic has gone or how you have come to this conclusion. This sounds suspiciously like “we now realise the road can’t take the projected increase in traffic, so we have reduced the increase”. We therefore have deep doubts about National Highways traffic projections. Further details are required.

It is also concerning that with a projected increase of 90% , you said that the Inworth Road did not require alteration. Now that a lesser increase of 42% is projected, the road requires major investment!

11. Artificial light:

The PC require the artificial light around the proposed roundabout onto Inworth Road to be substantially decreased due to the negative impact it will have on the homes and the wellbeing of local residents.

12. The PC have noted that new access points have been added to the roundabout onto Inworth Rd which will allow the occupants and shoppers (who use the farm shop) to join the highway. The PC have noted that this access points are on bends and ask for clarification that this is a safe position.

We have now responded to the latest consultation and conclude that the Inworth Road is not suitable to modify for the projected increased traffic flow let alone take future traffic amounts which will come with further house development in the area.

Once again we strongly demand that the Community Bypass is fully evaluated.