



**MINUTES of  
STRATEGY AND RESOURCES COMMITTEE  
15 JULY 2021**

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**PRESENT**

Chairman	Councillor R H Siddall
Vice-Chairman	Councillor C Swain
Councillors	M F L Durham, CC, K M H Lagan, N G F Shaughnessy, W Stamp, CC, Mrs M E Thompson and Miss S White
In attendance	Councillor C Morris
Substitutes	Councillor J V Keyes

**151. CHAIRMAN'S NOTICES**

The Chairman welcomed everyone to the meeting and went through some general housekeeping arrangements for the meeting.

**152. APOLOGIES FOR ABSENCE AND SUBSTITUTION NOTICE**

Apologies for absence were received from Councillors R G Boyce MBE, Mrs P A Channer and K W Jarvis. It was noted that in accordance with notice duly given Councillor J V Keyes was attending as a substitute for Councillor Mrs Channer.

**153. MINUTES - 15 JUNE 2021**

**RESOLVED**

- (i) that the Minutes of the Strategy and Resources Committee held on 15 June 2021 be received.

**Minute 103 – Workforce and Community, Equality, Diversity and Inclusion  
Statement of Policy**

Councillor Mrs M E Thompson advised that she had been asked to raise a matter of accuracy of behalf of Councillor Mrs P A Channer. She advised that Councillor Mrs Channer had requested that it be minuted that she did not agree with the decision or advice of the Director in respect of this item of business. This was duly noted and the Chairman advised that the Minutes would be amended accordingly.

**RESOLVED**

- (ii) that subject to the above amendment, the Minutes of the Strategy and Resources Committee held on 15 June 2021 be agreed.

During this item of business Councillors W Stamp and M F L Durham declared that they were Members of Essex County Council.

#### **154. DISCLOSURE OF INTEREST**

The Chairman noted the declarations made by Councillors W Stamp and M F L Durham under the previous item of business. There were no other declarations made.

#### **155. PUBLIC PARTICIPATION**

No requests had been received.

#### **156. YEAR-END TREASURY OUTTURN 2020 / 21**

The Committee considered the report of the Director of Resources reporting the Council's investment activity for the financial year 2021 / 22 in accordance with the Chartered Institute of Public Finance and Accountancy (CIPFA) Treasury Management Code, the Council's Treasury Management Policy and Treasury Management Practices (TMPs).

The report presented background information regarding Treasury Management related to the Council and detailed information regarding:

- External context - Appendix 1 to the report had been prepared by Arlingclose (who provide treasury management consultancy and advice services to the Council) and gave an overview of the external economic environment.
- Local context – Members noted that the Council was currently debt free and its capital expenditure did not include borrowing during 2020 / 21. The Council had responded to a recent consultation 'Future Lending Terms' and the outcome of this and implementation of new lending terms were expected during this financial year.
- Investment Activity (April 2020 – March 2021) - It was noted that a prudent approach had been taken in relation to investment activity with priority being given to security and liquidity over yield. An update on the impact from the coronavirus, related lockdowns and Government imposed restrictions was detailed.
- Performance – Budgeted Income and Outturn – It was noted that a difference between budgeted and actual investment income was due to the reduction of interest rates suffered at the beginning of the pandemic and continuing throughout the financial year.
- Compliance with Prudential Indicators and Treasury Management Strategy – As set out in Appendix 2. It was noted that no prudential indicators had been breached and all treasury management activities were fully compliant.
- Outlook for 2021 / 22 (summary of advice from Arlingclose) – A brief summary had been provided and was noted.

The Chairman put the recommendation as set out in the report, this was duly seconded and agreed by assent.

**RESOLVED** that Members review the Treasury Outturn report for compliance purposes.

## 157. PROVISIONAL FINANCIAL OUTTURN 2020 / 21

The Committee considered the report of the Director of Resources providing Members with the provisional outturn position for the year ended 31 March 2021 and movement in relation to the Council's General Fund, Earmarked Reserves and Capital Commitments as at 31 March 2021.

It was noted that the draft Statement of Accounts was published on 22 June 2021 and the audit of this was due to conclude in September, therefore the figures detailed in the outturn report were provisional as they were subject to change. The report provided detailed information regarding:

- Provisional Outturn – The report detailed budget variances which included pressures in relation to Covid-19 and Appendix 1 provided further detail of these. It was noted that restrictions due to the pandemic were still ongoing and would require vigilant budgetary control going forward.
- Variance analysis – It was noted that an overprovision from a prior year relating to the pension fund adjustment had been identified.
- General Fund Balance - It was reported that this would remain above the minimum recommended level of £2.6m
- Earmarked Reserves - Appendix 2 to the report provided a breakdown of Earmarked Reserves and it was noted that there had been a net increase of £0.5m from 1 April 2020. Appendix 3 detailed a number of revenue commitments carried forward to spending 2020 / 21
- Capital Commitments – The report highlighted a number of capital projects that were still ongoing and sought approval to carry these over into 2021 / 22.

In response to questions, Members were provided with the following information:

- the capital commitment - Blackwater Leisure Centre Air Handling Unit project detailed in the report, related to end of life replacement.
- In respect of the pension deficit and why this had not been picked up by the Auditors, Members were advised that the Auditors when auditing the Council's account would not check every transaction but ensure that the accounts were a material, true and fair view of the Council. The Chairman referred to how the Council was ensured it was accounting as accurately as possible.

Councillor M F L Durham declared an interest in this item of business as a Member of the Local Government Pension Steering Board and Investment Committee at Essex County Council who operated pensions on behalf of the District.

The Chairman thanked the Director of Resources, Lead Specialist Finance and their teams for their work. He then moved the recommendations as set out in the report, this was duly seconded and agreed by assent.

### RESOLVED

- (i) That the provisional outturn position for the 2020 / 21 financial year be noted;
- (ii) That the movement in Earmarked Reserves as set out in Appendix 2 be approved;
- (iii) that Revenue Commitments in Appendix 3 be approved to be brought forward to 2021 / 22;

(iv) That the Capital Commitment roll forwards into 2021 / 22 be approved.

#### **158. MID-YEAR GROWTH BIDS**

The Committee considered the report of the Director of Resources seeking Members' consideration of the proposed mid-year growth bids.

Members were reminded that due to the financial uncertainty caused by the pandemic only those growth bids deemed to be essential had been put forward for approval. In-year growth recommended for 2021 / 22 had been presented to the Finance Working Group to provide an opportunity for challenge and detailed questioning and this was now brought forward to the Committee. The proposed revenue growth bids were set out in Appendix 1 to the report and Capital bids at Appendix 2.

The Chairman put the recommendation as set out in the report and this was duly seconded.

In response to a question regarding the capital growth bid for a replacement ride on mower, the Director of Service Delivery advised that this equipment was used by the Parks Team for its work and the bid was to replace the current piece of equipment which was 17 years old.

The Chairman moved the proposal which was duly agreed by assent.

**RESOLVED** that the revenue and capital growth bids set out in Appendices 1 and 2 to the report be approved.

#### **159. SUPPLEMENTARY ESTIMATES, VIREMENTS AND USE OF RESERVES: 1 OCTOBER 2020 - 31 MAY 2021**

The Committee considered the report of the Director of Resources reporting Virements and Supplementary Estimates agreed under delegated powers where they were below the levels requiring approval by this Committee and seeking approval where they were above these levels. The report also informed Members of procurement exemptions that had been granted and the Use of Reserves during the year.

It was noted that there had been no virements or supplementary estimates requested during this period. The report detailed nine procurement exemption requests had been received. It was noted that there had been three reserve drawdowns, and these were set out in the report.

The Chairman put the recommendations as set out in the report and this was duly seconded.

In response to a question the Director of Resources advised that the monies attributed to Five Lakes related to elections would be reclaimed and therefore not a cost to the Council.

The Chairman moved the proposal which was agreed by assent.

## RESOLVED

(i) That the procurement exemptions detailed below be noted;

Item	Amount	Description	Reason	Authority
1.	£24,000	Ringgo to supply Pay by Phone Parking.	Extension of contract.	Approved by Director of Resources and Lead Asset and Maintenance Co-ordinator 09/03/21
2.	£21,600	To secure Five Lakes Arena as the verification and count venue for the elections.	The only venue of sufficient size within Maldon District.	Approved by Director of Resources and Director of Strategy, Performance and Governance 17/03/21
3.	£19,910	Redlynch to carry out patch repairs to the cold-pour safety surface of the Splash Park.	Patch repair quotes were sought to enable safe operational opening. Redlynch were the only tender to submit a 'patch' repair quote at that time.	Approved by Director of Resources and Strategy, Policy and Communications Manager 13/04/21
4.	£31,816	Matta Products to install safety matting installation occur at 3 play sites.	Appropriate due to the uniqueness, exclusiveness and specification of the product.	Approved by Director of Resources and Strategy, Policy and Communications Manager 21/04/21
5.	£3,650	RDE Cardy for the Delivery, Collection and storage of Eight Knot Speed Limit Buoys.	Not possible to carry out a tender process due to government restrictions.	Approved by Director of Resources and River Bailiff and Emergency Planning Officer 27/04/21
6.	£29,368	John Grose to supply new parks vehicle (capital).	Unable to source a vehicle from any other supplier.	Approved by Director of Resources and Cemeteries and Bereavement Services Senior Co-ordinator 29/04/21
7.	£40,800	Stuart Agnew Harris Partnership To supply COVID Enforcement officer.	Tendering would take an unreasonable period of time where safety protections will not be in place.	Approved by Director of Resources and Lead Specialist: Community 17/05/21
8.	£10,000	MRI Software to record all homeless approach, prevention and relief cases	current contractor has worked with the Authority for a number of years	Approved by Director of Resources and Specialist Services Manager 24/05/21
9.	£5,660	Essex Community First Aid Event Volunteers to provide Splash Park first aid	Contract initially under the £5,000 threshold but incremental requirements exceeded the threshold.	Approved by Director of Resources and Cemeteries and Bereavement Services Senior Co-ordinator 16/06/21

(ii) that the Drawdown of Reserves detailed below be noted:

- £35,100 from the Local Development Plan (LDP) / Community Infrastructure Levy (CIL) Reserve for local housing needs application and staffing,

- £1,750 from the Economic Development Reserve to cover Maldon and Blackwater Estuary Coastal Community Team costs, and
- £706 from the Sports Development Reserve to cover the Active Maldon deficit.

#### 160. **A12 CHELMSFORD TO A120 WIDENING SCHEME - RESPONSE TO HIGHWAYS ENGLAND PUBLIC CONSULTATION ON 'PRELIMINARY DESIGN'**

The Council considered the report of the Director of Strategy, Performance and Governance presenting the Council's response to the Highways England Public Consultation on the 'Preliminary Design' of the A12 Chelmsford to A120 Widening Scheme (Appendix 3 to the report) for consideration and recommendation to the Council for approval.

The report provided detailed background information regarding the work on A12 Chelmsford to A120 Widening Scheme. A letter received from Essex County Council (ECC) to this Council to draw together thoughts on the design options being discussed was attached at Appendix 1 to the report. The response to this letter from the Director of Strategy, Performance and Governance was attached at Appendix 2 and set out this Council's concerns and missed opportunities to the junction design options.

The Chairman moved the recommendation as set out in the report, advising that this would be a recommendation to the Council. This was duly seconded.

Some Member raised concerns in relation to the access from the District onto the A12, it was noted that these had been highlighted in the proposed response and how some of the proposals would result in reduced congestion in villages such as Great Braxted. The Chairman explained that these concerns were echoed by Essex County Council (ECC) and how the Council would work together with ECC and Braintree District Council to get a better link from the A12 to the Maldon District.

In response to a question the Strategy Theme Lead: Place advised that due to timescales the Committee would be recommending that the Council ratified the response to Highways England. This was noted.

The Chairman moved the proposal which was duly agreed by assent.

**RECOMMENDED** that the Council ratifies the response to the Highways England Public Consultation for the 'Preliminary Design' of the A12 Chelmsford to A120 Widening Scheme (as set out in **APPENDIX 1** to these Minutes).

#### 161. **WELCOME BACK FUND**

The Committee considered the report of the Director of Service Delivery informing Members about the Welcome Back Fund and seeking agreement of the principles by which the Council would engage with local business groups, lower tier authorities and other relevant stakeholders to ensure maximum local impact and value for money. The report also sought agreement of the principles by which funding would be allocated and defrayed by 31 March 2022.

The Welcome Back Fund (WBF) had come from the European Regional Development Fund (ERDF) to support the safe return to high streets and help build back better from the pandemic. It also built on the Reopening High Streets Safely Fund (RHSS). The scope of the WBF was divided into six strands and these were set out in the report.

The report set out the RHSS and WBF funding that had been allocated by the Council and it was noted that following work undertaken last year the remaining budget was £145,558. The proposed allocation of these remaining monies was set out in the report.

The Chairman put the recommendations as set out in the report. This was duly seconded.

A lengthy debate ensued during which a number of comments were raised and in response to these and other points the following information was provided:

- In respect of the proposed new Specialist post to be funded, Members were advised it was common for part of the scope of Government funding to include it being able to be spent on resource to get the work done. The Strategy, Policy and Communications Manager explained that this role was essential to ensure that the monies were spent. Officers would be looking at how the Council resourced this for the future.
- There was a very tight timescale to achieve the work identified, however an action plan had been drawn up for the new post to action.
- Members were reassured that the Council would be actively engaging with businesses, communities, Town and Parish Councils and other organisations across the District to identify and prioritise needs. It was noted that ways to utilise High Streets differently would be discussed and could include making sure spaces not utilised were used differently.
- In relation to Covid, an outbreak containment management plan was expected from the Government towards the end of July. Although details of this plan were not known, it was acknowledged that there was a need to review how / replace current sign posting, stickering etc. was used in the future.
- The Council's primary focus was ensuring that the funding was spent in the right way to help and support businesses and develop the High Streets.
- It was confirmed that the fund was District wide and open to all businesses across the District. The Council would be supporting all groups and ensuring that they were made aware of the fund.
- The Strategy, Policy and Communications Manager outlined the amount of funding available to the Council and the proposed use of it.
- In response to concerns raised regarding the management of the proposed new post, the Director of Service Delivery advised the proposed new post would sit within the Service Delivery directorate, reporting to the Specialist Manager, but working closely with the Strategy, Policy and Communications Manager and her team.

In response to a comment regarding the Council having an Economic Development function, the Chairman commented that the Council had to review and identify what its structure etc. was for the next 10 – 15 years to ensure it was sustainable.

Councillor W Stamp proposed an amendment to the recommendation, that a report be brought back to the Strategy & Resources (S&R) and Performance, Governance & Audit (PGA) Committee. Following some discussion it was suggested that the plans be brought to the S&R Committee and that the PGA Committee reviewed the work every four months. It was clarified that the amendment related to recommendation (ii). The proposed amendment was duly seconded and agreed by assent.

## **RESOLVED**

- (i) That Members note the previous and ongoing work to support our High Streets, visitor economy and business community, and the appointment of the Fixed Term post of Lead Specialist Prosperity
- (ii) That Members endorse the Welcome Back Fund Engagement Approach and Principles with reports to the following Committees:
  - Performance, Governance and Audit Committee (to receive quarterly reports on the work undertaken);
  - Strategy and Resources Committee (to receive reports on the action plan).
- (iii) That Members endorse the Welcome Back Prioritisation Principles.

Councillor C Morris left the meeting during this item of business and did not return.

### **162. EXCLUSION OF THE PUBLIC AND PRESS**

**RESOLVED** under Section 100A (4) of the Local Government Act 1972 the public be excluded from the meeting for the following items of business on the grounds that they involved the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Act, and that this satisfies the public interest test.

### **163. ADVICE SERVICE CONTRACT**

The Committee considered the report of the Director of Service Delivery informing the Council of the results from the procurement process for the Advice Service contract and seeking approval for award of contract.

The report outlined the procurement process that had been undertaken to let a contract for an Advice Service to ensure that the Council was able to deliver its vital service after the current contract ended in October 2021.

The Chairman moved the recommendation as set out in the report, reminding Members that this would be a recommendation to the Council. This was duly seconded.

In response to some questions the Director of Service Delivery provided Members with further information regarding the contract.

**RECOMMENDED** that Bidder 1 be awarded the contract for delivering an Advice Service from October 2021.

### **164. CONSOLIDATION OF LEASES AND LEASE EXTENSION**

The Committee considered the report of the Director of Service Delivery seeking Members' consideration of a request to consolidate three current leases into one and agree a new long-term lease. Appendices A and B to the report provided details of the lease and surrounding areas.

The report detailed the current lease agreements and request received from the lease holder to consolidate these agreements into one. Members were advised that agreeing



the new lease would reduce the administration associated with the three leases and three rent reviews and bring further benefits to the Council and lease holder.

The Chairman moved the recommendations set out in the report and these were duly seconded.

In response to questions from Members the Director of Service Delivery provided further details regarding the leases including their current value, the frequency of valuations and how if Members agreed to do nothing the current lease arrangements would stand.

Councillor W Stamp proposed that recommendation (iii) be amended to give delegation to the Director of Service Delivery in consultation with the Leader of the Council and Chairman of this Committee. The amendment was duly seconded.

Councillor Miss S White proposed a further amendment that Officers review the lease agreement in terms of how often a rent review was undertaken.

The Chairman put both amendments to the Committee and these were duly agreed. Upon a vote being taken the amended recommendations were agreed.

Councillor K M H Lagan asked that his vote against the recommendations be recorded.

#### **RESOLVED**

- (i) That the Council accepts a surrender of the unexpired term of the existing leases;
- (ii) That the Council agrees to a new single lease agreement for the three areas for a term of 50 years and that Officers review the frequency of rent reviews;
- (iii) That the Director of Service Delivery be given delegation authority in consultation with the Chairman of the Strategy and Resources Committee and the Leader of the Council, to agree the annual rent figure in line with a current market valuation.

#### **165. LEASE AGREEMENT - PARK DRIVE, MALDON**

The Committee considered the report of the Director of Service Delivery seeking Members' agreement of a new 30-year lease for a location in Park Drive, Maldon.

The current lease was attached as Appendix 1 and the new lease as Appendix 2 to the report. The report provided detailed information regarding discussions undertaken by Officers and the proposed new 30-year lease.

The Chairman put the recommendations as set out in the report, this was duly seconded and agreed by assent.

#### **RESOLVED**

- (i) That the Council agrees a new lease for 30 years for an area of land at Park Drive, Maldon (as identified in the report);
- (ii) That the Director of Service Delivery be given delegated authority in consultation with the Chairman of the Strategy and Resources Committee, to

agree the annual rent figure in line with a current market valuation with annual Retail Price Index (RPI) adjustment.

#### **166. LAND PURCHASE OPTION AGREEMENT**

The Committee considered the report of the Director of Service Delivery requesting authorisation to pay an option sum to secure an option agreement on land identified in the report and Appendix 1 to the report.

Members were reminded that the Council had previously agreed for Officers to look to spend developer contributions to secure potential development sites. It was noted that the site outlined had been discussed at a recent meeting of the Finance Working Group and had been identified as having development potential for the provision of affordable housing.

The Chairman put the recommendation as set out in the report and this was duly seconded.

During the debate that followed and in response to questions from Members, Officers provided further clarification and information regarding the proposal.

**RESOLVED** that the option sum of £15,000 to secure an option on a potential affordable housing development site (as identified in the report), in accordance with the terms set out in the report, be agreed.

There being no other items of business, the Chairman closed the meeting closed at 9.22 pm.

R H SIDDALL  
CHAIRMAN

A12 Chelmsford to A120 Widening Project Team  
Highways England  
Woodlands  
Manton Lane  
Bedford  
MK41 7LW

Add date:  
Your Ref: TR010060/S42(1)(b)/June/2021

Dear Sir / Madam

**A12 Chelmsford to A120 Widening Scheme ('the Project')**  
**'Preliminary Design' Statutory Consultation 22 June 2021 – 16 August 2021**  
**Planning Act 2008 Section 42: Duty to consult on a proposed application**

Maldon District Council (MDC) Members and Officers have attended all engagement sessions leading up to this 'Preliminary Design' Statutory Consultation, including technical workshops on junction design and connections to and from the A12 on the local roads network, PEIR (Preliminary Environmental Information Report) workshops, DCO and SoCC (Development Consent Order and Statement of Community Consultation) workshops and Member Forums between March 2020 and May 2021.

Concerns on certain aspects of the 'design' have been continually raised through the engagement sessions and Member Forums relating mainly to the local road network connections to the Project from within the Maldon District. The central, north and west parts of the Maldon District rely on the A414, B1018, B1019, B1022 and B1023 local road networks to connect to the A12 via Danbury on A414 to Junction 19 Chelmsford, via B1018 to Witham to Junction 22 (via B1389), via Little Braxted Lane to Junction 22, via Hatfield Peverel on B1019 Maldon Road to Junctions 20a and 20b and via Tiptree and Kelvedon on the B1022 and B1023 to Junctions 23 and 24. These existing junctions will be changed by the Project. We acknowledge the local road network is managed by Essex County Council (ECC) Highways and Transportation and not Highways England.

After the 'Preferred Route' stage, based on 'route 2', and before any 'design options' were presented, Officers informed the A12 Team, when they presented at MDC offices on 11 March 2020, that our strategic housing growth (South Maldon Garden Suburb and North Heybridge Garden Suburb) and economic regeneration at The Causeway, (Maldon District's largest employment area) rely and impact on the B1019 Maldon Road connection via Hatfield Peverel to connect to the A12. It was felt, at that early stage, that the design of the Project plus investment opportunities could be taken forward by Highways England, working with ECC Highways and Transportation, MDC and cross-boundary with Braintree District Council (DC), to improve known congestion issues at the B1019 Maldon Road / Duke of Wellington mini-roundabout in the centre of Hatfield Peverel 'village' that access / exit A12 Junctions 20a and 20b. These known congestion issues at the Maldon Road/Duke of Wellington mini roundabout to access and exit the A12 for Maldon District residents and businesses were confirmed by ECC Highways and Transportation at the 11 May 2021 'A12 Workshop – Junctions 19-25 (including local roads)', as being of some 30 years standing.

At the same meeting, MDC re-emphasised the status of Little Braxted Lane in the context of the 'design options' presented for Junction 22, that Little Braxted Lane is a 'single lane route with passing places' to access and exit the A12 from Little Braxted, Great Braxted, Great Totham and Wickham Bishops.

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APPENDIX 1

The Council makes the following comments to the Statutory Consultation with reference to: **A12 Chelmsford to A120 Widening, Public Consultation, Highways England, June 2021 'Consultation Brochure' and virtual exhibition material**

## **THE CLOSURE OF JUNCTIONS 20A AND 20B AND REPLACEMENT OF NEW JUNCTION 21 SERVING ALL LOCAL CONNECTIONS INCLUDING WITHAM, HATFIELD PEVEREL AND MALDON**

### **Maldon District Council response:**

The Council raises an objection to the preliminary design of new Junction 21. Junction 21 does not address the significant and long-standing congestion issues at the B1019 Maldon Rd/B1137 Duke of Wellington mini roundabout in Hatfield Peverel that currently access / exit junctions 20a and 20b (to be removed as part of the Project). Maldon District residents and businesses access / exit the A12 national road network from the B1019 Maldon Rd / B1137 Duke of Wellington mini roundabout. Whilst the B1019 Maldon Rd / B1137 Duke of Wellington mini roundabout falls within the local road network, it is the only way of accessing and exiting the A12 national road network.

The Council questions the logic and cost of '*a road linking the southern roundabout [of Junction 21] to Hatfield Peverel [the B1019 Maldon Rd / B1137 Duke of Wellington mini roundabout], intended as the main access between the proposed new road layout and areas to the south and west, including Hatfield Peverel and Maldon*' to a known and existing traffic congestion hot spot accessing and exiting the A12 (see diagram on page 14, Consultation Brochure).

The Council has continually raised the issue of traffic congestion in Hatfield Peverel village originating from the Maldon District at the B1019 Maldon Rd / Duke of Wellington mini roundabout. Maldon Road, Hatfield Peverel is a residential street with housing on both sides of the road with village services and facilities including 2 pubs, nursery school and a parade of shops including convenience store and dry cleaners. Access to the village primary and junior schools are off Maldon Road on Church Street.

The Council is perturbed at the lack of consideration in the Project given to investing in and improving a known congestion hotspot on the local road network originating from Maldon District residents and businesses accessing the nearest A12 national road network on the B1019 Maldon Road via Hatfield Peverel. This is in stark contrast to the consideration given by the Project to reducing the congestion in Kelvedon High Street (within Braintree District) by closing Junction 23 and with a new Junction 24 to link from the Inworth Road (B1023) to relieve Inworth (a small village) of traffic coming from Tiptree on the B1023 (within Colchester Borough).

### **Reasoning for the Council's response:**

Hatfield Peverel Junctions 20a and 20b are the nearest junctions to access the A12 national road network from the 'Main Settlements' of Maldon and Heybridge ('Main' settlements are classified in Policy S8 *Settlement Boundaries and the Countryside*, Maldon District Local Development Plan adopted July 2017 (LDP). Maldon and Heybridge, as main settlements, have significant housing growth and regeneration projects identified in the LDP in two new Garden Suburbs: South Maldon Garden Suburb (1,428 new dwellings) and North Heybridge Garden Suburb (1,383 new dwellings) and to create 2000 new jobs in the District by 2029. The Maldon and Heybridge Central Area Masterplan Supplementary Planning Document (SPD) identifies the District's largest employment area at The Causeway, Heybridge as the focus for regeneration and investment to bring forward employment led regeneration where good transport links to the national road network are vital. Both Garden Suburbs are under construction. The North Heybridge Garden Suburb is located adjacent the **B1019** to Hatfield

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APPENDIX 1

Peverel and the South Maldon Garden Suburb is located adjacent the **A414** to Chelmsford via Danbury. This information was passed to the A12 Team in March 2020.

The existing Maldon District residents and businesses (and visitors) have a high reliance on the motor vehicle and local road network to access the A12 national road network (see paragraph 2, page 1).

The Maldon District has a high level of out commuting by motor vehicle and commercial/business traffic (HGVs (Heavy Goods Vehicles), LGVs (Large Goods Vehicles)) that connect to the A12 national road network via Hatfield Peverel Junctions 20a and 20b from Maldon and Heybridge. Hatfield Peverel is also the nearest connection for Maldon and Heybridge residents to the access the national rail network at Hatfield Peverel Railway Station on the Great Eastern Mainline.

The Consultation Brochure, page 4 acknowledges the significance of the Project as: *'The A12 road is an important economic link in Essex and across the east of England. It provides the main south-west/north-east route through Essex and Suffolk, connecting Ipswich to London and to the M25.'*

*'The section between Chelmsford and Colchester carries high volumes of traffic, with up to 90,000 vehicles every day. HGVs are between 9% and 12% of the traffic on this section...and is an important commuter route.'* These facts in the Consultation Brochure are evidenced in Census, Office for National Statistics (ONS) data and resident / business surveys for the Maldon District and underpins our response that a high proportion of 'A12 traffic' originates from within the Maldon District via the local road network to connect to the A12 via B1019 Maldon Road via Hatfield Peverel.

At an early stage in the design process, Officers asked Highways England if the mini roundabout at B1019 Maldon Road / B1137 (The Street), Hatfield Peverel has the capacity to cope with existing traffic (HGVs, vans, cars) to and from the Maldon District to connect to the A12 Junctions 20a and 20b at the centre of Hatfield Peverel village. The recent 'made' Hatfield Peverel Neighbourhood Plan highlights the issue of *'high traffic flows on Maldon Road and The Street that are both narrow roads.'* Hatfield Peverel is a small village and B1019 Maldon Road is a residential street that carries heavy traffic (HGVs, LGVs and cars) to and from the main settlements in the Maldon District: Maldon and Heybridge.

Page 12 of the Consultation Brochure: *'The proposed scheme design'* paragraph 2 states:

*Our new junction 21 will provide access to the A12 both northbound and southbound and will take traffic from all directions between Hatfield Peverel Village and Witham.'*

There is no mention of Maldon or Heybridge? J21 will *'take traffic'* from Maldon and Heybridge via the local road network B1019 that will access the A12 Junction 21 from the Maldon Road / Duke of Wellington mini roundabout in the centre of Hatfield Peverel village.

Page 14 of the Consultation Brochure: *New Junction 21 (between Hatfield Peverel and Witham)*, bullet point 1 states:

*'A road linking the southern roundabout of the junction [21] to Hatfield Peverel, intended as the main access between the proposed new road layout and areas to the south and west, including Hatfield Peverel and Maldon.'*

Page 29, Traffic, Consultation Brochure states: *'we have used traffic surveys and analysed traffic data over a large area covering the roads between Chelmsford, Colchester, Braintree,*

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## APPENDIX 1

*Maldon and beyond to create traffic models'....' to understand how drivers may respond to changes in road layouts'. The Consultation Brochure goes on to state: 'if you close a junction then it is likely that fewer drivers will continue to use the road which lead to that junction'*

The Council does not support this assumption in the case of the B1019 Maldon Road / B1137 Duke of Wellington mini roundabout as the route to the new Junction 21 is not changing i.e. Maldon District residents and businesses access and exit the A12 national road network via B1019 Maldon Road / B1137 Duke of Wellington mini roundabout on the local road network to the existing Junctions 20a and 20b (both junctions closing as part of the Project) and will access and exit the new Junction 21 by the same local road network at the mini roundabout but link to the new southern arm of the new Junction 21 that continues to link to the B1019 Maldon Road / B1137 Duke of Wellington mini roundabout in the centre of Hatfield Peverel village. There are no alternative routes to the new Junction 21 on the local road network for Maldon and Heybridge residents and businesses other than the B1019 Maldon Road / B1137 Duke of Wellington mini roundabout!

The Consultation Brochure, pages 30-33 evidences '*current and future congestion [on the A12] if nothing is done*. With reference to the junctions 20a and 20b, most of this 'traffic' originates from the Maldon District accessing and exiting the A12 at Hatfield Peverel via Maldon Road on the B1019 / Duke of Wellington mini-roundabout junction. Unfortunately, the diagram does not acknowledge that Maldon and Heybridge in the Maldon District exist as main settlements on the local road network, despite being considered as a destination / origin to and from the A12 national road network in the design of Junction 21. This is an unacceptable omission in the Consultation Brochure considering the input Maldon District Council officers and Members have given to the Project.

The diagrams on pages 30 and 31 present the current AM peak and PM peak at existing Junctions 20 and 20b at '*85% close to or beyond capacity*'. It must be acknowledged that the current congestion on the A12 at junctions 20a and 20b originates from the Maldon District. This is because Hatfield Peverel has a population of approx. 4,000 and Maldon and Heybridge have a combined population of approx. 23,000 plus the Maldon District's largest employment area at The Causeway, Heybridge carrying significant business and commercial traffic through Hatfield Peverel to access the A12 junctions at 20a and 20b. The known congestion at the Maldon Road B1019 / Duke of Wellington mini roundabout will continue as part of the Project.

The diagrams on pages 32 and 33 present the predicted congestion on the road in 2042 without the scheme [the Project]. For the reasons set out above, the main settlements in the Maldon District that access and exist the A12 national road network from local roads must be represented on the diagram and that the B1019 Maldon / B1137 is the only access and exit point to the new Junction 21?

During the engagement and technical workshops to finalise the 'preliminary design', Highways England '*investigated possible improvements at the Maldon Road / Duke of Wellington mini roundabout*' to access the new Junction 21 in acknowledgement of existing congestion, air quality and safety concerns at the Maldon Road / Duke of Wellington mini-roundabout (HGVs, LGVs, Cars etc.) and presented these at technical workshops:

- '*signalised T-Junction arrangement*;
- '*two lane approaches for 30m / 50m stacking capacity*';
- '*two lanes for The Street approach from J21 with 30m stacking capacity*';

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- *one lane approach from Hatfield Peverel and Maldon Road approaches; and*
- *signalised T-Junction arrangement with banned turning movements’.*

It remained unclear what improvements to the existing Maldon Road / Duke of Wellington mini roundabout would be taken forward to public consultation and who would be responsible for delivery, ECC or Highways England? These ‘improvements’ still resulted in a Level of Service (LOS) F grading at the Maldon Road / Duke of Wellington mini-roundabout junction to access the A12. Is it appropriate to urbanise a small rural village with such significant traffic management ‘improvements’?

The Consultation Brochure, pages 36-39 set out the ‘traffic model’ predicting two-way traffic flows AM and PM when the Project opens *‘taking into account predicted housing and economic growth between now and when the scheme opens’.*

The southern arm of the new Junction 21 will see an increase in traffic [Point 4] from 466 to 1117 AM and from 409 to 1102 PM an increase in traffic of 140% and 169% respectively. This increase in traffic will be funnelled via the B1019 Maldon Road/Duke of Wellington mini roundabout.

Maldon Road, Hatfield Peverel [Point 5] on the approach to Maldon Road / Duke of Wellington mini roundabout traffic flow will not change significantly from 984 to 1005 AM and 1079 to 1093 PM. As detailed above, there will be no alternative route to Junction 21 but this predicted two-way traffic flow data does acknowledge that a significant flow of traffic originates from the Maldon District to Hatfield Peverel to access the A12 at the B1019 Maldon Road / Duke of Wellington mini roundabout.

ECC, Braintree District Council and MDC continued to press for a sensible, timely and appropriate solution to design Junction 21 and combat the significant congestion issues at the B1019 Maldon Road / Duke of Wellington mini roundabout to access the A12 from Hatfield Peverel village. Highways England stated at the workshop on 11 May 2021: *‘the design of the new junction 21 will not preclude a future ‘Maldon link road/Hatfield Peverel bypass’.*

The Consultation Brochure, page 41 states: *‘Due to projected growth in the area, the junction with The Street and Maldon Road may struggle to work adequately in the future’.*

## **JUNCTION 22 (COLEMAN’S BRIDGE)**

### **Maldon District Council Response:**

The Council objects to the design of Junction 22 in consideration of access to and from the A12 within the Maldon District via Little Braxted Lane which is a single lane route with passing places and single lane bridge crossing (Grade II Listed). Little Braxted Lane is suitable for cars and small vans only and not HGVs. The Project should consider improvements to the local road network.

### **Reasoning for the Council’s response:**

Maldon District residents and businesses in Little Braxted, Great Braxted and Wickham Bishops access and exit the A12 national road network via Little Braxted Lane.

The route to Junction 22 is not changing i.e. Maldon District residents and businesses access and exit the A12 national road network via Little Braxted Lane on the local road

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network. There are no alternative routes to Junction 22 on the local road network for these residents and businesses.

The Consultation Brochure, pages 30-33 evidences '*current and future congestion [on the A12] if nothing is done*'. With reference to Junctions 22, the diagram does not acknowledge that Little Braxted Lane exists as the only route for Maldon District residents and businesses to access and exit the A12 road network despite being considered as a destination / origin to and from the A12 national road network in the design of Junction 22. This is an unacceptable omission in the Consultation Brochure considering the input Maldon District Council officers and Members have given to the Project.

The diagrams on pages 30 and 31 present the current AM peak and PM peak at existing Junction 22 at '*85% close to or beyond capacity / 71% - 85% nearing capacity*'. It must be acknowledged that the current congestion on the A12 at Junction 22 originates from the Maldon District.

The diagrams on pages 32 and 33 present the predicted congestion on the road in 2042 without the scheme [the Project] at '*85% close to or beyond capacity*'.

The Consultation Brochure, pages 36-39 set out the 'traffic model' predicting two-way traffic flows AM and PM when the Project opens '*taking into account predicted housing and economic growth between now and when the scheme opens*'.

Little Braxted Lane [Point 2] will see an increase in traffic from 180 to 249 AM and from 134 to 370 PM, an increase in traffic of 38% and 176% respectively.

The Consultation Brochure, page 41 states: '*The proposed new Junction 22 provides a direct access to Little Braxted Lane and in the future, it is expected that traffic will increase on Little Braxted Lane*'.

The Council considers improvements are needed now to the local road network to accommodate the Project and not as an afterthought. See below.

**Junctions 23 (Kelvedon South Interchange) and Junction 24 (Kelvedon North) Kelvedon/Feering: the removal of junctions to the north and south of the villages and these and Tiptree served with a new junction off the Inworth Road. Also, the potential for a future junction to serve the RIS 3 scheme for the A120**

The Council questions the Project to relieve the impact of Tiptree traffic through Kelvedon High Street and Feering with a new junction off the Inworth Road to Hatfield Peverel needing a Maldon link road / Hatfield Peverel bypass from the new proposed Junction 21.

The Project should relieve the impact of Maldon and Heybridge traffic impacting on the Maldon Road / Duke of Wellington mini roundabout in the centre of Hatfield Peverel village and improve connectivity for Maldon District residents and businesses to the national road network.

### **Local Growth proposals**

The Council is reviewing its LDP that commenced March 2021 – 2023 and published a 'Call for Sites' consultation that ran to 21 May 2021 to allocate potential sites in a new LDP. The ECC / MDC LDP Review Liaison Group will be meeting regularly every 6 - 8 weeks from 19 May 2021 to discuss transportation and highway matters associated with existing and future local growth proposals.



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## **Sustainable Transport**

The Council continues to work with ECC, South Essex Local Enterprise Partnership (SELEP) and Transport East on sustainable transport options to relieve the environmental impacts of the District's high reliance on the motor vehicle by residents, visitors and businesses.

## **Air Quality / Environmental Mitigation**

The Council is concerned at the recent (November and December 2019) declaration of Air Quality Management Areas in Maldon and Danbury, both on the A414. Whilst we acknowledge the Project will alleviate some congestion on local roads (caused when the A12 is closed), the District's residents and businesses rely on all of these local roads to connect to the A12 national road network.

This Council is concerned at the environmental impacts of congestion and pollution in Hatfield Peverel village originating from the Maldon District. How can we improve local air quality caused by congestion and queuing traffic on local road connections if the local road connections are not improved to connect to the A12?

The Council declared a Climate Emergency in February 2021 and is preparing a Climate Action Strategy and must contribute to reducing greenhouse gas emission by 2030. The Council has serious concerns to be able to reduce the environmental impacts of traffic congestion and pollution existing on the local road networks if the Project does not ensure an improved situation to connect to the A12 national road network for the future.

These thoughts and concerns have been repeatedly raised through engagement with Highways England, ECC and neighbouring Authorities and should be at the heart of the Project rather than leave a current situation to get worse before something is done.

Signed