

ECC submission in response to Objective 14 (page 23) and links to Policies TIP13 (page 33) and TIP14 (page 35)

- This objective and subsequent policies rely on the provision of several new roads.

Fundamentally these policies would increase flows on Grange Road which forms part of National Route 1. Ultimately traffic should be using the Priority 1 routes, the B1022 and B1023 and not be directed to less suitable Local Roads. The B1022 and B1023 are B class Priority 1 routes and have a more frequent maintenance regime including winter maintenance (gritting) reflective of the traffic volumes using them. If congestion is a real issue locally then the congested locations points need to be identified, together with improvements, rather than actively encouraging the use of the local road network.

A new road link is suggested between Grange Road and Kelvedon Road. It is suggested that visibility is an issue at the existing Vine Road Kelvedon Road junction, but this appears to accord with the current requirements contained in the Manual for Streets. However, it is acknowledged that the existing junction lacks pedestrian and cycle infrastructure that could form part of a new link road and allow some modification of the existing road **but the proposal to significantly increase the use of Grange Road is not supported.**

Link road routes are not generally desirable through new development unless they have been specifically identified as being required by transport modelling to overcome a specific constraint. It does not appear that these new roads have been identified through the transportation evidence base to support the Submission Draft Colchester Local Plan (2017). Typically, in a residential estate it is desirable to achieve 20mph speed limits (if not forming part of a bus route). Although the allocated sites containing the proposed new roads are not insignificant in size for a village such as Tiptree, the standard of a link road could well dominate the residential layout and further consideration would need to be given to this by the Planning Authority. Furthermore, regarding the 'missing link' between Highland Nursery and Elms Farm this does not form part of the proposed allocation and there is no certainty of its delivery; this means the residential estate road layout could be dominated by a section of a link road that is never completed.

It is recommended that further transportation modelling work is required to provide an evidence base for the creation of the new link roads.