

1	Location E-F outside – between Maldon Road / Braxted Park Road and Kelvedon Road			
	Strengths	Weaknesses	Opportunities	Threats
	<ul style="list-style-type: none"> • Takes advantage of existing through-routes of good quality (Braxted Park Road, Tiptree Road and Grange Road). • Not too many properties close to the route. • The branch near the business park, might facilitate the expansion of the park there. • Takes all north-west through traffic between the A12 Colchester side and the west of the village. • In particular, it would reduce the traffic past the Tiptree Heath SSSI and make turning right out of its car park safer at a point where the traffic is fast-moving and the sight-lines are not good. • Reduces traffic in The Ship / West End Road area; a narrow, bendy section with a popular pub car park at lunch and dinner times. • Land has been offered for development in location F. 	<ul style="list-style-type: none"> • Long route, but bypasses often leave a lot of space inside to allow distance separation and avoiding the future risk of community cut-off. Could be mitigated by a stretch of new road following the field line near Priory Farm. Obviously, this is a trade off with improving the Tiptree Road Junction and would involve a cross over of flows where the new road meets Tiptree Road. • The branch near the business park, is probably not a good choice as it was built as a cul-de-sac and there is not a great deal of parking. Drivers entering this small area are more likely to stop than drive through. 	<ul style="list-style-type: none"> • Improve junction of Braxted Park Road with Maldon Road (already heavily used and in need of traffic control). • Improve junction of Tiptree Road with Braxted Park Road. The sight-lines are not ideal and traffic can be fast-moving along Braxted Park Road. The pressure on this junction is already increasing as there are developments being built on Grange Road, and it is on the route to the A12 in the London direction. • Take the pressure off the narrow stretch of Grange / Vine Road and badly sighted junction with Kelvedon Road and route past Baynards School; by building a short new stretch of road somewhere after the Waterworks across land offered to somewhere near Oak Road making a new junction. • Opportunity to link to business / entertainment / ‘park & ride’ area north of Tiptree. 	<ul style="list-style-type: none"> • Land is withdrawn or unsuitable. (Final part of route in location F).

2	Location A – between Kelvedon Road and Colchester Road			
	Strengths	Weaknesses	Opportunities	Threats
	<ul style="list-style-type: none"> • Provides a north-east route for traffic travelling between the eastern side of Tiptree (and beyond) and Kelvedon / Feering / A12. Eliminating the need to pass a primary and a secondary school. • Land has been offered for development in location A. • Preferable to the existing Oak Road cut-through, as it is narrow in places and lacking consistent footpaths 	<ul style="list-style-type: none"> • Long stretch of road needed for new route, but in an area suitable for development by virtue of minimizing additional traffic in the rest of the village. • Involving Oak Road would not be ideal as in several places there is a lack of footpath, particularly where there are roadside ditches. • Will also require a junction on Messing Road. • There is a missing land link between Messing Road and Colchester Road. 	<ul style="list-style-type: none"> • A roundabout or other suitable junction on Colchester Road could slow traffic approaching the dangerous Maypole Corner on the B1022 (primary route) and reduce traffic at Maypole Corner. • The first leg of an eastern relief to Church Road. • Opportunity to link to business / entertainment / ‘park & ride’ area north of Tiptree. 	<ul style="list-style-type: none"> • Land is withdrawn or unsuitable.
3	Location B – Colchester Road to Newbridge Road			
	<ul style="list-style-type: none"> • Land has been offered for development in location B. • 3B may prove preferable to 3A as several properties / concerns have access drives crossing route 3A. • 3A may prove preferable to 3B as the link to route 4 would involve less use of the narrow part of Newbridge road. The country lane properties on Grove Road might prefer to access a road that is wider. • 3A might take some traffic away from the country lane part of Grove Road. 	<ul style="list-style-type: none"> • Long stretch of road needed for new route, but in an area suitable for development by virtue of minimizing additional traffic in the rest of the village. • Picking a satisfactory route from available land may prove difficult, particularly 3B. 	<ul style="list-style-type: none"> • An important second leg on an eastern relief road to divert non-stopping through-traffic away from Church Road and its shopping / amenity centre. • Would aid the removal of Alexander Cleghorn traffic from the village centre. • Might provide a proper vehicular access and waiting area to the rear of Milldene School, relieving Barbrook Lane and side roads of the problem. • A chance to provide more parking near Park Lane Nature reserve etc. 	<ul style="list-style-type: none"> • Land is withdrawn or unsuitable.

4	Location C – Newbridge Road to Factory Hill			
	Strengths	Weaknesses	Opportunities	Threats
	<ul style="list-style-type: none"> • Diverts east-west traffic to and from the south of Tiptree away from Chapel Road, which despite being designated a strategic route is already heavily blocked with parked cars. • Takes some pressure off the Factory Corner junction, though this it already listed for improvement. • Less traffic on the New Road / Chapel Road junction. • Some land has been offered for development in location C and some is already under development. 	<ul style="list-style-type: none"> • Outer route 4 (from 3B) would cross Park Lane an ancient pathway. A popular walk near The Parish Field and Nature Reserve. 	<ul style="list-style-type: none"> • The final leg on a Church Road eastern relief road. • A site has been offered which would enable the start of a road between Newbridge Road and Factory Hill without crossing Park Lane. • A chance to provide more parking near Park Lane Nature reserve etc. 	<ul style="list-style-type: none"> • Land is withdrawn or unsuitable.
5	Location D – Factory Hill – Maldon Road			
	<ul style="list-style-type: none"> • Relieves Tiptree Heath School and Station Road from west-east traffic. • Takes some pressure off the Factory Corner junction, though this it already listed for improvement. 	<ul style="list-style-type: none"> • Very little land offered in this location. • Crosses Wilkin’s factory land • Spoils attractive views towards Tolleshunt Knights over the sloping land, popular for walking. • Station Road is a strategic road that already copes well with west-east traffic. • Least popular for building as close to Tolleshunt Knights boundary and rated lowest in questionnaire. • Long stretch of new road needed. • Traffic still passing Tiptree Heath 	<ul style="list-style-type: none"> • Opportunity for a Church Road western relief but travelling a long way west. 	<ul style="list-style-type: none"> • Land might not become available

6	Location E inner – The Ship / Peakes Close area of Maldon Road to Grange Road east of Waterworks			
	Strengths	Weaknesses	Opportunities	Threats
	<ul style="list-style-type: none"> • The shortest north-south route but needs a connection with a longer east-west route to complete the bypass of Church Road. • Land has been offered for development in location E. 	<ul style="list-style-type: none"> • Strong risk of community cut-off as the route is too close to existing residences and the majority of potential new housing will be cut-off by the new route. Replacing an existing ‘Maldon Road’ problem with another. • Cuts off a popular walking area, which can currently be easily reached on foot by many people. • Crosses a popular meadow for dog walking that has a remarkable number of different types of orchids growing. • Crosses Pennsylvania Lane, an ancient byway, and Florence Park (an offered site with plans already drawn up). • Crosses a local wildlife site. • Long stretch of new road needed. 	<ul style="list-style-type: none"> • Opportunity for a western Church Road relief. 	<ul style="list-style-type: none"> • Land is withdrawn or unsuitable.
7	Location E outer – The Ship Maldon Road to Grange Road east of Inworth Grange to Kelvedon Road			
	<ul style="list-style-type: none"> • Better than the inner route (6) as the pits area and beyond is not cut off from walkers. • Land has been offered for development in location E. 	<ul style="list-style-type: none"> • A risk of community cut-off as the route would cut off a proportion of potential new housing. • Long stretch of new road needed. • Risks extending the settlement boundary too far and hence allowing too much development. • Some gaps in land offered. 	<ul style="list-style-type: none"> • Opportunity for a western Church Road relief. 	<ul style="list-style-type: none"> • Land is withdrawn or unsuitable.

8	Location E-F via Priory Road to Kelvedon Road			
	Strengths	Weaknesses	Opportunities	Threats
	<ul style="list-style-type: none"> • Takes advantage of existing through-routes of good quality (Braxted Park Road and Grange Road). • Takes all north-west through traffic between the A12 Colchester side and the west of the village. • In particular, it would reduce the traffic past the Tiptree Heath SSSI and make turning right out of its car park safer at a point where the traffic is fast-moving and the sight-lines are not good. • Reduces traffic in the Ship and West End Road area. A narrow, bendy section with a popular pub car park at lunch and dinner times. 	<ul style="list-style-type: none"> • Priory Road is narrow and winding, already many properties along the route. • Long route, but bypasses often leave a lot of space inside to allow distance separation and avoiding the future risk of community cut-off. Would involve a cross-over of flows at the Tiptree Road / Grange Road junction. 	<ul style="list-style-type: none"> • Improve junction of Braxted Park Road with Maldon Road (already heavily used and in need of traffic control) • Take the pressure off the narrow stretch of Grange / Vine Road and badly sighted junction with Kelvedon Road and route past Baynards School by building a short new stretch of road somewhere after the Waterworks across land offered to somewhere near Oak Road making a new junction. 	<ul style="list-style-type: none"> • Final part of route dependent on location F land offered.