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1. Introduction

This document aims to look at the traffic problems in Tiptree based on responses from the Village Questionnaire and data from Essex County Council (ECC) Highway surveys. It seeks to ameliorate the existing traffic congestion and prepare for more traffic from additional housing in Tiptree and that in nearby communities since Tiptree is a through-route between several other communities and the A12 and is moreover considered a rural district centre. As a rural community, we average around 2 cars per household, so an additional 600 houses could add 1200 cars to our road network without considering the increase in nearby communities.

2. Traffic in Tiptree

2.1 The perceived problem

The B1022 Maldon / Maypole / Colchester Road is classified as the primary route through Tiptree, being on the route between Colchester and Maldon, two district centres. The B1022 forms part of an important commuter route and can also suffer heavily when there are problems on the A12. Residents along this route have commented on the volume and speed of the traffic and difficulties crossing the road and lack of a continuous footpath to make walking from A to B safe.

The B1023 Kelvedon / Church Road is classified as a secondary route through Tiptree. However, residents are more concerned about Church Road as it is the shopping and amenity centre of the village in addition to being a commuter route and through-route to and from the A12.

Routes report

2.2 Themes from the questionnaire

Question: Thinking about the roads and cycle network **in and immediately around Tiptree**, please tell us your top three issues.

Theme	Number	% of comments
General	168	18%
Factory Corner	148	16%
Church Road	139	15%
Maldon Road	101	11%
Anchor Road	53	6%
Station Road	39	4%
Grove Estate	32	3%
Rectory Road	31	3%
Chapel Road	30	3%
Grove Road	28	3%
Kelvedon Road	27	3%
TOFS corner	24	3%
New Road	24	3%
Newbridge Road	24	3%
Braxted Park Road	24	3%

Question: Thinking about the roads and cycle network **connecting Tiptree with the surrounding area**, please tell us your top three issues

Theme	Number	% of comments
Access to A12 Feering	86	22%
Appleford Bridge Braxted	74	19%
Blue Anchor Junction	73	19%
Cycle	70	18%
B1023 North	63	16%
HGVs	42	11%
Braxted Park Road	36	9%
A12 Junction Rivenhall	25	7%
B1022 East	24	6%
General	21	5%
Hinds Bridge Feering	15	4%
A12 J24 (Feering) bi-directional	12	3%

Question: Are there places where a pavement or pedestrian crossing needs to be provided or improved?

Theme	Number	% of comments
Asda / Ransom Road crossing	251	20%
Route to Perrywood's and beyond	145	12%
Church Road Centre and St Luke's	81	7%
Route to Tiptree Heath	62	5%
Thurstable School / Maypole Road	57	5%
Grange / Vine / Kelvedon Road area	52	4%
Maintenance of paths	50	4%
North Church Road	50	4%
TOFS junction	48	4%
The Ship	47	4%
Maldon Road general	43	3%
Factory Corner	42	3%

Routes report

Theme	Number	% of comments
New Road / Chapel Road junction	41	3%
Heath School	36	3%

2.3 ECC Highways data

2.3.1 Traffic survey Church Road near Asda 22.03.2016 – 24.03.2016 (Tue-Thur)

Time of day	Southbound		Northbound		N+S		N+S
	07-19	00-00	07-19	00-00	07-19	00-00	19-07
22.03.2016	5402	5698	4612	4938	10014	10636	622
23.03.2016	5330	5641	4551	4870	9881	10511	630
24.03.2016	5927	6301	5082	5406	11009	11707	698
Average:	5553	5880	4748	5071	10301	10951	650
Vehicles/minute	7.7		6.6		14.3		0.9

Average daily 85%ile (7 days) 31.5mph

The 85%ile is the speed at which 85% of all vehicles are observed to travel under free-flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero. Note: Considering the flow between 07-19, if the vehicles were evenly spread out it is less than 5 seconds between vehicles, it takes a fit pensioner 5 seconds to cross the road.

2.3.2 Traffic survey data Maldon Road near West End Road 02.10.2013 – 08.10.2013

NORTHEASTBOUND

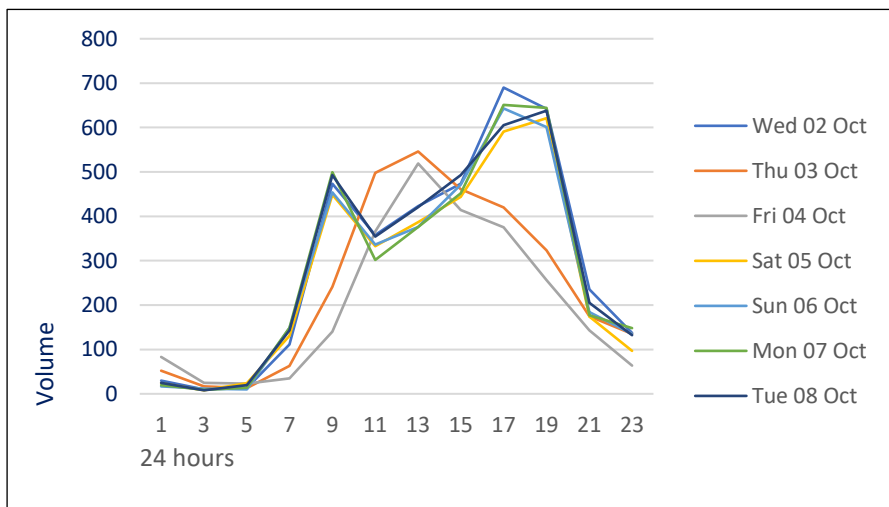
Average daily 85%ile (7 days) 34.5mph
 % of vehicles exceeding 30mph 48.2%

SOUTHWESTBOUND

Average daily 85%ile (7 days) 35.9mph
 % of vehicles exceeding 30mph 64.8%

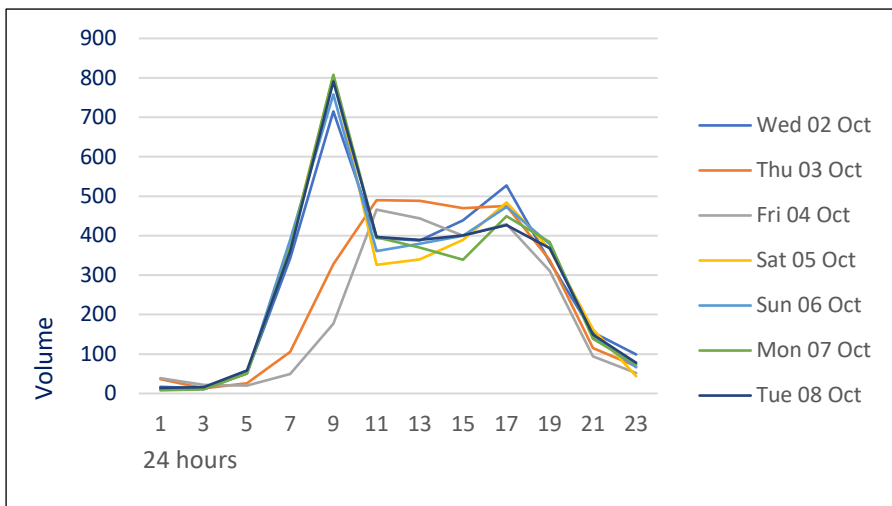
HOURLY VOLUMES

NORTHEASTBOUND



Routes report

SOUTHWESTBOUND



2.3.3 Braxted Park Road 09.01.2015 – 15.01.2015

SOUTHEASTBOUND

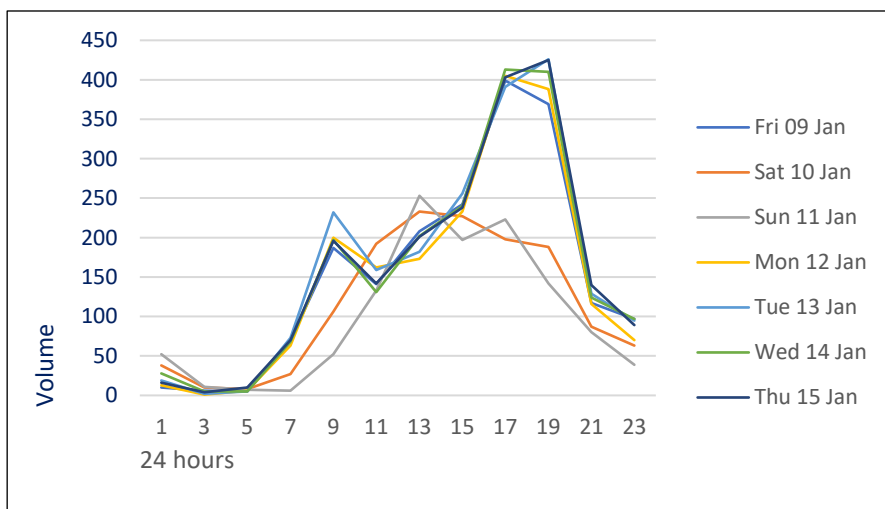
Average daily 85%ile (7 days) 49.4mph
 % of vehicles exceeding 60mph 1.1%

NORTHWESTBOUND

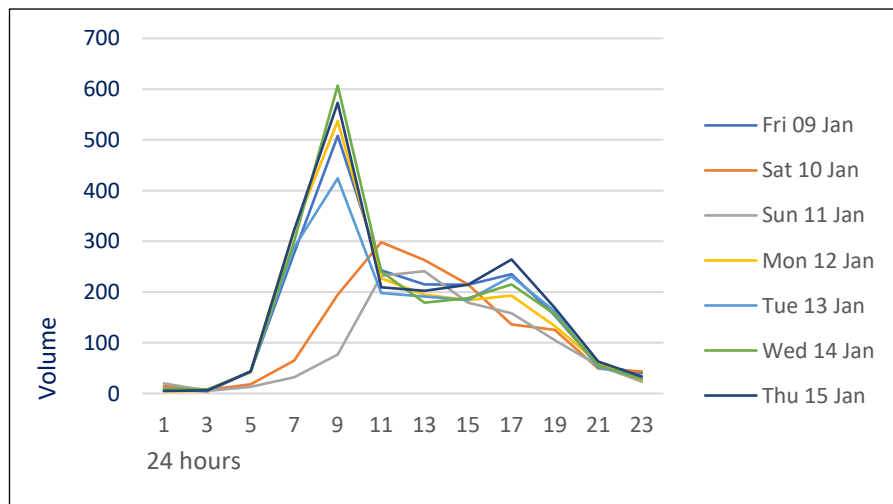
Average daily 85%ile (7 days) 49mph
 % of vehicles exceeding 60mph 0.9%

HOURLY VOLUMES

SOUTHEASTBOUND

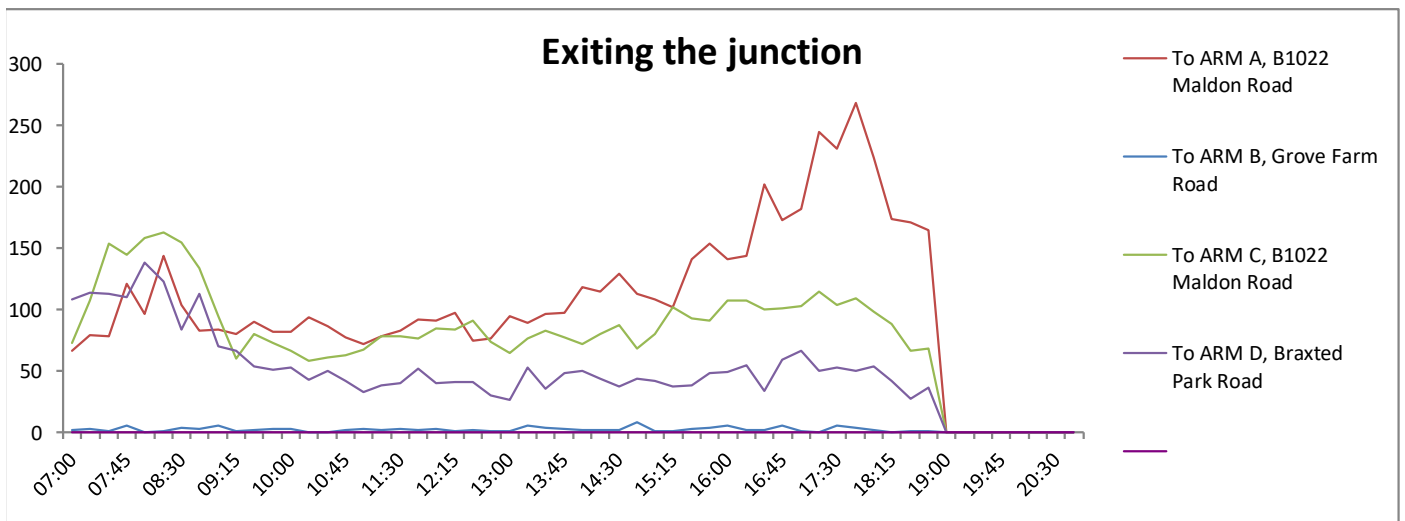
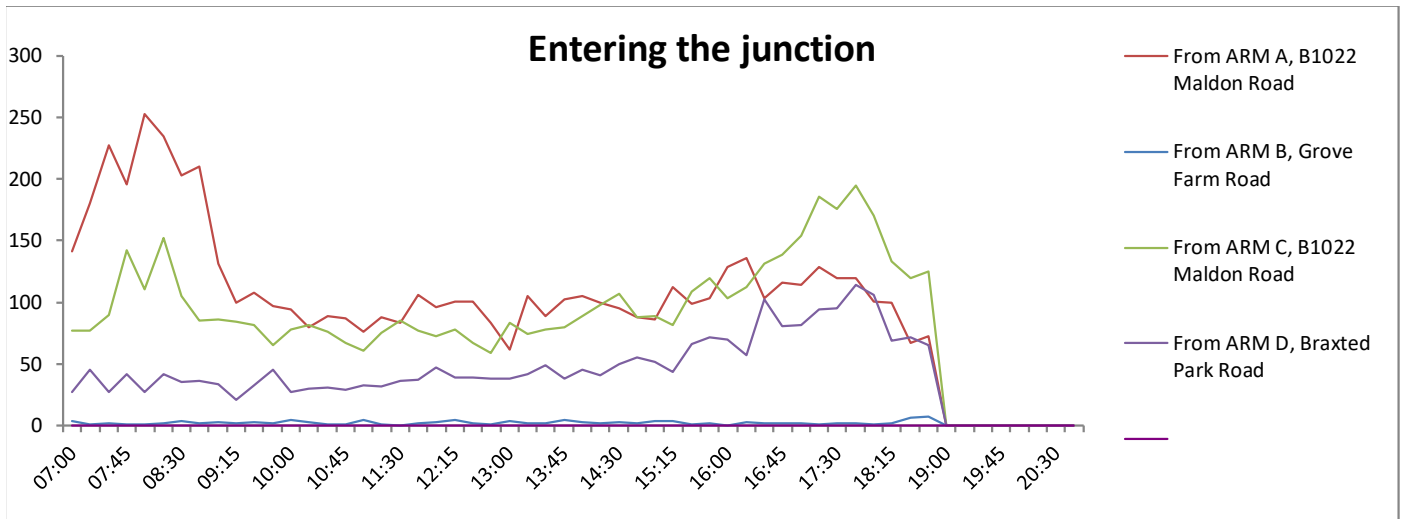


NORTHWESTBOUND



Routes report

2.3.4 Braxted Park Road junction with Maldon Road 23.10.2013



3. Routes to enhance life in Tiptree

3.1 Theoretical routes and SWOT analysis

A series of proposed routes have been subject to a SWOT analysis. It is recognised that the amount of development being proposed for Tiptree is unlikely to fund a Church Road ‘bypass’ in one local plan cycle, but what we are seeking is to establish a route to be borne in mind for the longer term and to look at building a ‘bypass’ route in stages and look at other measures to calm traffic in Church Road to achieve a pleasant village shopping centre in the meantime. See proposed route maps at the end.

3.2 Measures for Church Road

A series of measures could be initiated over a period in the short term with the objective of reducing speed without increasing pollution excessively. Some of these measures might eventually lead to non-stopping through-traffic avoiding Church Road once other routes are in place.

- Reduced speed limit
- Means of discouraging speeding / reducing average speed
 - Speed cushions / flat top humps
 - Rumble strips
 - Narrows / chicanes
 - Gateways
 - Pedestrian crossings and refuges
 - Roundabouts
 - Traffic lights
 - Vehicle activated devices / speed cameras

The above list is taken from a document from the Department for Transport evaluating traffic calming measures.

Question: What means do you mainly use to access the village shops and facilities?

Questionnaires	1119		Breakdown by area								
Responses	1055	%	Area	Walk	%	Cycle	%	Bus	Car	%	Survey
Didn't answer:	64										
Walk	502	47.6%	North	28	32.6%	1	1.2%	1	53	61.6%	86
Cycle	18	1.7%	East	90	43.5%	4	1.9%	0	111	53.6%	207
Bus	3	0.3%	Southeast	38	37.6%	1	1.0%	0	59	58.4%	101
Car	512	48.5%	South	44	43.6%	3	3.0%	0	49	48.5%	101
Motorbike	1	0.1%	Southwest	3	7.0%	0	0.0%	0	40	93.0%	43
Mobility Scooter	19	1.8%	West	47	38.8%	1	0.8%	0	72	59.5%	121
Total:	1055		Central	248	63.6%	4	1.0%	2	122	31.3%	390

Question: Do you think there should be more measures to reduce speeding in Tiptree?

- Yes 765
- No 121
- No Opinion 120

Question: What do you suggest and where?

Theme	Number	% of comments
Church Road	231	37%
Maldon Road	174	28%
Speed cameras / Guns	125	20%
Speed limits	104	17%
Speed bumps	87	14%
Station road	65	11%
Speed signs	55	9%

Routes report

Traffic calming	52	8%
Police presence / Camera	43	7%
Newbridge Road	41	7%
Schools	41	7%
Factory Hill	33	5%

Question: In order to create a pleasant and safe shopping area in Church Road now and for the future, do you think any of the following are / would be needed? [Note: Less than 50% walk to the shopping area]

Reduce HGVs (access only)	648	62.2%
Textured surfaces to reduce speed (not speed bumps)	544	52.2%
Improved access and facilities for the elderly and disabled	544	52.2%
More zebra crossings	542	52.0%
More trees / flowerbeds	526	50.5%
More seating	493	47.3%
Lower speed limits	492	47.2%
Speed indication display (smiley faces etc.)	476	45.7%
Consistently wide pavements	448	43.0%
Improved access and facilities for prams and pushchairs	409	39.3%
Less through traffic (restrict to only vehicles accessing the area, public transport and emergency vehicles)	395	37.9%
Short stay parking along Church Road	233	22.4%
OK as it is	171	16.4%
Topics / response	1.5	

3.3 Traffic between the north and west of Tiptree (see SWOT)

Route 1 would likely be the cheapest improvement as a first stage to relieve the central zone. Only a short new road would be needed. Immediate advantages would be:

- Improving access to and from Tiptree Heath and improving its environment
- Reducing traffic near The Ship and West End Road junction and bends on Maldon Road.
- Reducing traffic near Tiptree Heath School
- Reducing traffic near Baynards School
- Reducing traffic at Windmill Green junction
- A means to avoid the narrow final-section of Grange Road / Vine Road that connects with Kelvedon Road at a poorly-sighted junction.
- Relieving traffic on Kelvedon Road, providing more capacity for residents to travel between the northern and central zones.

3.4 Traffic between the north and east of Tiptree (see SWOT)

Route 2: If the northern sites were chosen, housing and an outer spine road could be devised. If a route through to Colchester Road were not available in the short term, it would be advisable that the final connection to Messing Road were not made.

Immediate advantages of a complete route would be:

- Reducing traffic near Baynards School
- Reducing traffic at Windmill Green junction
- Reducing traffic at The Maypole junction
- Reducing traffic near Thurstable school
- Additional calming of traffic approaching Tiptree from Colchester Road.
- Relieving traffic on Kelvedon Road, providing more capacity for residents to travel between the northern and central zones.

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3.5 Traffic between the north and south of Tiptree (see SWOT)

As housing development is unlikely to be recommended for the southern part of Tiptree (locations B, C, and D) it is important to at least designate and hence protect a preferred route to enable a future 'bypass' of Church Road for use by non-stopping through-traffic.

4. Recommendations

Recognising that 600 houses would not fund a total relief package for Church Road, the outcome of a meeting with the steering group on 14.03.2018 was to estimate the number of houses encompassed by routes 1 and 2 with the intention of minimising A12 bound traffic through Church Road, by locating new developments to the North and Northwest of the village.

In the longer-term routes 3 and 7 were favoured as options to effect future Church Road relief in conjunction with routes 1 and 2, depending on whether a western or eastern route became practical should more housing be required of Tiptree in a later Local Plan cycle.