

Tiptree Parish Council

Ref 20032917

Comments regarding the Applicants Response to TPC REP2-126-001 as provided in NH document TR010060/EXAM/9.24 Applicant's Comments on Written Representations (page 415 forward)

Sub-Question

A full assessment was undertaken which concluded the best performing solution would be to relocate the junction from its existing location to Inworth Road. A number of benefits for the proposed location were identified, which were not limited to traffic impacts.

TPC Response

Unfortunately the impact of the increased traffic through the shopping and commercial area of the designated District Centre that is Tiptree was not considered.

Sub-Question

This proposed location of J24 allows long-distance traffic to join the A12 without going through Kelvedon and Feering,

TPC Response

As I'm sure NH is aware, few if any vehicles heading from Tiptree to the A12 south drive through Feering and Kelvedon due to the congestion caused by parked cars in Kelvedon High Street. Rather this traffic currently uses Braxted Park Road to access the A12 at Rivenhall. The origin of much of the extra traffic in Kelvedon is apparently Coggeshall.

Sub-Question

.... reduces the desirability of joining the A12 southbound at J22 from Tiptree. In doing so it improves the operation of J22, it minimises the visual impact to Prested Hall, addresses requests made by several statutory stakeholders in Stage 2 for moving the junction towards Inworth Road, minimises impact on The Crown Estate land, and provides an opportunity to construct the junction in cutting, which reduces the amount of construction material needed to be brought onto site.

TPC Response

In this list of improvements gained from the relocation of Junction 24 there is no mention of the impact upon Tiptree. The computer modelling by NH only extended as far as the double mini round-a-bout at the cross roads of the B1022 and B1023. It did not assess the impact upon Church Road. Consequently the impact upon Church Road did not figure in the responses by Stakeholders or even Tiptree residents, who would, on first glance, consider that the new junction 24 in Inworth Road was desirable. The inconvenience caused to 10,000 residents plus other users of the District Centre, not to mention the increase in ground-level pollution, should surely trump the suggested benefits listed by the Applicant.

Sub-Question

The Applicant has met with the Parish Council on several occasions starting in 2016. The most recent information on the predicted traffic impacts in Tiptree was shared as part of a meeting between the Applicant and Tiptree Parish Council in March 2022. This showed that:

- On the B1023 Church Road to the south of the double mini roundabouts, traffic is predicted to increase by 166 vehicles in the AM peak hour, and 132 vehicles in the PM peak hour.
- On the B1023 Kelvedon Road to the north of the double mini roundabouts, traffic is predicted to increase by 171 vehicles in the AM peak hour, and 100 vehicles in the PM peak hour.
- On B1022 Maypole Road to the east of the double mini-roundabouts, traffic is predicted to decrease by 168 vehicles in the AM peak hour, and 151 vehicles in the PM peak hour.
- On B1022 Maldon Road to the west of the double mini-roundabouts, traffic is predicted to decrease by 54 vehicles in the AM peak hour, and 76 vehicles in the PM peak hour.

TPC Response

The PowerPoint slide below is how these figures were presented to TPC on 15th March 2022.

Impact on Tiptree including double-mini roundabouts

Change in traffic in Tiptree due to the scheme is shown on the right.

This is the change two-way traffic in vehicles per hour, comparing the 'with scheme' and 'without scheme' models in 2027.

Increase on Church Road (up to two cars per minute) but decrease on Maypole Road / Maldon Road.

Impact on double-mini roundabouts has been modelled. This shows that the junction would be over capacity by 2042, regardless of the A12 scheme.

RFC on worst arm			
Without scheme		With scheme	
AM	PM	AM	PM
0.79	1.04	0.68	1.03

RFC = Ratio of Flow to Capacity. Values over 1 = operating beyond its theoretical capacity.

	AM	PM
Change	+110	+34

	AM	PM
Change	-87	-59

	AM	PM
Change	-78	-44

	AM	PM
Change	+121	+74

Please note:

- The figures differ from those claimed by the Applicant above.
- The predicted morning peak increase in Kelvedon (Inworth) Road of only 110 vph was the last in a long line of predictions, each of which predicted less traffic than the previous, and which had begun with a predicted increase of over 1000 - albeit lower down Inworth Road (but see next point). The predictions have changed so much that it is impossible for TPC to have any confidence in regard to just how great the increase in Church Road traffic will be.
- The Applicant's figures above suggest that the increase is +166vph (not +110) but this is still hard to equate with the +345 vph predicted lower down Inworth Road (TR010060-000369-7.2-Transport Assessment –Appendix C diagram C.9). By far the majority of traffic entering Inworth Road does so at this double roundabout. TPC did request a diagram showing the sources of the traffic that makes up the 345 vph but this has not been forthcoming.

- The Applicant states, 'The traffic changes of 92% and 42% shown in consultation brochures in June and November 2021 respectively were for a section of the B1023 through Inworth in the AM peak hour. In contrast, the traffic increase of only 110 vehicles per hour quoted in Tiptree Parish Council's Written Representation as having been presented in March 2022 was for a different section of the B1023 – on the B1023 Kelvedon Road in Tiptree village, north of the double-mini roundabouts in the centre of Tiptree – during the PM peak hour. These traffic figures are therefore not directly comparable, and there has been no change in traffic predictions since those presented in November 2021.' As stated above TPC contends that the vast majority of traffic in Inworth Road enters at this crossroads and therefore the figures at this point are broadly comparable with the figures near the proposed junction 24 and even more so for Inworth village. Furthermore please note that the increase of +110 vph in the PowerPoint slide above refers to AM peak, not PM peak. TPC has to ask, where did these March 2022 figures come from if there has been no change in predictions since November 2021?

Sub-Question

the Applicant is satisfied that the roads can operate safely without changes.

TPC Response

Tiptree Parish Council considers that the work provided by National Highways lacks clarity: The double roundabout at Tiptree is overloaded before this work commences. Should the new A12 access go live, it will attract even more traffic. But National Highways consider this to be satisfactory (for a roundabout which is already overloaded).

By the same token, NH justifies no requirement for any additional work on the Appleford Bridge (Braxted Road), as a significant portion of the traffic will now use the new Junction in Inworth Road.

It appears that they are playing both access points off against each other as a reason to do nothing. This makes no sense, especially in view of the fact that NH is aware that the double roundabout in Tiptree is already overloaded. The Parish Council fails to understand how neither site requires improvement to cope with the additional density of traffic.

Even if it can be shown that the roads can operate safely without changes, this conclusion overlooks the main point that Church Road is not just a normal road. It is the main road through a District Centre that includes 3 supermarkets, numerous shops and businesses and a primary school. Traffic levels are already high and there is no realistic prospect of a by-pass. The road is already difficult to cross and shoppers and children (including those at St Luke's school) are already being exposed to significant levels of ground level pollution. A likely 42% increase in traffic in Church Road is totally unacceptable. The double mini roundabout is already over capacity so there is every likelihood of queuing traffic here bringing Church Road to a standstill at peak times.

TPC contends that had traffic modelling been extended to consider the impact upon Tiptree a different conclusion would have been reached regarding the position of Junction 24.

Sub-Question

Further traffic information showing the origin and destination of traffic on the B1023 and Braxted Park Road in the traffic model has been provided in Appendix C of the Applicant's response to Essex County Council's Local Impact Report [TR01600/EXAM/9.37].

TPC Response

The two PowerPoint slides below illustrate the inconsistencies and ambiguities that have marked this consultation process. Both slides were presented to TPC on 15th March 2022 in the same presentation.

Traffic patterns shown in model

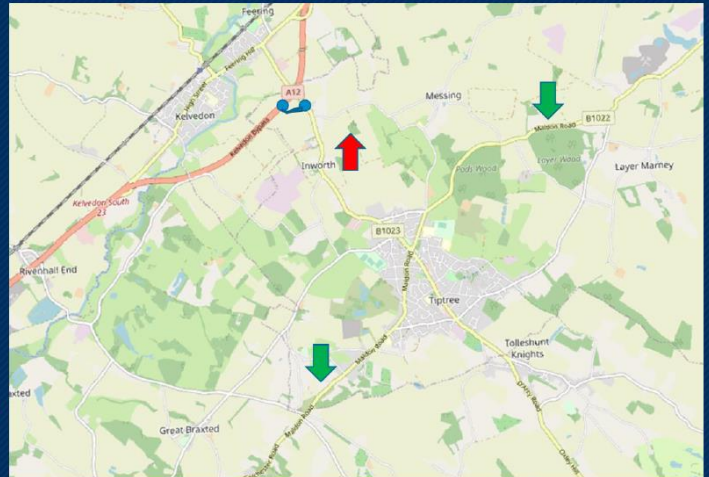
All routes out of Tiptree would remain open with our proposed scheme in place.

However, we predict an increase in traffic on Inworth Road towards our new junction 24, accompanied by a decrease on Braxted Park Road and on the B1022 to Colchester.

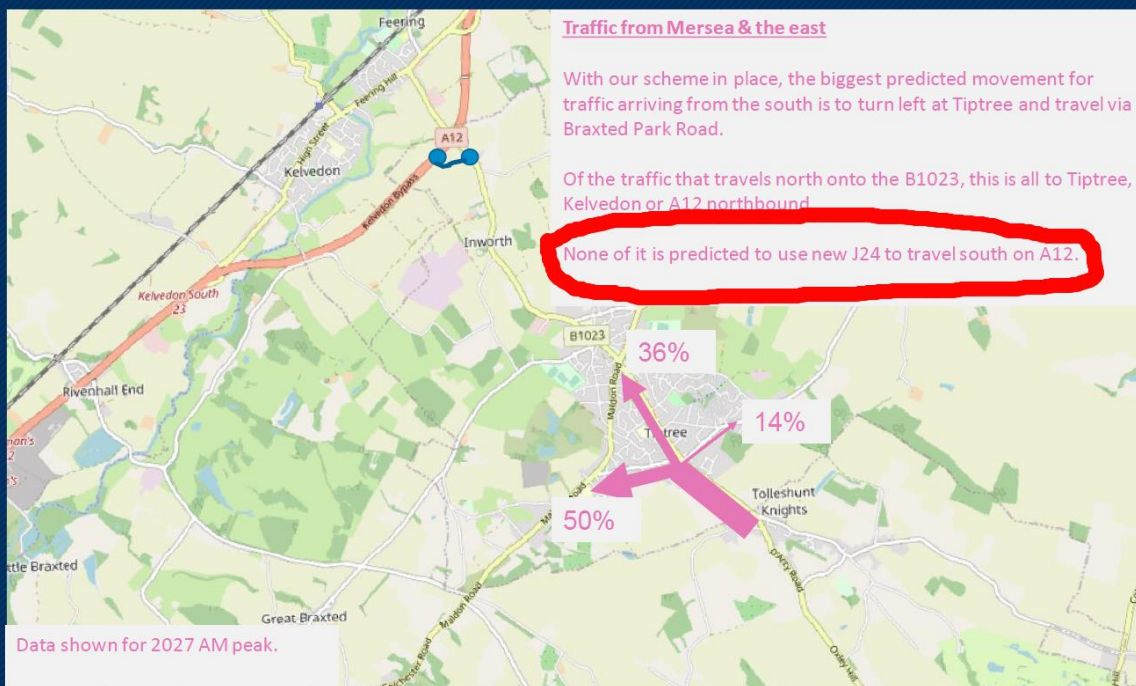
This is driven by changes in traffic patterns for traffic from Tiptree itself.

For example:

- Traffic from east of Tiptree travelling to J24 to head south on A12, instead of via Station Road / Braxted Park Road / Rivenhall End.
- Traffic from west of Tiptree travelling to J24 to take A12 to Colchester, instead of B1022.



Traffic patterns shown in model



Please note the highlighted contradiction regarding traffic in Braxted Park Road. Whilst this may be a simple oversight on the part of NH, the contradiction does nevertheless illustrate the degree to

which predicted traffic modelling has changed over the last four years. Whether or not the predictions referred to by the Applicant in the statement quoted above prove to be correct, clearly more traffic will continue to use the Braxted Park Road route than was envisaged when the various options for Junction 24 were considered (The Highways England A12 Chelmsford to A120 widening, Scheme Assessment Report Addendum, 2020, Appendix D Junction 24). This does rather undermine the case for the new position of Junction 24. However, regardless of the outcome of this examination, it is vital that the Braxted Park Road route remains a viable option for A12 SB traffic. In particular, the doubling of Appleford Bridge is considered essential, and all the more so if Junction 24 is moved to the proposed position. This would be the best hope to keep traffic levels in Church Road at acceptable levels and is the least TPC would expect by way of mitigation.

Cllr. Jonathan Greenwood
Tiptree Parish Council
14th March 2023