



Boxted Traffic Issues

Neighbourhood Development Plan

15 October 2013

Waterman Transport & Development Limited

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Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2008, BS EN ISO 14001: 2004 and BS OHSAS 18001:2007)

Issue	Date	Prepared by	Checked by	Approved by
1 st Issue	15/10/2013	Matthew S. Brown		

Comments



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1. Introduction

- 1.1. Waterman Transport and Development (WTD) have been instructed by Boxted Parish Council to provide highway and transportation advice regarding local traffic issues and prepare a report setting out recommendations to feed into the Neighbourhood Development Plan.
- 1.2. Boxted Parish Council prepared a briefing report that described the current traffic management problems in Boxted that require investigation as part of this report. The briefing report identified the following three traffic management issues in the Boxted Parish:
 - i) Problems at local junctions on Straight Road
 - ii) Congestion at Boxted Primary School
 - iii) Through traffic between Severalls Business Park and A134
- 1.3. To consider the above issues, a joint site visit was undertaken with a local resident appointed by the parish council and Matthew Brown, a Principal Transport Planner at WTD. The site was visited on the 19th July 2013 during the afternoon to coincide with school closing time. The weather during the site visit was sunny with dry carriageway conditions. The joint site visit allowed the existing problems to be explained and suitable mitigation measures to be discussed together. In addition, the appropriate local traffic issues have been discussed with Essex County Council Highway Authority with their considered response to the issues contained in an email at **Appendix F** of this report.
- 1.4. This report therefore sets out the local traffic problems and proposes suitable recommendations and mitigation measures. Chapter 2 of this report considers the problems at the Horkesley Road, Langham Road and Queen's Head Road junctions with Straight Road, Chapter 3 considers the congestion issues at Boxted Primary School and Chapter 4 the through traffic between Severalls Business Park and the A134.

2. Local Junctions

- 2.1. The briefing report identified traffic issues at the following three priority junctions with Straight Road:
- Horkesley Road J/W Straight Road
 - Langham Road J/W Straight Road
 - Queen's Head Road J/W Straight Road
- 2.2. The operation of the three junctions was reviewed during the site visit on the 19th July 2013 and suitable mitigating measures have been considered. Details of the proposed 40mph speed limit for Straight Road are provided below and the collision history of the three junctions has been investigated.

Horkesley Road J/W Straight Road

- 2.3. The site visit identified a number of existing highway issues and these are detailed below:

Existing Problems

- The alignment of the existing centre markings and the junction results in road users not pulling up the give-way line squarely. The implication is that road users are looking over their shoulder to see to the right at the give-way line. This may reduce the available visibility to the right and affect road users clear view of traffic travelling northbound on Straight Road.
- The existing give-way sign at the junction is located in vegetation and is not clearly visible to approaching road users.
- There are no slow road markings on the approach to the junction or advanced warning give-way signage. Horkesley Road is straight in alignment and vehicle may be approaching the junction at higher than desirable speeds.
- The location of the Horkesley Road priority junction is not obvious to road users travelling north and southbound on Straight Road. There is currently no junction warning signs or associated slow road markings on the Straight Road approaches to the junction. Road users may not be aware of the junction or vehicles emerging from Horkesley Road onto Straight Road.

Proposed Improvements

- 2.4. A number of improvements are suggested at the junction and these are shown on a plan provided at **Appendix A** of this report.
- The alignment of vehicles at the give-way line can be improved by providing hatching on the near side and adjusting the centre line on the approach to the junction. The adjustments will help guide vehicles to pull up to the give-way line more squarely. This will improve the visibility for road users to the right, as they will be looking through the driver window rather than over their shoulder.
 - The vegetation at the existing give-way sign should be cut back and maintained to ensure that road users on Horkesley Road can clearly see it.
 - The provision of an advanced give-way road marking should be considered, with the appropriate supplementary distance plate to warn road users they are approaching the junction with Straight Road. A 'Slow' road marking should accompany the advanced give-way sign. In addition, it would be beneficial to provide another 'Slow' road marking between the advanced give-way sign and the give-way road marking.

- Junction warning signs should be provided on both the Straight Road approaches to the Horkesley Road junction with associated 'Slow' road markings.

Langham Road J/W Straight Road

- 2.5. The joint site visit identified that there have been a number of over-shoot type damage only collision at the priority junction. These involve vehicle travelling eastbound on Langham Road failing to give-way at the junction with Straight Road and colliding with the verge opposite. It was advised that these incidents have occurred during the hours of darkness or poor visibility. It was observed the existing finger post direction signage has been relocated to the north of junction, due to being knocked over because of the overshoot incidents.
- 2.6. The site visit identified a number of existing issues that may be contributing to the overshoot collisions and these are detailed below:

Existing Problems

- The existing give-way markings are worn and not clearly visible to approaching road users.
 - The existing give-way road sign is the wrong size and considered to be too small for the approach speed of vehicles on Langham Road
 - The advanced give-way sign on Langham Road is not clearly visible to approaching road users and is obscured by overgrown vegetation.
 - The junction warning sign on the southbound Straight Road approach to the junction is dirty and not clearly visible to road users.
 - The relocation of the fingers post direction signs to the north of the junction, removes them from the eye line of road users approaching the give-way on Langham Road.
 - The visibility splay either side of the junction is obscured by overgrown vegetation.
- 2.7. There are a number of suggested improvements to the junction and these shown on a plan provided at **Appendix B** of this report and summarised below:

Proposed Improvements

- Refresh the give-way road marking and all other road marks on the approach to the junction. This will improve the visibility of the give-way to road users, especially during the hours of darkness, as the headlights will pick up the road markings.
- Replace the existing give-way sign with a new larger sign appropriate for the speed of the approach on Langham Road.
- Remove the existing finger post direction sign and replace with a new local direction sign mounted opposite the junction with Langham Road. The reflective material used on the sign will be picked up by headlights during the hours of darkness and provide a further reference to road users that they are approaching a priority junction. Similar signage has been provided opposite the junction with Horkesley Road and appears to have prevented over shoot incidents.
- The vegetation at the existing advanced give-way sign should be cut back and maintained to provide road users with clear view of the sign. This will ensure that road users have sufficient warning that they are approaching the give-way at the junction.
- The existing junction warning sign on the southbound, Straight Road approach to the junction should be cleaned to improve its visibility.

- The over grown vegetation within the junction visibility splay should be cut back and maintained to maximise the available visibility.

Queen's Head Road J/W Straight Road

2.8. The site visit identified a number of existing highway issues and these are detailed below:

Existing Problems

- The visibility at this junction is limited to the left due to the hedge on the boundary line of the adjacent property. The visibility to the right is partially obstructed by a telegraph pole and overgrown vegetation.
- The existing give-way road marking is worn and not clearly visible to approaching road users.
- The location of the Queen's Head Road priority junction is not obvious to road users travelling north and southbound on Straight Road. There is currently no junction warning signs or associated 'SLOW' road markings on the Straight Road approaches to the junction. Road users may not be aware of the junction or vehicles emerging from Queen's Head Road.

Proposed Improvements

There are a number of suggested improvements to the junction and these are shown on a plan provided at **Appendix C** of this report and summarised below:

- The vegetation either side of the junction should be cut back to the extent of the publicly maintainable highway to maximise the visibility splay. It may be possible to relocate the telegraph pole to a more suitable location out of the visibility splay, although the cost may be prohibitive. The removal of the vegetation will allow road users a view behind the pole.
- The existing give-way markings should be refreshed to ensure they are visible to approaching road users.
- Junction warning signs should be provided on both the Straight Road approaches to the Queen's Head Road junction with associated 'Slow' road markings.

Proposed 40mph Speed Limit Straight Road

- 2.9. Straight Road, as the name suggests, has a straight alignment and runs between Boxted and the junction with the A134 to the south. Straight Road is currently subject to the national speed limit near the junctions under consideration. However, Essex County Council is proposing to introduce a 40mph speed limit to run from the 30mph speed limit at the boundary of Boxted, to the junction with the A134 to the south. Essex County Council has confirmed the speed limit has been through the necessary consultation and traffic order making procedures and will be introduced this financial year. A plan detailing the extent of the 40mph speed limit is provided at **Appendix D** of this report. This plan identifies that Horkesley Road will also form part of the consultation for the 40 mph speed limit.
- 2.10. The introduction of the 40mph speed is very much welcome on Straight Road and will complement the existing 40mph speed limit on the A134 to the south-west. The 40mph speed limit should also reduce the speed that vehicles approach the existing Horkesley Road, Langham Road and Queens Head Road junctions with Straight Road. This will improve the operation of the junctions in terms of vehicles on minor road being able to judge suitable gaps in the traffic to enter Straight Road.

Collision Data and Analysis

- 2.11. Personal Injury Collision data was obtained from Essex County Council covering the five-year period up to July 2013 near the junctions. A copy of the collision data is provided at **Appendix E** of this report.
- 2.12. The collision data has been reviewed to establish if there any existing collision patterns at the priority junctions. The data indicates there has been two collisions one at the junction of Langham Road and one at Queen's Head Road in the five-year period both resulting in serious injuries. No personal injury collisions have occurred at the Horkesley Road junction. The details of the two recorded collision are provided below:

Langham Road / Straight Road Priority Junction

- 2.13. A collision resulting in serious injury occurred at the above junction on the 11th November 2011 during daylight hours. The collision involved a motorcycle travelling north-westbound on Langham Road and a vehicle pulling out of a drive at property number 70. The motorcyclist was overtaking a car on the approach to the junction with Straight and observed the vehicle emerging from the drive. The motorcyclist believed the driver of the vehicle pulling out of the drive had seen him and would stop and did not reduce speed. The vehicle pulling out the drive did not observe the motorcycle, which swerves and collides with the offside verge and the rider is thrown to the ground. The data indicates that careless reckless riding and exceeding the speed limit are very likely to be causation factors

Queen's Head Road / Straight Road Priority Junction

- 2.14. A collision resulting in serious injury occurred at the above junction on the 7th January 2013 during darkness. The collision involved a goods vehicle joining Straight Road from Queens Head Road. The good vehicle pulled out directly in front of a car travelling northbound on Straight Road causing a collision. The data indicates that a very likely causation factor was the driver of the good vehicle failed to look properly.
- 2.15. It is clear from the review if the personal injury collision data there are no discernible collision patterns at the three junctions for the five-year period. However, existing road safety issues have been identified at the three junctions and suitable mitigation measures proposed to improve their operation.

3. Congestion at Boxted Primary School

- 3.1. The Boxted Parish Council briefing report identified the following two main issues at the Boxted Primary School:
- Parking Congestion at the school
 - The operation of the Carters Hill junction with Boxted Straight Road and Warning signs
- 3.2. Boxted Primary School and the surround local highway network were visited during the afternoon school pick up to consider the extent of the above issues and any suitable mitigation measures.

Parking Congestion

Existing Situation

- 3.3. Boxted Primary School is located on the eastern side of Carters Hill at Boxted Cross. Carters Hill has been locally widened at the school to accommodate two-way traffic, beyond the school operates as a narrow, rural lane and provides access to Parsonage Hill and Cooks Hill. Pedestrian access to the school is via the eastern footway on Carters Hill that runs from the southern boundary of the site to the junction with Boxted Cross. Two points of vehicular access serve the school; the northern access provides access into the school and southern exits. Highway verge is provided in front of the school between the two vehicular accesses. A wide section of highway verge is located on the western side of Carters Hill, between Boxted Cross and the redundant junction to Hill Farm Estate. The junction of Carters Lane with Boxted Straight Road is provided with an uncontrolled pedestrian crossing and associated pedestrian refuge island. There are no existing parking restrictions in operation at Carters Lane near the school.
- 3.4. It was clear from the site visit that during school collection Carters Hill experiences significant levels of parking. Vehicles parked along the full extent of the western verge and on the eastern side of the carriageway, between the school access and right up to the junction with Boxted Straight Road. The parking on Carters Hill at the junction with Straight Road is not desirable as it reduced the carriageway width and the visibility to the left for vehicles. The school parking appeared to be concentrated on Carters Hill and no parking was observed on Boxted Straight Road.
- 3.5. On site, observation indicated very low levels of through traffic on Carters Hill and the majority of the traffic was associated with school collection. In effect, Carters Hill operates almost as a cul-de-sac and although there is parking congestion at times, there is no through traffic to mix with the school activity. Vehicle speeds were also relatively low and reflected the high levels of parking and activity. With the exception of the vehicle parked right up to the junction with Straight Road, the level of parking congestion was not severe and did not appear to cause road safety problems.
- 3.6. However, the site visit was undertaken during sunny summer conditions and the western verge was firm and able to accommodate vehicle parking. It is considered that during the colder, wetter periods of the year the level of parking demand may be higher and the western verge would become muddy and not suitable for parking. The following recommendations are therefore proposed with the aim of reducing the parking congestion on Carters Hill during school drop off and pick up.

Proposed Measures to reduce parking at Carters Hill

- 3.7. Due to the schools rural location and catchment area, not all children will live within walking distance of the school. Therefore, parents beyond walking distance will most likely need to drive to the school. It was observed that Boxted Village Hall is located on Cage Lane approximately 100 metres walk from the school. The village hall is served by 28 parking spaces including three disabled spaces. It is considered that the village hall car park would be ideal to be used as a 'Park and Walk' site by parents. There are good footway links and pedestrian crossing facilities between the Village Hall car park and the school pedestrian entrance. The use of the Village Hall car park as a 'Park and Walk' site would significantly reduce the parking demand at Carters Hill and in effect spread the parking out so it is not all concentrated at the school. For example, if the parking demand was reduced at the school the western verge at Carters Hill could be provided with bollards to prevent vehicles parking. The park and walk scheme would need the agreement of the parish council and to be promoted by the school.
- 3.8. To discourage parents parking on Carters Hill right up to the junction with Straight Road the provision of 'No Waiting at any time' (double yellow lines) parking restrictions should be considered to protect the junction. In addition, wooden bollards could be provided on the verge at the eastern side of the junction to prevent vehicles parking right up to the junction.
- 3.9. The school should liaise with Essex County Council's School Travel Plan officer to develop a Travel Plan. The Travel Plan can identify measures to encourage safe sustainable and healthy journeys to school. The Travel Plan could include the park and walk proposal and well as measures to encourage walking to school, such as walking buses and walking to school events.

Carters Hill junction with Boxted Straight Road and School Warning Signs

- 3.10. The above junction provides access to Boxted Primary School. The briefing note identifies that the visibility at the junction is good to the right and limited to the left for vehicles emerging onto Straight Road. The site visit confirmed this and the visibility to the left is limited by the bend and the front gardens of residential properties. However, the visibility to the right allows vehicles to edge out and opens up the visibility to the left. In addition, due to the bend, vehicles travelling southbound on Straight Road travel relatively slowly. Junction warning signs with associated 'Slow' road markings are also provided on both approaches to Boxted Cross. These provide road users with advanced warning of the junction.
- 3.11. It was noted that the existing give-way road marking appears to be set back from the edge of the Straight Road northbound carriageway. It is considered there may be scope to pull the give-way road marking forward slightly from its current position. This would improve the visibility to left for vehicles emerging onto Straight Road.
- 3.12. Children going to school warning signs are located on Straight Road on both the north and southbound to the junction with Carters Hill. The signs warn road users of the likelihood of approaches encountering children in the road ahead, travelling to and from school. The sign on the southbound approach is set back approximately 250 metres from the junction with Carters Hill. The sign is located a long way from the point where the majority of children are likely to be crossing the road to access Carters Hill and the school. It is considered the sign may have lost its emphasis by the time road users travelling southbound on Straight Road negotiate Boxted Cross. It is considered appropriate to relocate the sign on the southbound Straight Road approach closer to the junction with Carters Hill. In addition, it is considered that the existing warning signs would benefit from the provision of flashing amber lights, to give extra emphasis to the sign at school drop off and pick up times.

4. Through Traffic between Severalls Business Park and A134

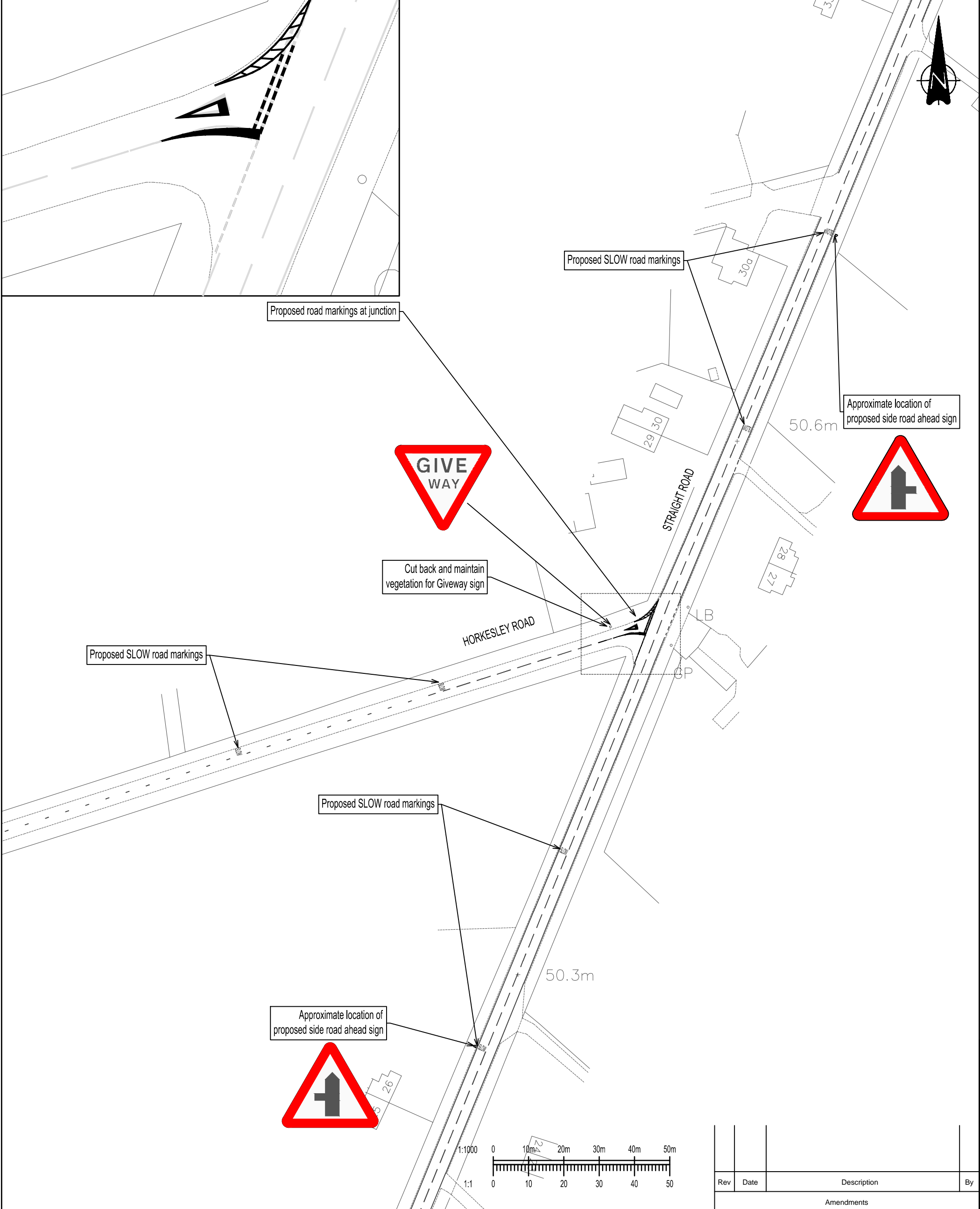
- 4.1. The briefing note identifies there is a long running problem with HGVs and commuters using Langham Road / Straight Road / Horkesley Road or Queens Head Road to cut between Severalls Business Park and the A134. It should be acknowledged there is little that can be done to prevent commuters in light vehicles using this route. However, the local roads are not suitable to accommodate HGV traffic between Severalls Business Park and the A134. It is considered that HGV through traffic could be prevented by the introduction of weight limits on Severalls Lane / Langham Road, Horkesley Road and Queens Head Road. The introduction of the weight limits would encourage HGVs to use the appropriate classification of road to travel between the Business Park and the A134, such as Ipswich Road and the A133.
- 4.2. Essex County Council have responded on this matter and have stated that there was a report commissioned on this issue in 2012. The findings of the report were that approximately three quarters of HGV traffic in Boxted was associated with business in the village. Only one quarter of HGV traffic was travelling through. The introduction of a weight limit restriction would therefore act to eliminate only a small amount of traffic. This matter has however been passed to the Colchester District Highways Liaison Officer for further investigation.


Northern Approach Road and Cuckoo Farm Park and Ride

- 4.3. The Colchester Local Development Framework identifies the commitment to provide the Northern Approach Road and Park and Ride schemes in the Colchester North Growth area. Both of these projects are supposed to have been constructed and operational, but appear to have been delayed due to a lack of funding. The proposed 'Northern Approach Road' will connect to Junction 28 on the A12, Axial Way and United Way to the existing Northern Approach Road. This will create a transport corridor between the town centre and north Colchester growth area. In addition, the park and ride site at Cuckoo Farm will utilise the route to access the Town Centre.
- 4.4. The proposed 'Northern Approach Road' when complete will also link to the A134 at the Nayland Road / Boxted Road roundabout. The completion of the Northern Approach Road will provide a logical route for HGVs to access the A134 from Severalls Business Park avoiding both Mill Lane and the local Boxted Roads. It would be sensible for the weight limit to be considered as part of the detailed design of the 'Northern Approach Road'.

APPENDICES

A. Horkesley Road / Straight Road Junction



 Regent House Hubert Road Brentwood Essex CM14 4JE t 01277 238 100 f 03333 444 501 mail@watermangroup.com www.watermangroup.com		Project Boxted Neighbour'h'd Development Plan		Drawing Status PRELIMINARY				
		Title Horkesley Road/ Straight Road Priority Junction		Designed by MSB	Checked by MSB	Project No CIV14718		
		Client Lucy Carpenter Planning Consultant		Drawn by AJ	Date 22.07.13	Computer File No CIV-14718-SA-95-0002.dwg		
				Scales @ A3 work to figured dimensions only 1:1000		Publisher CIV	Zone SA	Category 95
						Number 0002	Revision	

B. Langham Road / Straight Road Junction



Existing finger post sign to be replaced with clearer directional signs

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GP

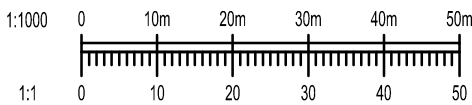
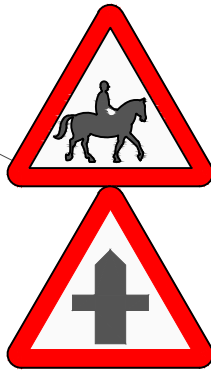
Refresh fading road markings at junction

Cut back vegetation to highway boundary to improve visibility splay

Give Way sign to be replaced with correct larger sized sign

Existing vegetation to be cut back and maintained to improve visibility of sign.

Existing junction warning sign to be cleaned



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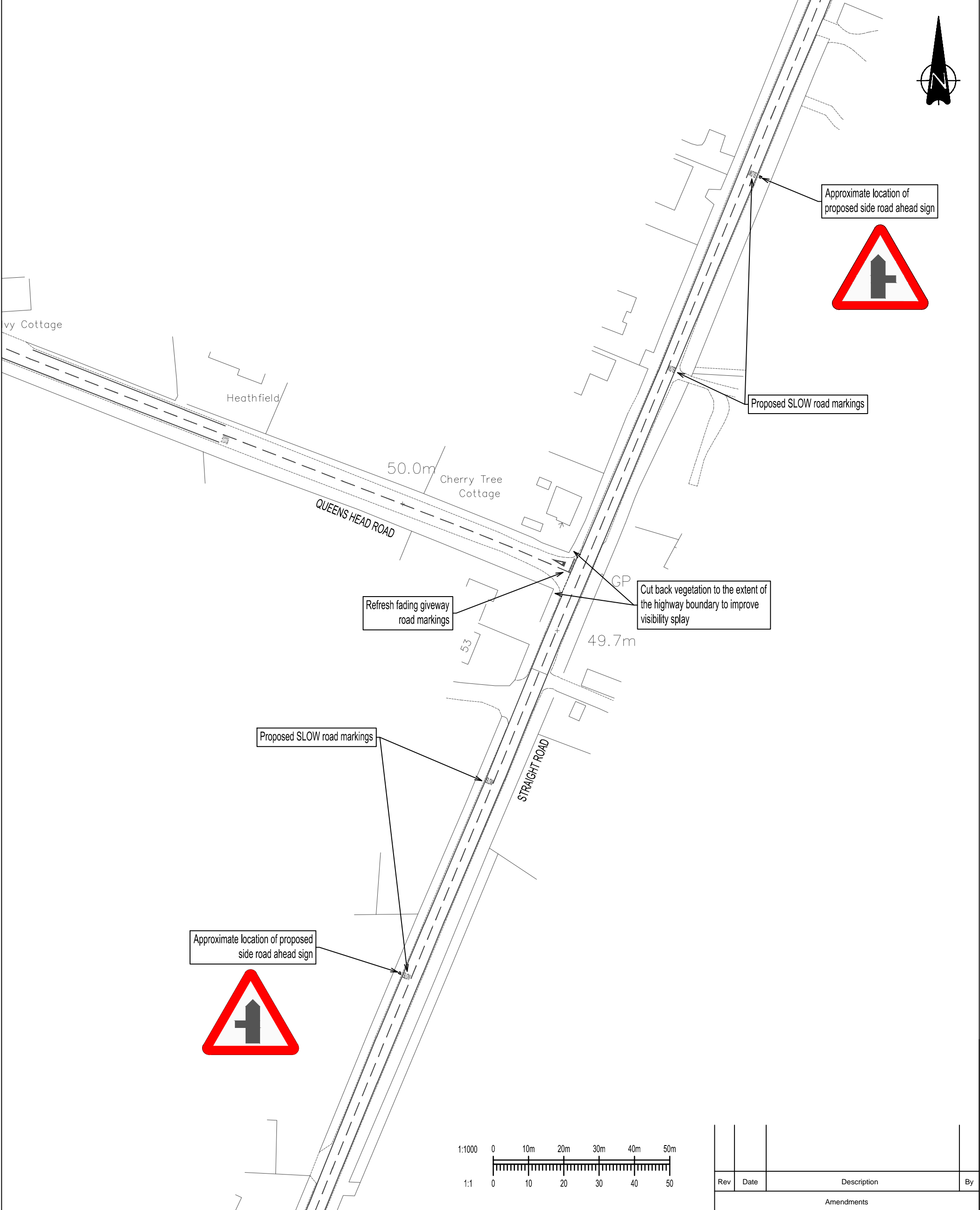
Project
Boxted Neighbour'h'd Development Plan


Title
Langham Road/ Straight Road
Priority Junction

Client
Lucy Carpenter Planning Consultant

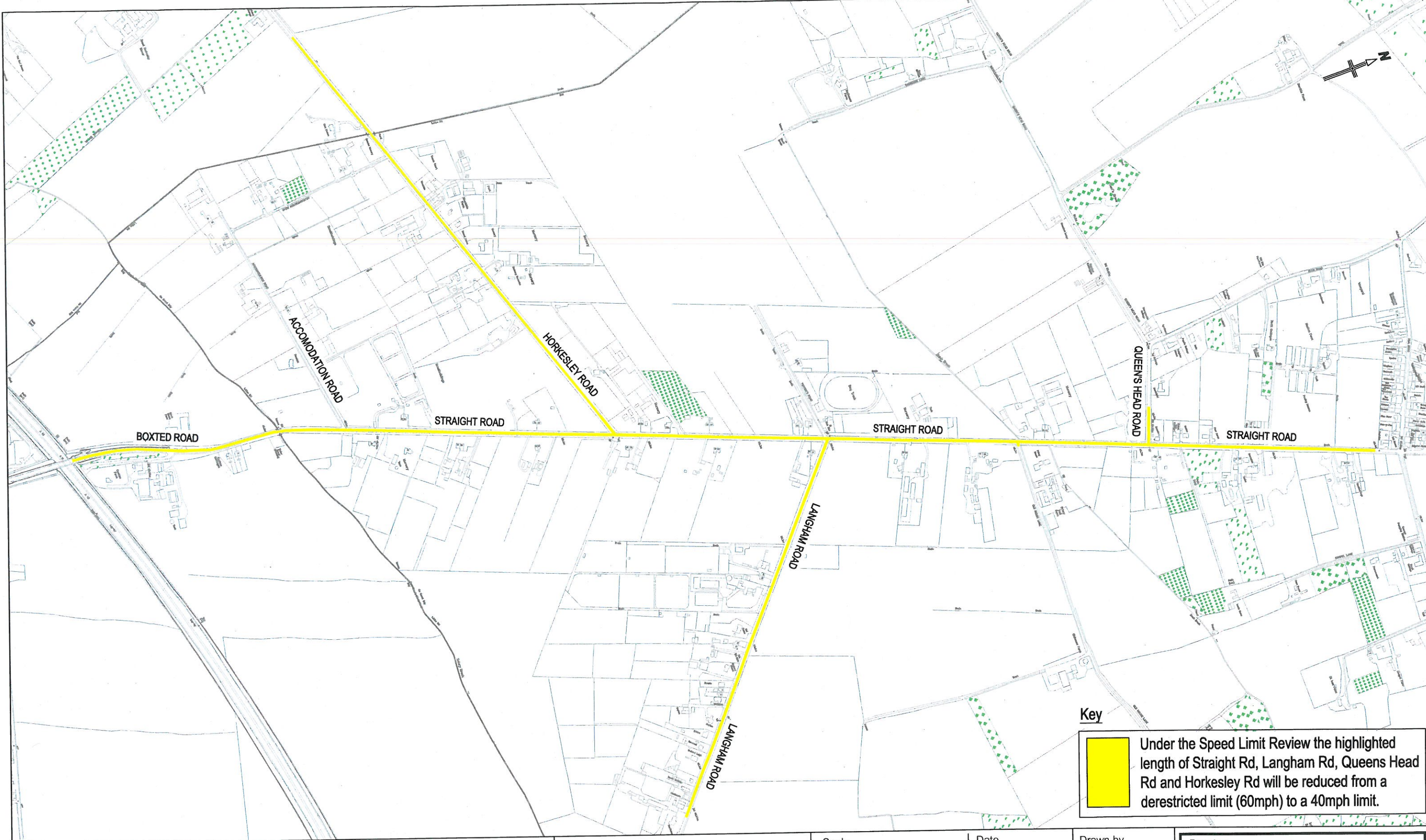
Rev	Date	Description	By
Amendments			
Drawing Status			
PRELIMINARY			
Designed by	MSB	Checked by	MSB
Drawn by	AJ	Date	22.07.13
Scales @ A3 work to figured dimensions only		1:1000	Project No CIV14718
			Computer File No CIV-14718-SA-95-0001.dwg
Publisher	Zone	Category	Number
CIV	SA	95	0001
			Revision

C. Queen's Head Road / Straight Road Junction

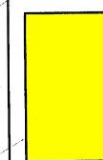


	Project Boxted Neighbour'h'd Development Plan	Drawing Status <h1>PRELIMINARY</h1>					
		Designed by MSB		Checked by MSB		Project No CIV14718	
		Drawn by AJ		Date 22.07.13			
		Scales @ A3 work to figured dimensions only 1:1000				Computer File No CIV-14718-SA-95-0003.dwg	
		Publisher		Zone	Category	Number	Revision
CIV		SA	95	0003			
Regent House Hubert Road Brentwood Essex CM14 4JE t 01277 238 100 f 03333 444 501 mail@watermangroup.com www.watermangroup.com		Client Lucy Carpenter Planning Consultant					

D. Extent of Proposed 40 mph Limit



Key



Under the Speed Limit Review the highlighted length of Straight Rd, Langham Rd, Queens Head Rd and Horkesley Rd will be reduced from a derestricted limit (60mph) to a 40mph limit.

E. Personal Injury Collision Data

Accidents between dates 01/03/2008 and 28/02/2013 (60) months

Selection: Notes:

Selected using Build Query :

I37061111 11/11/2011 Time 1442 Vehicles 2 Casualties 1 Serious
E: 599898 N: 230107 First Road: U Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction Not applicable
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight: no street lighting Fog or mist
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 001	Very Likely
2nd:	Rain, sleet, snow, or fog	Vehicle 002	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 001	Possible
4th:	Swerved	Vehicle 001	Possible
5th:	Exceeding speed limit	Vehicle 001	Very Likely
6th:	Failed to look properly	Vehicle 001	Possible

V1 TRAVELLING TOWARDS BOXTED. V2 PULLING OUT OF DRIVEWAY TO TRAVEL AWAY FROM BOXTED. V1 OVERTAKES A CAR AND SEES V2 PULLING OUT OF DRIVEWAY, BELIEVES DRIVER OF V2 HAS SEEN HIM AND WILL STOP SO PROCEEDS AND DOESN'T SLOW DOWN. DRIVER V1 REALISES HE MIGHT HIT V2 SO SWERVES TO HIS OFFSIDE, HITS THE VERGE AND IS THROWN TO THE GROUND. NO ACTUAL IMPACT WITH V2.

Occurred on 200M FROM J/W STRAIGHT ROAD, O/S 70 LANGHAM ROAD.

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Vehicle movement from Park to Parked No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
O/S Age of Driver 29 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 29 Male Driver/rider Severity: Serious
Not a pupil Postcode Seatbelt

Vehicle Reference 2 Agricultural vehicle Turning right
Vehicle movement from Park to Parked No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 76 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Accidents between dates 01/03/2008 and 28/02/2013 (60) months

Selection:

Notes:

Selected using Build Query :

I00390113 07/01/2013 Time 2100 Vehicles 2 Casualties 1 Serious
E: 599809 N: 230993 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 JOINING BOXTED STRAIGHT ROAD FROM QUEENS HEAD ROAD, VEH 2 TRAVELLING NORTH ON STRAIGHT ROAD, AS VEH 2 PASSES QUEENS HEAD ROAD, VEH 1 PULLS OUT STRAIGHT IN FRONT OF VEH 2 AND VEHS 1,2 COLLIDE. PASSENGER OF VEH 1 JUMPS OUT AND PROVIDES FALSE DETAILS AND LEAVES SCENE SWIFTLY.

Occurred on STRAIGHT ROAD J/W QUEENS HEAD ROAD, BOXTED, COLCHESTER

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Starting
Vehicle movement from Park to Parked No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from Park to Parked No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/parked First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Female
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 31 Female Driver/rider Severity: Serious
Not a pupil Postcode Seatbelt

Accidents between dates 01/03/2008 and 28/02/2013 (60) months

Selection:

Notes:

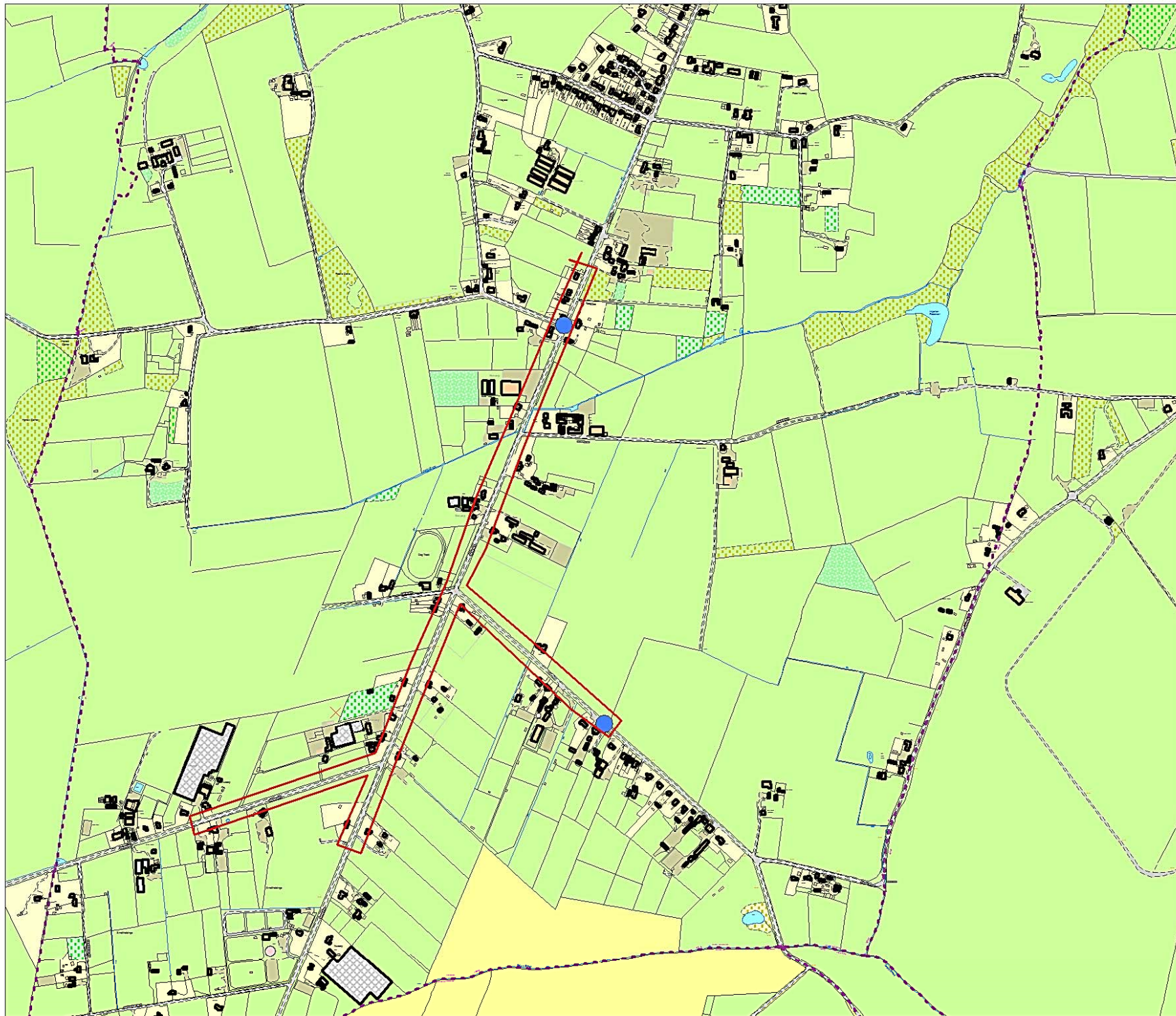
Selected using Build Query :

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	1	0	1
2-wheeled motor vehicles	0	1	0	1
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	2	0	2

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	0	1
Passenger	0	0	0	0
Motorcycle rider	0	1	0	1
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	2	0	2



Colour coding by SEVERITY

- ★ Fatal (0)
- Serious (2)
- ▼ Slight (0)

Dates searched between
01/03/2008 and 28/02/2013

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**Essex
Highways**

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DRAWING TITLE

Straight Road & Jcts, Boxted

SCALE 1 : 8080

DATE 23/07/2013

DRAWING No.

DRAWN BY

F. Essex County Council Highway Authority Response

Jennings, Andrew

From: Trowbridge, Andrew J on behalf of Brown, Matthew S
Sent: 09 October 2013 14:39
To: Jennings, Andrew
Subject: FW: Boxted Traffic Issues Enq 1649734
Attachments: Straight Rd plan.pdf

From: #Mhqq1ihu#Jxgnd#Klj kz d|v#Ddlvrq#R iilfhu#p dlv#Mhqq1ihuJxgndC hvvh{1jry'xn'###
Sent: #36#R fwrehu#5346#17=87#
To: #Eurz q/#P dwkhz #V#
Subject: #Er{wng#Wudiiif#Lvxhv#Hgt#197<:67###

Dear Mr Brown

I write in reply to your enquiry regarding various traffic matters in Boxted, I apologise for the delay in my reply.

40 MPH speed limit Straight Road

Boxted Parish Council were consulted last year on the proposal to reduce the speed limit on Straight Road to 40mph and should have been send the above plan which details the extent of the proposed speed limit. Unfortunately at the present time I am unable to give an exact timeframe for implementation. It is planned to formally consult on the proposal by the end of 2013, with any actual implementation date dependant on any objections being received.

The above plan shows the extent of the proposal, which you will note also includes Horkesley Road.

Through Traffic and Rat Running

A report into HGV's travelling through Boxted was previously conducted in 2012, the report summary is below:

Summary of HGV Routing

Analysis of the matched HGV number plate data revealed that of the 549 surveyed HGV movements, 228 (42%) were bypassing Boxted travelling on the A134. These movements were excluded from the overall trip analysis, as they were not routing through Boxted.

A total of 321 HGV movements were recorded travelling to or from internal destinations within Boxted, or travelling straight through Boxted as shown in *Table 3.2* below. This represents an average 29 HGV movements per hour (not all of which travel through the centre of Boxted). Given that there are at least five local businesses in the Boxted area that generate and/or attract HGV trips, the number of hourly HGV movement in Boxted is not necessarily considered to be excessive.

Of these trips; 245 (76%) of HGV movements had a trip origin or destination in Boxted. Through trips, defined as HGVs originating from and travelling to an external zone via Langham Lane, Langham Road or Straight Road accounted for 76 movements (across 12 hours) or 24% of total HGV trips.

Table 3.2 Zone to Zone HGV Movements (12hr)

Totals HGV Movements	HGV Movements	% Of Total HGV Movements
External to Internal Zone Trips	121	38%
Internal to External Zone Trips	120	37%
Internal to Internal Zone Trips	4	1%
Boxted Through Trips	76	24%
Total	321	100%

A detailed summary of each HGV zone to zone movement recorded is presented in Tables 3.3 to 3.5 below, with the most significant HGV movements highlighted within each table.

Of the external and internal zone HGV movements, HGVs travelling between external zone 1 (A134 north) and zone 6 (Stour Gardens and Dyres Transport) account for the most significant number of HGV trips between any zones (36 12 hour trips).

Of the through HGV movements recorded (no trip purpose in Boxted) HGVs travelling between zone 1 (A134 north) and zone 3 (Severalls Lane) accounted for the highest number of through trips (26 movements or 34% of all through trips recorded). It is likely that these HGV trips are using this through route to access Colchester town, the new A12 J28 or Severalls Business Park. It is therefore evident that some HGVs could be routing through Boxted from the A134 to access the A12 via J28. However, it is considered likely that a number of HGVs also took this route prior the opening of J28 in order to access the A12 via Ardleigh Crown interchange.

Whilst the report shows that majority of HGV traffic had a trip origin or destination in Boxted, I will pass the Parish Councils request through to the Highway Liaison Officer for the Colchester district; Rob MacDonald, he will organise further investigation into the request. Funding for any weight limit would require to be funded through the Local Highways Panel which Rob would also co-ordinate.

Congestion at Boxted School

Unfortunately the Essex County Council 'Safer Journeys to School' programme is no longer operational.

Short term congestion around schools is fairly commonplace, however, this is normally confined to school opening and closing times. This extra traffic does tend to encourage lower traffic speeds, and I would highlight that there have been no personal injury collisions in this location in the last five years.

I hope this information is of use.

Kind regards

Jennifer Gudka
Customer Service Advisor
Environment, Sustainability & Highways

Essex County Council

telephone: 07786 125460| email: jennifer.gudka@essex.gov.uk

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