

GREAT TOTHAM PARISH COUNCIL

Review of Speed Limits – January 2013

Following recent formal and informal consultations by the Essex County Council about changes to speed limits the Parish Council decided to carry out a review of all existing speed limits and any new or revised orders in progress, including their relationship to speed limits at Wickham Bishops and Little Braxted Parishes, so as to identify any other changes which need to be in place to provide a comprehensive approach to speed limits in the area.

A map showing the present position and planned changes (undergoing the consultation and legal processes) was examined and tested against the Essex County Council's Speed Strategy, revised following changes to Government guidance, was examined. The map is shown as an appendage.

Through the Strategy, it was noted, the County is moving towards a standard speed limit of 30mph in villages. A Village is defined as having 11 or more properties to include houses, shops, a church or school, village hall or public house (traffic generators), etc., within a minimum length of 350 metres. Speed limits will need to be consistent along the route so that similar environments are treated in the same way and new limits should not result in too many changes in limit for the driver. A minimum speed limit length is 600 metres other than in villages.

The map makes it clear that, for speed limit purposes, three discrete "village" areas are apparent and these were examined individually along with the B1022 road which passes through Great Totham. The result is as follows:

Broad Street Green linked to Heybridge: Broad Street Green Road (B1022) is entirely a Main Distributor route considered a Priority 1 County Road. An order is in progress to replace the present 50 mph limit between the Parish Boundary to the south and the end of the Pond Land with a 40mph limit and the remaining 60metres reverting to 60mph. This will form a continuous 40mph limit from the 30mph limit at Heybridge. **It was agreed that no further change should be proposed.**

Totham Hill (excluding Colchester Road and Braxted Lane): This part of the parish has developed straddling Colchester Road (B1022) but most development has occurred on the east side. The public roads forming the "Village" on this side (but not Colchester Road itself) are subject to a 30mph limit and **It was agreed that no further change should be proposed..**

Colchester Road (B1022) at Totham Hill: This is a Radial Feeder Priority 1 County Road having Mountains and Chapel Roads, two Priority 2 Link Roads, feeding in along with four Local Roads, a bridleway and public footpath. Colchester Road is subject to a 40mph limit over about 900m and has 4 bends, of which 2 have no sight lines. Three of the feeder roads have poor visibility upon egress; There is a shop and a pub, two other business premises, four bus stops and 30 houses (12 on the west side with another four planned). The road has to be crossed by most to access the Recreation Ground and Playground. It clearly forms part of the "Village" and meets that criteria in the Strategy.

Braxted Lane, a local road, feeds into Colchester Road and a short stretch is subject to the same 40mph limit because it includes the entrance to the Recreation Ground and

Playground and has no footway. Leaving it at 40mph may prove confusing to the road user. Accordingly, **It was agreed that replacement of the 40mph with a 30mph limit in Colchester Road and Braxted Lane should be proposed.**

Colchester/Maldon Road (B1022): The stretch of the B1022 from Roundbush Corner to the Village Hall (Colchester Road becoming Maldon Road) joins the two largest parts of Great Totham and at present is subject to a 60mph limit. There are no footways but many vulnerable users particularly between Beckingham Road and the Village Hall which is used by pedestrians walking between the two centres. It has a Priority 2 route joining it at the north end and a local road, Beckingham Road, giving entry to a busy golf club and a factory, feeding in. It has four bends one of which has poor visibility and two bus stops. There are accesses to six houses, two farms, four fields, two businesses in redundant farm buildings, a gypsy site, a paddock, a well used unofficial lay-by, a public footpath and is crossed by an East Anglian Farm Rides bridleway. It appears to fit the criteria for a 40mph limit and this would be consistent with a new order in progress further north in Great Braxted and onwards. **It was agreed that a speed limit of 40mph limit from Roundbush Corner to the Village Hall should be proposed.**

The main Village of Great Totham linked with its settlement of Beacon Hill and the Parishes of Little Braxted and Wickham Bishops. The present and proposed speed limits in these three parishes are becoming increasingly linked and with a few additions the whole area will constitute a comprehensive and coherent whole, with all roads subject to 30mph limits supported by the local community and making a clear statement to the road user.

The settlements include the B1022 road in Great Totham and the Priority 2 Secondary Distributor from Witham to Heybridge via Wickham Bishops and Great Totham, known as Blue Mills Hill, Witham Road, The Street and Maypole Road. There are five Priority 2 link roads and Secondary Distributors linking the A12, A414, B1019 and B1022 as well as ten local roads feeding into the area.

Most of the developed area is subject to 30 mph speed limits which have obvious "Village" starting and finishing points but there are some incongruous parts on a section of Maypole Road and its adjoining roads and Goat Lodge Road.

Maypole Road is a Secondary Distributor between Witham and Heybridge running through the centre of Wickham Bishops and onwards through Great Totham. The present 30mph limit terminates at the parish boundary of Wickham Bishops/Great Totham where the limit becomes 60mph. The next 350m has a shallow bend and no footways, with entry to six houses and runs to five corners junction where it meets Kelvedon Road and Prince of Wales Road, both Priority 2 link roads, and Back Lane, a local road. The latter has no visibility from the right upon egress until vehicles are partly into Maypole Road and Kelvedon Road here has a difficult formal access which most drivers ignore, preferring to cut across the entrance to Prince of Wales Road.

Continuing southwards along Maypole Road there is another shallow bend with no footways. There are vulnerable users riding horses as well as pedestrians. There are entries to 8 houses, a farm, a Pet and Garden Centre, a Riding and Livery Stables and two public footpaths. This area probably constitutes a "Village" in its own right under the Strategy and would thus qualify for a 30mph speed limit ending at (say) the property called Wurono. To achieve consistency and avoid having too many changes for the driver, it would then be appropriate to extend the 30mph limit in Maypole Road from the existing

point at the parish boundaries to Wurono. **It was agreed that extension of the existing 30mph limit in Maypole Road to Wurono should be proposed.** Wickham Bishops Parish Council support this proposal.

To achieve consistency in this area and avoid having too many changes for the driver, it then becomes appropriate to extend the 30mph limits in **Kelvedon Road** to the junction with Walden House and Great Totham Roads (where it will continue to the existing 30mph limit when a new order at present under consultation is in place); and to the existing 30mph limits in **Back Lane** and **Prince of Wales Road**. These sections of roads have no footways and have vulnerable users in the form of horse riders from the nearby stables and pedestrians making their way to the local services, the School and the Scout Headquarters. **It was agreed that extension of the existing (or planned) 30mph limits in Kelvedon and Prince of Wales Roads and Back Lane to Five Corners Junction should be proposed.** Wickham Bishops Parish Council support this proposal.

Goat Lodge Road is subject to 60mph for most of its length. It has many vulnerable users as it provides access from the main part of Great Totham to Beacon Hill, a renowned viewpoint being part of the "Great Triangulation" in 1799 and the highest spot in the Maldon District. It has no footways but is also popular with walkers generally as it links to four public footpaths directly and onwards to the public rights of way network. It is also popular with cyclists as it is close to the National Cycle Network. It meets Beacon Hill Road which is subject to a 30mph limit. The road is narrow with three bends along the present 60mph section of about 600m and there are entrances to nine houses and a farm with planning permission for a further entrance onto the road. **It was agreed that extension of the existing 30mph limit in Goat Lodge Road to the Beacon Hill junction should be proposed.**

Summary of Proposals

1. Replacement of the 40mph with a 30mph limit in Colchester Road and Braxted Lane in the north of the Parish.
2. A speed limit of 40mph from Roundbush Corner to the Village Hall on the B1022.
3. An extension of the existing 30mph limit in Maypole Road to Wurono.
4. An extension of the existing (or planned) 30mph limits in Kelvedon and Prince of Wales Roads and Back Lane to Five Corners Junction.
5. An extension of the existing 30mph limit in Goat Lodge Road to the Beacon Hill junction.

