

## Maldon LDP Examination-in-Public

### A414 Danbury Statement between Essex Highways and Chelmsford City Council

#### 1. Introduction

This statement has been prepared to assist the Inspector by setting out the areas of common ground between Essex County Council and CCC in respect of traffic impacts along the A414 through Danbury. It seeks to respond in full to the Inspector's email dated 23.1.15.

Appendix 2 also seeks to respond to the Inspector's additional email on 27<sup>th</sup> January 2015.

The agreed indicators between Essex County Council and CCC is as follows:

- Traffic Numbers and Percentage Increase.
- Average Delay (Delays per Passenger Car Units or PCUs)
- Degrees of Saturation
- Mean Maximum Queue Lengths.

#### 2. Indicators to measure traffic impacts

The following indicators are considered the most relevant measures. These are used to measure traffic impacts in peak periods. The figures in the following Tables are extracted from the full modelling results attached at Appendix 1.

##### (A) Traffic Numbers and Percentage Increase

This provides details of the actual predicted traffic figures together with a percentage increase due to the LDP developments. In Table 1, the percentage increase in the right hand column is as a result of the proposed developments over and above the background 2026 traffic on all approaches.

The percentage increase in the bottom row of Table 2a is the same for the A414 East Approach to Eves Corner.

**Essex County Council and CCC agree the following results:**

**Table 1 - Total Traffic Flows at Eves Corner on all approaches**

	Base 2013	Percentage Growth 2013-2026	Total Background Traffic at end of Plan period (2026) at Junction	Development Trips	Total traffic at end of Plan period (2026) with development	Percentage Increase over 2026 Base
<b>AM Peak</b>	2061	9.9%	2265.2	386.6	2651.8	17.1%
<b>PM Peak</b>	2078	10.9%	2303.7	389.9	2693.6	16.9%

**Table 2A - Increase in Movements to/from Approaches to Eves Corner – AM Peak**

	AM Peak			
	From A414 East	From A414 West	From Little Baddow Rd	From Mayes Lane
<b>Base 2013</b>	988	575	307	191
<b>Percentage growth 2013 to 2026</b>	9.9%	9.9%	9.9%	9.9%
<b>Background Traffic at end of Plan Period (2026)</b>	1085.9	632.0	337.4	209.9
<b>Development Trips</b>	279.6	86.7	8.6	11.7
<b>Percentage Increase over 2026 Background</b>	+25.7%	+13.7%	+2.5%	+5.6%

**Table 2B - Increase in Movements to/from Approaches to Eves Corner – PM Peak**

	PM Peak			
	From A414 East	From A414 West	From Little Baddow Rd	From Mayes Lane
<b>Base 2013</b>	689	827	260	302
<b>Percentage growth 2013 to 2026</b>	10.9%	10.9%	10.9%	10.9%
<b>Background Traffic at end of Plan Period (2026)</b>	763.8	916.8	288.2	334.8
<b>Development Trips</b>	133.9	194.7	18.9	42.3
<b>Percentage Increase over 2026 Background</b>	+17.5%	+21.2%	+6.6%	+12.6%

(B) Queue Times (Delays per Passenger Car Units (PCUs))

Using Linsig Software Outputs, this provides the Average Delay (in seconds) for each PCU on the Link (e.g. on the A414 East approach to the junction) averaged over the modelled time period (one hour).

**Essex County Council and CCC agree the following results:**

**Table 3 - AM Peak Modelling Average Delay per PCU Results Summary for A414 East**

	Average Delay per PCU (secs)	Average Delay per PCU (Mins and secs)
<b>Base 2013 - Existing Layout</b>	<b>226.2</b>	<b>3 mins 46 secs</b>

	Average Delay per PCU (secs)	Average Delay per PCU (Mins and secs)
Background Traffic at end of Plan Period (2026) with Pre-signals	392.0	6 mins 32 secs
Background Traffic Plus Development (2026) with Pre-signals	721.0	12 mins 1 secs
Actual Increase over 2026 Background	+329	5 mins 29 secs
Percentage Increase over 2026 Background	+83.9%	

**Table 4 - PM Peak Modelling Average Delay per PCU Results Summary for A414 West**

	Average Delay per PCU (secs)	Average Delay per PCU (Mins and secs)
Base 2013 - Existing Layout	70.0	1 mins 10 secs
Background Traffic at end of Plan Period (2026) with Pre-signals	242.2	4 mins 2 secs
Background Traffic Plus Development (2026) with Pre-signals	551.7	9 mins 12 secs
Actual Increase over 2026 Background	+309.5	5 mins 10 secs
Percentage Increase over 2026 Background	127.8%	

(C) Degrees of Saturation

Using LinSig Software Outputs, this measures the Degree of Saturation of the Link (eg. on the A414 East approach to the junction in the AM Peak). This is defined as the ratio of Demand Flow entering the link to the Capacity leaving the link e.g. traffic exiting the link at the give way line at the mini roundabout (and is defined as a percentage, with 100% considered to be at capacity).

**Essex County Council and CCC agree the following results:**

**Table 5 - AM Peak Modelling Degree of Saturation Results Summary for A414 East**

	Degree of Saturation
Base 2013 - Existing Layout	110.7%
Background Traffic at end of Plan Period (2026) with Pre-signals	122.5%
Background Traffic Plus Development (2026) with Pre-signals	154.0%
Actual Increase over 2026 Background	+31.5%
Percentage Increase over 2026 Background	+25.7%

**Table 6 - PM Peak Modelling Degree of Saturation  
Results Summary for A414 West**

	<b>Degree of Saturation</b>
<b>Base 2013 - Existing Layout</b>	100.8%
<b>Background Traffic at end of Plan Period (2026) with Pre-signals</b>	112.6%
<b>Background Traffic Plus Development (2026) with Pre-signals</b>	136.9%
<b>Actual Increase over 2026 Background</b>	+24.3%
<b>Percentage Increase over 2026 Background</b>	+21.6%

(D) Mean Maximum Queue Lengths

At the end of each cycle at signals (i.e. the allocated time to accommodate all movements at a junction), a maximum queue is predicted on a particular link (e.g. A414 East Approach). The Mean Max Queue is the mean of all the maximum queue lengths calculated over the modelled hour period. Thus, using Linsig Software Outputs, the Mean Maximum Queue represents the maximum queue, in passenger car units (PCUs, a car = 1 pcu, a medium goods vehicle = 1.5 pcus, an hgv = 2 pcus) within a typical signal cycle averaged over all the cycles within the modelled time period.

**Essex County Council and CCC agrees the following results:**

**Table 7 - AM Peak Modelling Mean Max Queue  
Results Summary for A414 East**

	<b>Mean Max Queue (pcus)</b>
<b>Base 2013 - Existing Layout</b>	<b>126.4</b>
<b>Background Traffic at end of Plan Period (2026) with Pre-signals</b>	<b>182.6</b>
<b>Background Traffic Plus Development (2026) with Pre-signals</b>	<b>341.8</b>
<b>Actual Increase over 2026 Background</b>	+159.2
<b>Percentage Increase over 2026 Background</b>	+87.2%

**Table 8 - PM Peak Modelling Mean Max Queue  
Results Summary for A414 West**

	<b>Mean Max Queue (pcus)</b>
<b>Base 2013 - Existing Layout</b>	<b>25.7</b>
<b>Background Traffic at end of Plan Period (2026) with Pre-signals</b>	<b>116.9</b>
<b>Background Traffic Plus Development (2026) with Pre-signals</b>	<b>232.1</b>
<b>Actual Increase over 2026 Background</b>	+115.2

### **3. Weight attached to each indicator**

Essex County Council and CCC agree that there should be no particular weighting applied to any of the above indicators. They have equal value and are just different methods of defining and measuring the operation of a junction.

### **4. Highway mitigation measures**

Essex County Council has been proactive in identifying the necessary mitigation along the A414 Chelmsford to Maldon corridor, which seek to minimise any impacts on the strategic highway network. These mitigation measures are described below and include capacity upgrades to existing junctions along the A414 and enhancements to the existing public transport network serving the Maldon and Heybridge area.

#### Junction Upgrades

ECC has secured a commitment for £4m (£2m ECC contribution) from the South East Local Economic Partnership (SELEP) Local Growth Fund monies for the following package of junction improvements along the A414 between Maldon and Chelmsford. Business cases for each scheme are currently being finalised by Essex County Council. A decision is expected to be announced in March 2015. Schemes must be commenced by 2016/17.

In order of priority, the schemes are as follows.

- (i) A414 / B1018 Limebrook Way, Maldon (est. £1.47m)

The widening of Limebrook Way and A414 West approaches to the junction and widening of the A414 North exit arm, is identified as a requirement to support early delivery of development in the LDP. Widening will provide two entry lanes on all four approaches to the junction. Further investigation is being progressed into providing left turn slip options for both the A414 eastbound to A414 northbound (the higher priority), and Limebrook Way to A414 westbound. Left turn slip lane options are yet to be costed, but there is some funding available within SELEP monies.

- (ii) A414 / Little Baddow Road / Mayes Lane (Eves Corner), Danbury (est. £0.28m)

Providing pre-signals on the minor approaches (Little Baddow Road and Mayes Lane) to the junction to provide additional capacity and improve peak time traffic operations on the A414.

- (iii) A414 / Well Lane, Danbury (est. £0.235m)

Provide a priority junction including eastbound right turn lane to replace the current mini-roundabout, to improve traffic flow along the A414, and in combination with improvements at Eves Corner to deter 'rat running'.

(iv) A414 / Spital Road, Maldon (est. £0.94m)

Widening to provide a dedicated northbound lane at the roundabout and widening of the north and southbound approaches to the junction.

Junctions (i), (ii), and (iv) listed above were identified by ECC as requiring mitigation to support the growth identified in the submitted LDP. They are identified in the 'Updated Maldon District LDP Infrastructure Phasing Plan January 2015'<sup>1</sup> (IPP January 2015, Appendix 4 of MDC's Hearing Statement) as schemes to be funded by SELEP (last column of the table). A commitment is also made for works at Well Lane in the updated funding arrangement cell for scheme (ii) at Eves Corner.

Essex County Council and CCC is confident that SELEP funding will be secured for the above schemes. Currently the package of schemes has been approved by the Highways and Transportation Cabinet Member and are committed within the overall SELEP programme. The next stage will be to ratify the package via a business case being submitted to an Independent Technical Evaluator who will formally release the funds at the SELEP Board meetings. One of the key areas the evaluator will look at is the economic case of the package of schemes at present the economic case is suggesting a strong benefit to cost ratio of in excess 2:1. Once approved funding will be released to ECC for delivery.

Essex County Council and CCC agree that funding these schemes under the Local Growth Fund would ease the viability on these strategic developments, and ensure early delivery of key highway infrastructure to deliver the LDP (i.e. by 2016/17). Under this arrangement there is also more certainty that these will be delivered in the short-term, which will be of benefit to existing users of the junctions.

#### A414 Oak Corner Junction, Maldon

The Essex County Council LDP highway modelling also identified the need for mitigation at Oak Corner junction, Maldon. This junction has been shown to operate above capacity in both peak periods in 2026 with the addition of traffic from proposed developments at Heybridge and South Maldon (EB004c).

Indicative mitigation measures have been identified at the junction, where there is land available for a range of mitigation options. Any option will be subject to detailed design and safety audit.

The IPP January 2015 indicates that mitigation will be funded by pooled S106 contributions after 725 dwellings at Garden Suburb sites S2a-S2e.

#### Public Transport Improvements

Policy S4 of the LDP requires new and/or enhanced public transport to be incorporated within the Garden Suburbs. Promoters of both suburbs are working

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<sup>1</sup> Appendix 4 of MDC's Hearing Statement

closely with MDC, ECC and bus operators to develop a public transport strategy. This Strategy is being developed to ensure adequate public transport provision to the most likely destinations for public transport, to Maldon town centre, , including the existing and new railway station at NE Chelmsford, and towards Witham for access to the train station. These additional services will assist in reducing demand levels on the A414 corridor. The delivery of the services will be tied to the build out of the development, as indicated in the IPP January 2015.

Both Garden Suburbs are progressing detailed Travel Planning Strategies, which set out measures to manage travel demand, constrain vehicular trips through design and area-wide travel planning initiatives. This will include residential, school travel plans, workplace and school travel plans, as required by NPPF, para 35/36. Travel by non-car modes will be encouraged by the provision of travel packs and free travel by bus for an initial period of time for new residents. New/enhanced bus services and measures/contributions for travel plans will be secured under an appropriate legal agreement at the planning application stage. Further commitment to the above is identified in DOC 116 (including public transport strategy) and 118.

A joint Garden Suburb Transport Group, covering both Garden Suburbs, is to be established to progress proposals for public transport across Maldon and Heybridge and its wider connections to key destinations. This will provide an opportunity to promote and enhance bus services along the A414. This Group will comprise ECC, MDC, and the promoters of the Suburbs, and public transport operators. The terms of reference are identified in DOC 110 and in Appendix 3 of this Statement.

## **5. Conclusions on the effectiveness of highway mitigation measures**

Essex County Council and CCC agree the following conclusions:

- When considering all indicators equally, the Essex County Council modelling indicates that both Eves Corner and Well Lane Junctions along the A414 are likely to be operating above their capacity at peak times
- When considering all indicators equally, the traffic impacts associated with Maldon's strategic growth sites at Eves Corner and Well Lane junctions are anticipated to be clearly higher than the 2026 background traffic situation
- The traffic expected to be generated by the LDP strategic residential development sites by 2026 could not be accommodated at the Eves Corner and Well Lane junctions in their current form, therefore mitigations will be required. The proposed mitigation measure of pre-signals at the Eves Corner junction is the only option for reducing potential traffic impacts post-LDP development in the short-term. A staggered priority junction or full signalisation would not be appropriate and potential longer-term solutions (e.g. a new junction along the A12) would be beyond the reasonable scope of the current LDP. In this respect, Essex County Council and CCC note that the recently announced Road Building Strategy (December 2014) in the Autumn Statement included commitments to upgrading the A12 to be

commenced by 2021, including widening to 3 lanes from Chelmsford to the junction A120 south of Colchester

- That the potential impact of development traffic on the Well Lane mini-roundabout could be acceptable with a priority junction in place. Subject to a full road safety audit being carried out, a priority junction should be taken forward as a potential mitigation measure for the Maldon LDP
- A commitment for improvements at Well Lane, Eves Corner, A414/Limebrook Way and A414/Spital Road along the A414 between Maldon and Chelmsford) has been identified for funding through SELEP's Local Growth Fund (£4m, including an ECC contribution of £2m)
- The package of five junction capacity upgrades (schemes (i) to (iv) and A414 Oak Corner Junction above) together with public transport enhancements, will seek to assist in reducing congestion and improve journey times along the A414 between Maldon and Chelmsford. In particular, the junction improvement schemes will provide additional capacity to ease current traffic flows and to help provide for future demand.

Chelmsford City Council's conclusions:

- The various new LDP strategic developments will require the delivery of appropriate highway mitigation measures and public transport enhancements (described above) to cater for the cumulative increase in LDP strategic development traffic impacts and to make the developments acceptable in planning terms
- Given that Burnham-on-Crouch is located to the south of Maldon District, it is expected that the majority of the additional LDP traffic will arise from the two Garden Suburbs and Strategic Allocations in Maldon and Heybridge
- In its Hearing Statements to Matter 2, 3, 4 and 10 CCC requests that the highway mitigation measures in Danbury (schemes ii and iii) are a requirement of the planning permissions for at least the largest LDP strategic development sites S2a (South of Limebrook Way) and S2d (North of Heybridge)
- Having reviewed the information in MDC's Hearing Statement and relevant Statements of Common Ground (DOC116, DOC117 and DOC118), CCC is now satisfied that there is sufficient certainty that SELEP funding will be forthcoming to deliver the highway mitigation schemes at Eves Corner and Well Lane junctions, and that these schemes are being progressed as a priority
- However, the new residents of the LDP strategic development sites in Maldon and Heybridge will use the A414 junctions through Danbury contributing towards increased congestion at 2026. Therefore, the junction capacity improvements can be reasonably considered directly related to and therefore necessary to cater for the LDP strategic developments. In the unlikely event that SELEP funding is not forthcoming CCC considers that it is justified in its

request for amendments to the LDP and IPP to ensure that they would be provided instead through CIL funding

- CCC supports a package of junction upgrades along the A414 and public transport improvements associated with the Garden Suburbs. Together, these would provide the best available mitigation options and have the potential to mitigate the worse of the predicted traffic impacts. However, even with the implementation of the above mitigations, CCC remains seriously concerned that the increased traffic along the A414 using Eves Corner would result in significant peak congestion at this key pinch point at 2026 with developments in place. Longer-term improvements to ease traffic along the A414 corridor will be necessary and in this respect it is helpful that funding to enhance the A12 has been identified by the Government
- Other than the Danbury highways issue, CCC supports the rest of the LDP in principle including its spatial strategy and commitment to meeting its own development needs in full within their District. CCC is not in a position to accommodate housing shortfalls from any of its neighbouring authorities if their plans fail to meet objectively assessed needs or are found unsound
- In conclusion, in light of all the latest evidence (including that presented prior to and during the Hearing Sessions), CCC considers that the LDP is unlikely to be in conflict with para.32 of the NPPF in respect of traffic impacts at Eves Corner. Although the residual cumulative traffic impacts are still expected to be very significant, CCC is more comfortable that the LDP proposed mitigations and other measures likely to come forward in the longer-term could mean they may not reach severe levels.

Essex County Council and Essex Highways conclusions:

- The A414 between Maldon and Chelmsford does experience high levels of traffic in the peak hours, but this is expected given its status as a strategic primary route (Priority Route 1) providing a continuous and direct route from Maldon to the primary destinations of Chelmsford and the A12
- The Maldon LDP identifies a threefold increase in housing to meet its 'objectively assessed housing need', which is phased over the whole plan period, as identified in the IPP, and consequently any increase in delay will not happen immediately, but be experienced throughout the plan period
- Where the A414 passes through the built up area of Danbury delays are also attributable to vehicles taking access into driveways and residential roads. Delays can also occur due to the hilly and windy nature of the road in the centre of Danbury and slow moving vehicles e.g. refuse vehicles and parked vehicles
- It is recognised that in places the A414 will need to route through populated areas but this should not detract from its function as a key primary route. While queues can form on the A414 approaches to Eves Corner in peak hours, traffic is seen to still be moving, albeit slowly

- The queue length survey commissioned by CCC clearly demonstrates that queues build and disperse quickly throughout the AM/PM peak period
- The proposed pre-signals at Eves Corner and priority junction at Well Lane are designed to prioritise A414 movements. Its flow should therefore be improved and, consequently, the advantages of rat-running on minor roads in around Danbury should be reduced
- It is important that any degrees of saturation of more than 100% and associated outputs are viewed with caution as models become unstable once capacity has been exceeded.

ECC recognise that there is potential for additional delay at Eves Corner at the end of the Plan period. However, in the very robust assessments that have been carried out, the indication from modelling is that there will be a maximum increase in delay of just over 5 minutes due to LDP development compared to expected traffic levels at the end of the Plan period<sup>2</sup>. It should also be stressed that EH has modelled a worst case scenario and is based on there being no improvements on the other main route west out of Maldon/Heybridge, i.e. the B1019. There is a commitment from all parties, namely Essex County Council, Maldon District Council, Braintree District Council and developers to work towards improvements in this area and this would potentially reduce pressure on Eves Corner. Whilst any additional delay is therefore regrettable, it is for the Inspector to decide if a delay of just over 5 minutes at the end of the Plan period represents a sufficient reason to find the Local Plan unsound. ECC's view is that this is not the case.

Other areas of common ground:

- That the potential highways implications of the proposed growth in the LDP have been significantly and suitably assessed through the various studies undertaken by Essex Highways (document references include EB004a, b, c, d and EB065)
- That the most relevant indicators to assess junction performance include Traffic Numbers and Percentage Increase; Average Delay; Degrees of Saturation and Mean Maximum Queue Lengths. No particular weighting should or has been applied to any of the above indicators
- There are no outstanding strategic cross-boundary highways matters affecting Chelmsford City Council's administrative area that require further appraisal.

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<sup>2</sup> It should be noted as mentioned above that this delay of just over 5 minutes is in addition to the normal background traffic levels that would prevail in any event at the end of the plan period. It should be further noted that the delay figure itself is likely to be exaggerated due the model becoming increasingly unstable as the model exceeds 100% Degree of Saturation,

**List of Appendices**

**Appendix 1 – Full modelling results**

**Appendix 2 – Essex County Council response to Inspectors email of 27<sup>th</sup> January 2015**

**Appendix 3 – Terms of Reference for the Joint Garden Suburb Transport Group (South Maldon and North Heybridge)**

## Appendix 1 – Full modelling results

	Base Layout 2013			Pre-signals Layout 2013			Pre-signals Layout – 2026 Background Traffic			Pre-signals Layout – 2026 with Heybridge / Maldon Development		
	Deg of Sat %	Mean Max Queue	Ave delay per pcu (s)	Deg of Sat %	Mean Max Queue	Ave delay per pcu (s)	Deg of Sat %	Mean Max Queue	Ave delay per pcu (s)	Deg of Sat %	Mean Max Queue	Ave delay per pcu (s)
<b>AM Peak</b>												
Little Baddow Road	60.6%	0.8	8.9	89.0%	7.1	58.3	92.2%	8.6	66.0	89.2%	7.7	54.2
A414 East	110.7%	126.4	226.5	110.7%	106.4	219	122.5%	182.6	392.0	154.0%	341.8	721.0
Mayes Lane	46.6%	0.4	8.2	46.6%	2.8	14.7	57.3%	3.1	28.0	57.2%	3.1	27.0
A414 West	67.7%	1.0	6.5	67.7%	1.0	6.5	74.7%	1.5	8.3	85.1%	2.7	13.7
<b>PM Peak</b>												
Little Baddow Road	58.1%	0.7	9.5	71.0%	4.2	33.7	83.5%	5.8	47.1	83.8%	6.1	45.6
A414 East	76.0%	1.6	8.2	76.0%	11.6	12.6	84.7%	20.5	20.4	99.6%	35.3	70.2
Mayes Lane	63.9%	0.9	10.4	82.4%	5.8	43.7	97.1%	11.1	93.7	102.9%	18.1	144.6
A414 West	100.8%	25.7	70	100.8%	16.7	72.1	112.6%	116.9	242.2	136.9%	232.1	551.7

### Matter 2 Strategic Growth, Question 13

During discussion of this matter there was a difference in opinion between Essex County Council and Chelmsford City Council regarding the journey time delay per vehicle at Eves Corner, based on the table above.

To clarify, the journey time delay has been calculated as indicated below:

**AM Peak - A414 East**

Pre-signals Layout – 2026 with Heybridge / Maldon Development (721 seconds) less Pre-signals Layout – 2026 Background Traffic (392 seconds) = 329 seconds or **5 minutes and 29 seconds**

**PM Peak - A414 West**

Pre-signals Layout – 2026 with Heybridge / Maldon Development (551.7 seconds) less Pre-signals Layout – 2026 Background Traffic (242.2 seconds) = 310 seconds or **5 minutes and 10 seconds**

## Appendix 2

### Maldon LDP Examination in Public

#### Essex County Council Position Statement in Response to Points Raised by Save Maldon Action Group - Road Infrastructure

1. Housing. SMAG have raised the subject that a potential additional 986 dwellings, including 800 dwellings from Reserve Sites RE1 and RE2 have not been accounted for in highway assessments.

Essex Highways have modelled the impact of those developments allocated within the Local Plan, as submitted. However, if additional sites do come forward, they will be subject to the usual planning application requirements which would entail the submission of a Transport Assessment. This would address any transport issues and would have to account for Local Plan developments.

Traffic generated by the additional 186 dwellings would be incorporated within the background growth factors applied to observed traffic flows”

2. Commercial Development. SMAG have expressed concern that the following commercial developments have also been overlooked in the Local Plan assessments:  
2.76 ha shopping centre including Waitrose supermarket and hotel at Heybridge Causeway;  
Tesco Express on Wantz Road;  
Lidl supermarket on Heybridge Causeway.

The above developments have come forward since the submission of the Local Plan in April 2014. Consequently, they have not been included in the modelling.

Waitrose was granted planning consent on 15th January 2015. However, it should be pointed out that research indicates that a new foodstore creates few new trips to the network but redistributes trips from existing stores, eg. Tesco which is in the same area of Maldon or potentially Morrisons off Wycke Hill/Limebrook Way. Peak food retail trips are also generally Saturday and Friday pm and would therefore have little impact on the modelling that has taken place to support the plan and identify mitigation. The planning application was subject to its own Transport Assessment that was acceptable to the highway authority. The site is on previously developed land that would have been picked up in the traffic surveys. The Waitrose proposal is therefore considered to have no significant impact on the modelling that has taken place and could not be used to question soundness of the submitted plan.

The Tesco Express store does not give rise to any concern on the wider, strategic highway network. If anything, the development could serve to reduce trips towards the likes of Morrisons. It is also noted that Tesco have just announced the closure of the existing Tesco Express store in Heybridge on 15th March.

The Lidl store application was refused in November 2014.

3. Tourism. SMAG are concerned that traffic assessments have been conducted outside of the tourism period. In particular the following concerns have been raised:

Holiday homes and caravan parks accessed mainly through Heybridge;  
2.96 million visits to the district, many of which would be to Maldon town and immediate surrounds.

Traffic surveys and assessments have been carried out for AM and PM peak hour periods as these are the times when traffic flows are at their highest and constitute the worst case scenario for traffic conditions. Whilst it is acknowledged that Maldon attracts many visitors, these tend to be at times when network traffic flows are much lower than the weekday morning and evening peak periods during school term time.

SMAG should also be reassured that no traffic surveys were conducted between December and February, i.e. when longer residency holiday lets are not present.

4. Future Burdens and Impediments to Traffic. SMAG have lastly raised the following traffic concerns:  
additional crossing points on A414 in Danbury and in South Maldon Garden Suburb;

NHS Medical Centre/Walk-in Centre in Danbury;  
Adverse impact of bus manoeuvres on traffic flows.

Essex County Council consider that both zebra and signal controlled crossing facilities have been ruled out at the NHS Centre in Danbury; instead a pedestrian refuge will likely be provided. This will have no impact on traffic using the A414. Crossings of the A414 are shown indicatively on the South Maldon Garden Suburb Masterplan. These will be subject to detailed investigation at the Planning Application stage but ultimately the section of the A414 between the western end of the South Maldon Relief Road and the Limebrook Way Roundabout will not serve as the A414 and allow additional pedestrian accessibility.

The NHS Centre proposal is to replace the existing surgery building nearby Eves Corner and will open for the same hours. Peak traffic movements are identified between 0900 and 1000 which is outside of the peak period. The assisted living element of the development is predicted to attract 8 arrivals and 8 departures in the peak hour. In terms of highway capacity, these are negligible figures and would not affect the modelling that has been carried out.

The issue about bus movements as raised by Mr Sismey regarding Hatfield Peverel, does not unduly concern the County Council. The junction already copes with the swept path of existing services satisfactorily. Further facilities for buses are dependent on the road and availability of highway land. It should also be stressed that buses are integral to the sustainable transport measures being put in place for the garden suburbs and are an essential tool to limit private car trips.

### **Appendix 3 – Terms of Reference for the Joint Garden Suburb Transport Group (South Maldon and North Heybridge)**

#### **Purpose:**

This will be a joint working group for both Garden Suburbs that considers appropriate ways of securing delivery of transport infrastructure that will serve both garden suburbs and the rest of the towns of Maldon and Heybridge; also the development and implementation of effective travel plans.

#### **Membership:**

- MDC Director of Planning & appropriate Senior Officers.
- ECC Transport Officers.
- Development promoters and their transport consultants.

#### **Terms of Reference:**

- This is a working group that will focus on securing the timely and joined-up delivery of transport infrastructure that is common to and needed to serve both garden suburbs and the wider settlements, e.g. bus services, pedestrian and cycle links, off-site highways infrastructure.
- The group will also focus on the development and implementation of effective travel plans for each garden suburb utilising a common approach if appropriate.
- The group will develop its own task and finish workstreams and will feed outputs into both the Steering Groups and relevant planning applications.
- The group will meet quarterly or as required
- The group will report back to Implementation Steering Group