

ID	Location	Problem	Proposed Solution	Cost (£)
LCOL141007	Highwoods Approach Roundabout jw Eastwood Drive	A study of the Personal Injury Collision data for the period from 01/05/2008 to 31/08/2013 at this location shows that there have been 4 Personal Injury Collisions, including one serious and three slight, resulting in one serious and three slight casualties.	i) Install 'Slow' carriageway markings to diagram 1024 for eastbound road users along Eastwood Drive; ii) Refresh and increase the width of the give-way lining for eastbound road users along Eastwood Drive; iii) Increase width of central hatching for eastbound road users along Eastwood Drive in order to provide increased deflection for road users entering onto the roundabout circulatory.	£2,100
Total				£2,100

ID	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)
LCOL132041	Straight Road/Horkesley Road Junction	Add T Junction signage x2, 2) Add carriageway SLOW marking	Project to stop dangerous emerge incidents onto Straight Road Boxted	The matter was discussed at a recent Neighbourhood Development Plan Committee meeting and it was agreed that these are dangerous junctions which need attention. Design previously agreed	Boxted Parish Council	£6,000
LCOL142006	Scythe Way and Regency Green, off King Harold Rd in Prettygate, Colchester	20mph limit	speed concerns - Cllr Lissimore has completed a survey of Regency Green and Scythe Way and roughly it is a 60/40 split for a 20mph zone	Average speeds on both roads are well below 20mph speeds (Scythe Way – Eastbound 7 day average: 18.8mph, Westbound 7 day average: 18.7mph - Regency Green –Eastbound 7 day average: 13.5mph, Westbound 7 day average: 15.0mph). They meet the criteria for a 20mph limit. 20mph limits are not enforced by Essex Police and any signage would be a future maintenance liability.	Cllr Lissimore	£4,000
LCOL142066	Wilkin Drive, Tiptree	Install signage at the width restriction. There is existing give way lining at this point and the signage should maintain the existing right of way.	a small section of Wilkin Drive, adjacent to Vallis Way, has been narrowed to one lane. The only signage to warn drivers of the priority requirements is marked on the road.	Street lighting is present in the area and the signage should be lit. Costs could escalate depending on where there is existing power to connect to. A stat search should be carried out to determine what utilities are in the area.	Tiptree Parish Council	£3,500
LCOL142074	Birch Park - Heckfordbridge	"not suitable for HGV" signage	Birch Park is weight restricted but the signage only appears coming from Stanway almost as soon as you have made the turn - hence turning churning up verges	There needs to be adequate "not suitable for HGV" signage in advance of the turning point on the triangle to give drivers a chance not to turn left at the junction.	Cllr Bentley	£1,000
LCOL142058	Brittania Mews / Berechurch road	Feasibility study	People have fallen here as the ratio of camber at this location is so severe that mobility scooters and push chairs are at a severe risk of tipping over.	There is adverse camber on the footway at this location, the difference in levels are extreme in some areas. Levelling the footway may involve having to reprofile the carriageway as the kerbs will need to be raised and this will lead to a large kerb face. There are stats in the area and these may need to be diverted. There are a few unknown factors with this request therefore it is recommended that a feasibility study be carried out and a preliminary design made. A statutory undertakers search should be carried out as part of the feasibility to determine if any stats are affected and a quote should be requested should any stats need diverting.	Cllr Harris	£4,000

ID	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)
LCOL001009	Wood Lane junction with Fiddlers Hill, Fordham Heath	Provide double kerb line at two stepped heights possibly incorporating over-run area around radius of bend to deter HGVs over running kerb / footway. This will require full depth reconstruction. Widen footway into verge area to provide wider footway. Changes to the drainage may be required. Top up	There is a large volume of heavy vehicles that travel through Fordham Heath on a hourly basis. There are concerns over the speed and the safety of the pedestrians, especially children walking to and from school	The HGVs also damage the water drains which leads to severe flooding and maintenance issues. Bollards are not appropriate treatment as these will be struck by over running vehicles. The geometry of the bend can not be changed as it provides sightline for residential entrances	Clr Brown	£10,000
LCOL142084	The strood	Option 1 - Fixed Signing. Standard warning signs on all approaches with a sub plate stating 'Road liable to flooding' these have been provided on grey backing boards to increase visibility. A 'Try your brakes warning triangle' has been shown on the back of each assembly for vehicles leaving the causeway. • Depth Markers on each approach, in order for these to be effective a full level survey of the length will need to be undertaken to ensure that they are set to show the water level at the deepest point.	The causeway can be covered twice daily during spring high tides, but is reported to result in significant delay for around 50% of the events where the depth of the water on the causeway make it impassable for most road users, in some instances up to two hours.	This option has a number of benefits over the options including; • No Legal implications – drivers make their own assessment. • No maintenance implications (over and above any other standard signing) • No maintenance implications (over and above any other standard signing) • DFT approval not required • Shorter implementation time (all standard off the shelf elements). • Low cost solution	LHP	£10,000
LCOL132021	Ransom Road	to make the southern end of Ransom Road (from the access to No. 42 Ransom Road to Church Road) one way in a westerly direction. Design previously approved	Deemed dangerous, Vehicles exiting onto Church Road do not have a clear view of approaching traffic and as there is no footpath at the junction, vehicles entering Ransom Road do so into the path of pedestrians. Also the recently opened ASDA store in Church Road has its delivery entrance immediately opposite the junction and HGV delivery lorries use Ransom Road as they can drive straight across Church Road and avoid a difficult turn into the delivery bay. This road is also a recognised rat run between Maldon Road and Church Road. Ransom Road does not have the benefit of footways along its entirety.	top up	Tiptree Parish Council	£15,000

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LCOL132039	Straight Road/Queens Head Road Junction	Add T Junction signage x2, 2) Add carriageway SLOW marking (design complete DC1997)	Project to stop dangerous emerge incidents onto Straight Road Boxted	The matter was discussed at a recent Neighbourhood Development Plan Committee meeting and it was agreed that these are dangerous junctions which need attention.	Boxted Parish Council	£6,000
LCOL132041	Straight Road/Horkesley Road Junction	Add T Junction signage x2, 2) Add carriageway SLOW marking (Design complete DC1999)	Project to stop dangerous emerge incidents onto Straight Road Boxted	The matter was discussed at a recent Neighbourhood Development Plan Committee meeting and it was agreed that these are dangerous junctions which need attention.	Boxted Parish Council	£6,000
LCOL142085	Riverside Estate	20mph limits	In 2009 a survey was conducted on the Estate on the introduction of a 20 mph Speed Limit on the Estate with the following results: 526 households on the Estate. 461 (86%) households were surveyed. 398 (86%) of the surveyed households were in favour of the 20 mph Speed Limit.	Lit terminal signs and repeaters will have to be installed once a public consultation is carried out. Panel members should note that lowering the speed will increase congestion in the area and raise pollution levels. Speed Survey Results: Guildford Road: Southbound 7 day average speeds: 25.3mph Northbound 7 day average speeds: 24.4mph Worcester Road: Eastbound 7 day average speeds: 16.5mph Westbound 7 day average speeds: 17.0mph Lincoln Way: Southbound 7 day average speeds: 16.9mph Northbound 7 day average speeds: 16.1mph Exeter Drive: Eastbound 7 day average speeds: 19.9mph Westbound 7 day average speeds: 19.9mph	RIVERSIDE ESTATE RESIDENTS ASSOCIATION	£13,000
LCOL142005	Birch Glen Estate	20 mph	road safety for the residents on the Birch Glen Estate, particularly the older and younger residents.	Average speeds over a 7 day period: 24.1mph. Lit terminal signs and repeaters need to be installed throughout the estate. This has received a good level of support.Letter of support from Sir Bob Russell MP	Cllr Colin Mudie, Cllr Lyn Barton	£10,000

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LCOL142079	B1023 Inworth	Village Gateways	The Parish feel that this particular area is an 'accident black spot' and enhancing the gateway entrances would be a great assistance to changing driver behaviour.	The Parish would like to see the signs at the gateway entrances improved particularly at the southern end of the village prior to the Wind Mill Hill bend and junction	Cllr Bentley	£11,000
LCOL142004	The Willows Estate	20 mph	Residents have expressed unhappiness at the speed and times of vehicles	Speed Survey Results: Eastbound 7 day average: 18.7mph, Westbound 7 day average: 19.2mph, Speed compliance is very good and already fall below 20mph	Cllr Barton and Cllr Colin Mudie	£4,000
LCOL142025	Berechurch Road – Bus Shelter - opposite Chariot Drive	site clearance, materials and construction of the hard standing for the bus shelter and then moving the shelter. And making good the shared footway	risk of Pedestrian and cyclist collision. The resulting patch / cycle way is too narrow just in front of the bus shelter	The land behind the bus shelter is private and belongs to the MoD, therefore we cannot build on it without permission. The footway is currently shared use meaning both pedestrians and cyclists can use the footway, cyclists should use caution to cycle in areas of dense population. liaison has been made with the MOD and they have confirmed that it is acceptable to them for us to take the small rectangle of land that would be required. The proposal for a route around the back of the shelter would be likely to not be so easily agreed by the MOD, would be considerably more expensive, and would need to link to the south end of the current pavement area, right next to the hedgeline that runs along the road which could cause safety issues with cyclists potentially riding straight out into the road and 'appearing from nowhere' in front of drivers.	Cllr Harris	£10,000
					Total:	£113,500

ID	Location	Details of Scheme	Issues / Comments / Reason for Scheme	Scheme Origination	Estimated Cost
LCOL145018	main Road, Worminggord	Two shelters - a new one and one to replace the very old one on the opposite side of the road	There's lots of room for a shelter, both stops have raised kerbs already.	Wormingford Parish Council	£16,000
LCOL145019	Shrub End (the town side of the Norman Way junction)	Bus Shelter	The pavement is 2.1m wide so we can get a mid-sized roofed shelter in	Cllr Hunt	£8,500
				Total	£24,500

ID	School	Location of patrol	Work required	Problem	Origin of request	Total Estimated Costs
LCOL142 075	King's Ford Infant and Junior Schools	Layer Road, Colchester – zebra crossing close to junction with Icen Way	guardrails to be installed on the North-East side of the crossing please to guide pedestrians to the crossing and also to prevent children from running out into the road.	There are pedestrian guardrails at the zebra crossing on the South-West side of the crossing adjacent to Salerno Crescent, but none on the North-East side close to the entrance with King's Ford Infant and Junior School	School Crossing Patrol	£3,000