

MEETING OF THE CHELMSFORD LOCAL HIGHWAYS PANEL

19th JUNE 2013

TRAINING ROOM, GROUND FLOOR COVAL LANE BUILDING, CIVIC
CENTRE, CHELMSFORD CITY COUNCIL
COMMENCING AT 12.45PM

There will be a buffet lunch available for Panel Members and officers from
12.30pm

AGENDA

1. Apologies for absence
2. Minutes of the Local Highways Panel meeting held on 24th April 2013
(attached)
3. Matters Arising
4. Terms of Reference for the Chelmsford Local Highways Panel (attached)
 - To approve and to confirm the appointment of Vice Chairman
5. Actions to be reported back on from previous meetings (attached)
6. Chelmsford LHP Full Reserve Scheme List (attached)
 - To consider schemes for funding
7. Highways Rangers Summary (attached)
8. Work Programme Monitor including Highways Maintenance Initiative and
approved LHP Schemes (to be circulated at the meeting)
9. Any Other Business
10. Date and time of next meeting



MINUTES

of the

CHELMSFORD LOCAL HIGHWAYS PANEL

24 April 2013

Present:

County Councillor Jude Deakin	Essex County Council
Councillor Ian Grundy	Chelmsford City Council
County Councillor Norman Hume	Essex County Council
County Councillor Mike Mackrory	Essex County Council
County Councillor Dick Madden	Essex County Council
Councillor Chris Rycroft	Chelmsford City Council
Councillor Roy Whitehead	Chelmsford City Council (Chairman)

In attendance:

Keith Blackburn	Essex County Council
Vicky Duff	Essex County Council
County Councillor Ray Howard	Essex County Council
Derek Latimer	Chelmsford City Council
Hannah Neve	Essex County Council
Averil Price	Chelmsford City Council
Jon Simmons	Essex County Council
Derek Stebbing	Chelmsford City Council
Rosa Tanfield	Chelmsford City Council
Joy Thomas	Chelmsford City Council

1. **Apologies and Substitutions**

Councillor Whitehead welcomed everyone present to the seventh meeting of the Chelmsford Local Highways Panel.

Councillor Ian Wright had submitted his apologies.

2. **Minutes of the Chelmsford Local Highways Panel Meeting on 6 March 2013**

The minutes of the Chelmsford Local Highways Panel meeting held on 6 March 2013 were approved as a correct record and signed by the Chairman.

3. **Matters Arising**

County Councillor Deakin asked which policy had been the basis of the Chelmsford Local Highways Panel being unable to recommend the crossing scheme at Linnet Drive and Jon Simmons explained that it had been the PV^2 ratio. County Councillor Deakin indicated that although she had asked for details of the calculations used for Linnet Drive in 2009 and in 2012, in addition to the weighting of the scores, these had not been supplied. Jon Simmons undertook for them to be provided.

The Chairman asked about progress with the Pinch Point funding for the Parkway widening scheme and Hannah Neve confirmed that the Parkway scheme had been unsuccessful in Tranche 1 but it had been included in Tranche 2 for which the results would be available in May 2013.

4. **Feedback on Broomfield Road Trial**

Hannah Neve thanked the Panel for their prompt responses to the consultation on the parking provision in Broomfield Road and confirmed that County Councillor Louis, as Essex County Council Cabinet Member, had agreed that the reinstatement of some of the parking at a cost of £2,000 could be progressed. In answer to a question from the Chairman, she advised that the West End Traders had been notified of the Chelmsford Local Highways Panel's decision and would now be advised of the Cabinet Member's authorisation of the change to the parking arrangements

5. **County Council Review of Speed Policy – Update and Implications**

Vicky Duff reported on the Essex County Council's review of its speed policy which had been begun before Christmas 2012. There had been an extensive review of the criteria and benchmarking with other local authorities had taken place. Following the review, the current document was considered to be still fit for purpose. The matters considered had included 20 mph speed limits and zones. It was noted that the DfT guidance was that, for a 20 mph limit to be imposed in a road, a mean speed limit of 24 mph should already be in existence. The County Council's document allowed for the implementation of 20 mph limits in roads that were part of the local network if they had the support firstly of the local County Councillor and then had been agreed by the Cabinet Member. She confirmed that it was possible for a 20 mph speed limit order to be made even if the police had objected on the grounds of enforceability. On 20 mph zones, she explained that traffic calming measures were falling out of favour because residents were highlighting increased noise and vibration. Overall, she confirmed that 20 mph limits should be considered against a balance of various issues including economic viability, vehicular traffic flows and pedestrian and cyclists' movements.

The Chairman asked whether the document included the need for the support of the Local Highways Panel and Vicky Duff confirmed that it was envisaged that the request pro forma would also be supported by the Local Highways Panel as part of the local support for the scheme. County Councillor Howard explained that the format in the current document would be changed to reflect the introduction of Local Highways Panels.

The Chairman then asked about the possibility of having variable speeds in front of schools. Vicky Duff advised the Panel that the DfT had a new advisory sign for 20 mph speeds outside a school, which could be incorporated into 'wig-wag' signs, which were viewed to be more effective than the previous '20s plenty' signage. Although they were only advisory, they would achieve some reduction in speeds. Variable speed limits could be imposed in Priority Route (PR)1 and PR2 routes such as in Margaretting and Cressing but they would cost some £100,000 for the equipment and management. There was a current investigation of 20 mph variable speed limits for some High Streets. The Chairman suggested that the implementation of advisory schemes would cause problems if they were not complied with.

Councillor Rycroft highlighted an instance coming out of Great Baddow where the speed limit on Maldon Road had changed. Vicky Duff explained that they were unable to install repeaters where there was street lighting but she would look at installing a 'New Speed Limit' sign.

County Councillor Madden understood that the Association of Chief Police Officers was changing their stance on 20 mph limits but Vicky Duff confirmed that Essex Police were currently adhering to the 85% percentile criterion. She highlighted that, whilst the DfT had indicated general support for lower local speed limits, no criteria were specified. Councillor Grundy believed that whilst Parish Councils were aware of the general policy they were unaware of the details and the Chairman whilst he felt it would be beneficial for Parish Councils to know the criteria, he felt that it was important not to raise expectations.

County Councillor Howard wondered if there was any opportunity for the South Essex Parking Partnership to be given powers to enforce speed limits in a designated area but Vicky Duff confirmed that it would require a change in the legislation for this to be possible, County Councillor Hume explained that lower speeds limits were not easy to implement despite the public perceptions of their need unless there were accidents. Vicky Duff provided information on the costs of various speed limitation initiatives outside schools and it was noted that terminal signs and repeaters would cost about £3,500 and a variable speed limit scheme at school start and finish times were likely to be over £100,000.

Councillor Rycroft expressed her disquiet about having to await a child death before speed limits could be considered but it was noted that very few child fatalities or accidents actually occur.

Vicky Duff was asked to supply copies of the policy with costs and criteria so that Councillors could advise Parish Councils and the public of the caveats and the need for a good case to be established before a speed limit could be implemented. She was thanked for her presentation.

6. **Scheme list – Actions to be reported back on from previous meetings**

The Panel received a report on actions agreed at previous meetings and current progress. It was noted that the implementation of a number of schemes was being delayed due to lack of staff in the design teams. The Chairman read a note from Paul Bird, Director of Highways and Transportation of Essex County Council about scheme delivery, which was distributed at the meeting. He also confirmed that at a recent meeting he had asked about the possibility of the Chelmsford Local Highways Panel using some of its allocation to fund design work. Hannah Neve confirmed that other Panels had raised this matter but she was unable to report further on the matter. Councillor Whitehead confirmed that he would be raising the matter again and County Councillor Mackrory said he supported this approach as it was frustrating for money to be agreed for design work which was not being carried out and schemes were being delayed. Councillor Grundy asked if outsourcing of the design work might be possible.

The current position on the following schemes were noted –

Pedestrian Refuge, Rainsford Road, Chelmsford. Keith Blackburn confirmed this was in the 2013/2014 programme and Jon Simmons reported that an implementation date would be available by the June meeting of the Panel.

Odeon Roundabout. The scheme would be reported to the next meeting of the Panel

Broomfield Road Trial. The before and after traffic and economic appraisals would be reported to the Panel at a future date.

New London Road/Writtle Road/Elm Road. Following the recommendation of the Safety Team, the casualty reduction scheme would not be implemented as it did not meet the criteria but the site would be monitored

Zebra Crossing, New Nabbotts Way, Springfield Jon Simmons confirmed that the design work was deferred pending the results of PV² calculations

Army and Navy Roundabout. It was anticipated that a report on the DfT approval process would be available in time to be considered at the next meeting of the Panel.

IT140 – junction of Chignal Road and Roxwell Road. A response will be brought to the next meeting of the Panel.

IT261 – Little Baddow. Once the Section 106 funds in this case have been transferred to Essex County Council, the County Council would discuss the use of the funds for a footway with the Parish Council.

School crossing adjoining Melbourne Park School. County Councillor Deakin suggested that to improve the exit from the roundabout, the bus stop on the left hand side might be moved and Jon Simmons undertook to discuss the matter with the Passenger Transport Team.

Cycling Schemes – CH51/CH43, CH30, CH50, CH54/CH29 and CH13. It was noted that the new cycling strategy would be developed county-wide then Council-wide. Hannah Neve anticipated that the mapping would be carried out by September. The Great Baddow and Great Waltham schemes were being brought forward and there would be discussions with Chelmsford City Council and the other stakeholders. An interim report would be made at the next meeting of the Panel.

West Hanningfield Section 106 schemes. Keith Blackburn confirmed he had been in discussion with the Parish Council and it had been agreed that vehicle activated signs would be appropriate rather than traffic calming.

Galleywood Road in the vicinity of Fowler Court. Councillor Mountain had indicated that a good position for the crossing would be near the Stomps Garage. The investigations were continuing about the possible installation of either an island or a crossing.

Ferrers Road, South Woodham Ferrers. This crossing was now being progressed.

Baddow Road Study Hannah Neve confirmed that this scheme had been superseded and was being packaged with the Army and Navy junction improvements. Regular updates would be provided on progress.

A414 Van Diemens Road Crossing. Jon Simmons confirmed that the Safer Roads Foundation who had requested the scheme originally would now be funding the works.

Jon Simmons reported on the Essex Trafficweb site which was displayed at the meeting which provided accident information on roads in the county, The information was supplied by the police and although it was not always up to date, it remained a good indicator of the safety of particular roads.

Parish, Town, City and County Councillors had been emailed about schemes and three Parish Councils had requested to have the current scheme lists in order that they could see what schemes were in their areas and what progress had been achieved.

AGREED that the scheme list presented to the Panel would be amended for circulation to Parish and Town Councils and it should be highlighted that due to delays in design work, implementation dates could not be guaranteed.

7. Chelmsford Local Highways Panel Full Reserve Scheme List

Jon Simmons introduced the revised Reserve Scheme List. To make the documentation clearer for future meetings, lists of schemes which were being validated would be included on a separate list and those schemes which had been approved for funding would be removed from the Full Reserve Scheme list. Those schemes approved for funding at the last meeting were shown as shaded grey on the list.

On Scheme IT 134, Jon Simmons reported that County Councillor Robinson had supplied information about the parking difficulties in the vicinity of the Broomfield Road/ Patching Hall/ Broomfield Parade junction. County Councillor Deakin referred to the confusion at the junction of Broomfield Parade and Pentland Avenue near to the KFC restaurant. Rosa Tanfield and Jon Simmons were asked to liaise about possible solutions to the problems.

Jon Simmons was awaiting information from Great Waltham Parish Council on The Hatchfields Scheme.

It was noted that all the cycling schemes which were coloured amber in the lists would be the subject of reports at a future meeting.

County Councillor Mackrory asked for the background to the school crossing patrol scheme at the Bishops CE/RC Primary School in Beardsley Drive, Springfield and Jon Simmons undertook to supply him with the information.

Hannah Neve indicated that because of the decisions already taken there was now scope to consider new schemes at future meetings for inclusion in a revised Reserve Scheme List. The Chairman noted this but made it clear that the backlog of schemes already approved for delivery needed to be cleared before adding new schemes to create an even longer backlog.

8. **New Schemes**

Jon Simmons reported that West Hanningfield, Stock and Writtle Parish Councils had suggested schemes and that the Passenger Transport Team had proposed bus stop improvements at Bicknacre Road, Bicknacre, New Bowers Way and Barlows Reach, Springfield and by the Black Bull Public House, Margaretting. The Chairman requested that these schemes be presented at the next meeting.

Jon Simmons provided details of three new Casualty Reduction Schemes. The scheme at the B1007, Stock Road junction with Downham Road, Stock involving improved signs and vegetation removal Improvements were at an estimated cost of around £3,000 and it was agreed that it be progressed at a contingency cost of up to £5,000. The scheme at A1060 Maldon Road junction with Brick Kiln Road, Sandon involving replacement signage and road markings was at an estimated cost of around £3,950 and it was agreed that it be progressed at a contingency cost of up to £5,000. The scheme at the A131 Moulsham Hall Lane Roundabout, Great Leighs involving replacement signs and chevrons and the installation of transverse yellow bar markings and two sets of SLOW markings. The yellow bar markings would require DfT approval. It was noted that it was a complicated junction and that the works involved would be at an estimated cost of £16,000 and at that estimate the proposal was agreed.

Hannah Neve and Jon Simmons confirmed that a repopulated scheme list and a new schemes list would be presented at the next meeting based on proposals from Essex County Council Transport Teams and from Parish Councils.

9. **Section 106 Schemes Summary**

The current list of Section 106 Schemes which related to traffic management issues was reviewed. Keith Blackburn introduced this item by reporting that there were some 110 contributions which were currently live and whilst some had been made direct to Essex County Council most had been received by Chelmsford City Council. There were handed over to Essex County Council in tranches. Thirteen or more schemes that had been approved were now in the 2013/14 programme together with some that had slipped from 2012/13.

Keith Blackburn confirmed regarding the three schemes in connection with Broomfield Hospital that discussions had been held already between Essex County Council, Chelmsford City Council and the Hospital and a further one was envisaged. The Rivermead and Army and Navy schemes (CHL-1030-06) would be progressed when funding was available.

County Councillor Deakin asked about progress on the bus stop outside 130 Broomfield Road and Joy Thomas reported that because of issues of sight lines the bus stop could not be implemented but the funding might be used for a cycle route instead. She also reported that the pedestrian island at Stump Lane, Chelmsford was not possible but a pram crossing could be installed.

County Councillor Mackrory emphasised that there was a need for Planning Officers to liaise with Highways Officers over Section 106 arrangements. Derek Stebbing confirmed that there was now closer working between Essex County Council and Chelmsford City Council and he anticipated that with CIL to be implemented by December 2013, the possibility of problems occurring of agreements being entered into for schemes that were not viable in highways terms would be reduced further. He confirmed that it was anticipated that Chelmsford City Council would commit to the Great Waltham to Chelmsford Cycleway in the near future, Hannah Neve confirmed that for the Great Waltham and the Great Baddow Cycleway the monies had been drawn down and design work was in progress, Councillor Rycroft asked whether land issues had been resolved with the Great Baddow cycleway and Keith Blackburn advised that it was his understanding that landownership had still to be resolved but the works could commence at the Great Baddow end and then move towards the Army and Navy roundabout.

County Councillor Howard asked whether all the £1.25 million would be used and the Chairman commented that it was intended that the likelihood of any refunds would be minimised. Keith Blackburn confirmed that whilst officers endeavour not to return Section 106 Funding, in some cases it was inevitable as some developers were unwilling to amend the scheme. In addition, five years for a capital scheme was a relatively short period.

10. **Highways Rangers Summary**

Jon Simmons circulated an updated summary of the Chelmsford City Highways Rangers work programme. The Chairman confirmed that he had been given good reports of the work carried out by the Rangers. County Councillor Mackrory agreed that good work had been carried out but raised an instance at New Nabbotts Way and Pump Lane where the inspector had not agreed that the work was worthwhile and it was beginning to have safety implications. Jon Simmons agreed to discuss the case with the technician or ranger.

11. **Work Programme Monitor including Highways Maintenance Initiative and Approved Local Highways Panel Schemes**

The Panel received current information about the programme for 2012/2013 and it was noted that the full programme for 2013/2014 would be available in July, 2013.

Averil Price asked whether it was intended that South Essex Parking Partnership would draft the order for Linnet Drive or whether it would be Essex County Council. Jon Simmons and Hannah Neve confirmed that it would be advertised by South Essex Parking Partnership and that County Councillor Louis had signed off the scheme as an exception on that basis.

12. **Any Other Business**

Unallocated Monies

The Chairman explained that because of schemes from 2012/2013 which had slipped into 2013/2014 there was a large balance of funding due to design delays.

Rosa Tanfield

The Chairman welcomed Rosa Tanfield as the new Parking and Highways Liaison Manager at Chelmsford City Council. Her role which involved managing car parks and work related to Chelmsford Local Highways Panel and South Essex Parking Partnership was explained.

Meeting with Parish and Town Councils

It was agreed that a meeting with Parish and Town Councils similar to that held in 2012 should be held again, possibly in September

13. **Date of Next Meeting**

It was agreed that the next meeting of the Panel be held at the Chelmsford City Council's offices at 12:30 lunch with a start time of 12.45pm on 19 June 2013

The meeting closed at 2:55 p.m.

Chairman

Chelmsford Local Highway Panel

Updated May 2013

Local Highway Panels – contents

1. Introduction to the Chelmsford Local Highways Panel
2. Terms of Reference
3. Governance
4. Funding and Budgets
5. Relationship between the Chelmsford Local Highway Panel and the Local Transport Plan
6. Scheme Selection
7. Highway Rangers
8. Secretariat and support
9. Terms of Reference review

1. Introduction to the Chelmsford Local Highways Panel

The Chelmsford Local Highways Panel (LHPs) is a new forum for county and district / borough members to come together to consider and prioritise elements of highways spend in Chelmsford.

The scope of works that can be prioritised by the Panel is broad and includes the following areas of capital spend:-

- Traffic Management improvements
- Tackling congestion
- Safer Roads (including casualty reduction)
- Public Rights of Way improvements
- Cycling schemes
- Passenger Transport improvements
- Minor improvement schemes

In summary, the approach is:

- There is one Local Highway Panel for Chelmsford.
- The Panel will consist of four local County Councillors (3 Conservatives and 1 Liberal Democrat) and the equivalent number of Chelmsford Borough Council Members (3 Conservatives and 1 Liberal Democrat).
- The Panel will be able to recommend schemes to be completed in Chelmsford.
- The schemes will be submitted to the County Council Cabinet Member for Highways & Transportation for approval.
- Once agreed, the schemes will come out of the budget set aside for the Chelmsford Local Highways Panel.

In setting priorities for local scheme selection, the Chelmsford LHP Members will need to have due regard to the responsibilities of the Highways Authority. These will include, amongst other things: its statutory duties, standing orders and financial regulations.

The Panel will also consider Section 106 funding allocated for highways and transportation purposes.

The Panel will need to determine the frequency of meetings to maintain momentum between formal meetings. The Panel will also need to approve design alternatives and they may choose, for example, to empower the Chairman to comment on behalf of the Panel where decisions are needed between formal meetings.

Responsibility for parking schemes has been delegated by ECC to the two Parking Partnerships and the Panels will not therefore be able to promote parking restrictions unless they are intended to address a serious safety or congestion issue the Panels can however make suggestions for the Parking Partnerships to consider. Chelmsford is the Lead Authority for the South Essex Parking Partnership and therefore a joined approach across Chelmsford will be encouraged.

2. Terms of Reference

The Chelmsford Local Highways Panel will consist of four local County Councillors (3 Conservatives and 1 Liberal Democrat) and four Chelmsford Borough Council Members (3 Conservatives and 1 Liberal Democrat).

The Panel will:

- Prioritise and make recommendations for projects/schemes to ECC Cabinet Member for Highways and Transportation within their allotted budget.
- Have regard to the advice from ECC officers on relevant statutory/duty of care requirements.
- Oversee and set priorities for schemes funded through the localism process and the work of the Highways Ranger Service.
- Monitor the delivery of the agreed programme and raise issues and concerns through agreed procedures.
- Consider any other Highways and Transportation matter referred to it from time to time by other council constituted bodies, panels or groups including the South Essex Parking Partnership.
- Make recommendations to ECC Cabinet Member for Highways and Transportation to amend targets or discretionary policies and/or amend budget allocations between programmes if necessary to meet local priorities.
- Liaise as appropriate with town/parish councils within the Chelmsford area.

3. Governance

- The Chelmsford LHP will be chaired by the Leader of Chelmsford Council and the vice-chairman will be Councillor Ian Grundy (Chelmsford City Council).
- In the event of a tied vote, the Chairman will have the casting vote.
- Decisions made by the Chelmsford LHP will be clearly minuted with action points.
- Meetings will be held in private. Verbal updates following each meeting will be presented to the One Chelmsford Board and recommendations reported to the ECC Cabinet Member for Highways.
- ECC Cabinet Member for Highways and Transportation will be minded to accept the advice and prioritisation agreed by the Chelmsford LHP subject to the Highways Authority's Statutory Duties/Duty of Care Obligations consistent with current legislative requirements and regulations.
- ECC Cabinet Member for Highways and Transportation reserves the right to reject any scheme promoted by the Chelmsford LHP that falls outside of ECC policies and standards.
- In the event of any disputes within the Chelmsford LHP, the Cabinet Member for Highways and Transportation will take the final decision based on advice from officers and existing Highways Policy.
- The Chelmsford LHP will meet at least quarterly with meetings held at the Civic Centre, Duke Street, Chelmsford.
- The Chairman of the Chelmsford LHP is empowered to approve design alternatives, in consultation with Chelmsford's Director of Safer Communities and Essex County Council's nominated Highways Liaison Officer for Chelmsford, when any decisions are needed in between formal meetings.

4. Funding and Budgets

Budget lines and funding streams that can be devolved to the Chelmsford LHP for prioritisation have been identified and cover the following capital budget lines:

- Traffic Management improvements
- Tackling congestion
- Safer Roads (including casualty reduction)
- Public Rights of Way improvements
- Cycling schemes
- Passenger Transport improvements
- Minor improvement schemes

The budget for the Chelmsford LHP totals £1M in 2013/14. There is currently no indication of the funding levels from 2014/15 onwards.

All capitalised costs pertaining to schemes prioritised by the Chelmsford LHP (including feasibility, design, construction, supervision and safety audit) will fall within this £1M budget.

In addition to the above, a revenue element that supports the Highway Rangers service (covered later) is included within the Highways Panel prioritisation remit. For 2013/14 this equates to £130k per annum for Chelmsford. This is currently only confirmed for one year.

5. Relationship between the Chelmsford Local Highway Panel and the Local Transport Plan (LTP)

The highways capital improvement scheme, which is prioritised and overseen for Chelmsford by the Chelmsford LHP, forms part of the County Council's overall strategy as defined by the Local Transport Plan (LTP).

The LTP3 was approved by Essex County Council Cabinet in June 2011 and contains the aims and objectives for transport in Essex. The LTP is submitted to government as required by the Transport Act 2000. In return the government makes capital funding available to local authorities for maintenance and integrated transport. There is no set way in which the County Council is expected to spend the funding but it is expected to produce local implementation programmes which reflect countywide and localist agendas. The Local Highway Panel is one way of ensuring a strategic approach with regard to local priorities and acceptability.

The LTP3 sets out a number of high level outcomes for transport as follows:

- Connectivity – Provide reliable connectivity for Essex communities and international gateways to support sustainable economic growth, regeneration and wellbeing.
- Lifestyle – reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology
- Safety - Improve safety on the transport network & enhance & promote a safe travelling environment
- Assets - Secure and Maintain all transport assets to an appropriate standard ensuring the network is available for use
- Sustainable Communities - Provide sustainable access & travel choices for Essex residents to help support strong & sustainable communities

6. Scheme Selection

For 2012/13 a list of historical requests had been compiled for Chelmsford and in its first year of operation the LHP managed to effectively allocate funding to substantially reduce this list. The majority of these proposals had arisen from requests from Members (County and Borough), Parish/Town Councils, residents and local resident or action groups.

The LHP will begin its second year with a refreshed list and will also start considering new requests for schemes. Although the LHP has concern about the new 'backlog' of schemes currently sat in the validation and design phases of implementation. In considering new schemes the LHP will follow the same agreed process as set out below.

In most cases, there is some degree of justification for the request (e.g. to improve safety or facilities for road users) but in some cases the danger may be perceived rather than real. The Highways Liaison Officer for Chelmsford will provide the Panel with information to aid the decision making process including up to date collision history and speed data.

In prioritising schemes for progression, the Panel will need to have due regard to a number of factors, including:-

- How does the scheme improve safety?
- Will the scheme reduce congestion?
- Will the scheme improve air quality (reduce CO₂ emissions)?
- Does the scheme represent good value for money?
- How does the scheme improve travel choice and travel by sustainable means?

This list is not exhaustive and expert Highways Officers will provide more detailed guidance and advice for each scheme. A scoring matrix is being developed for this purpose to assist with the scheme selection process.

Once a scheme has been selected by the Panel, Officers will need to carry out a 'high level' validation to make sure that it is achievable. This will include things such as checking the highway boundary details and compliance with design guidance.

If a scheme passes the validation stage and there is budget available, the scheme will then be passed to the design team for progression and approval from the Cabinet Member. The Panel will then receive regular and realistic updates regarding progress and timescales.

Inevitably, it is the case with some proposals that there will be unforeseen circumstances that only come to light as detailed design progresses and the Panel will be notified as soon as possible where this occurs as it may impact on the design, timescales and overall cost. Similarly, schemes involving consultation will inevitably attract objections and, in some cases, it will not be possible to resolve these or they may delay delivery of the scheme.

7. Highway Rangers roles and responsibilities

The Chelmsford LHP will receive a revenue allocation of £130,000 per annum to support the Highways Ranger service. At the present time this is only confirmed for one more year.

Typically, the Highway Rangers will consist of 2 trained highway operatives, a van/truck and a small selection of materials and hand tools for repairs. The Rangers can be directed by the Panel to carry out minor works (described below).

The works are normally batched up so that they can work more efficiently in one particular area or Parish at a time, rather than travel extensive distances between jobs.

Works included in the Highway Rangers duties include:

- Cleaning & minor repairs (non electrical road signs and bollards)
- Reinstatement of posts & bollards where no excavation is required
- Small repairs to concrete surfaces
- Trimming of vegetation
- Ad hoc grass cutting & strimming
- Repairs to roadside verges
- Drainage repairs
- Removal of graffiti from road signs
- Painting of street furniture (posts, bollards & benches etc)
- Removal of weeds
- Removal of small non hazardous fly tips from highway land
- Removal of illegal signs & fly-posting

8. Secretariat and support

The Chelmsford LHP will meet at least quarterly in the Civic Centre, Chelmsford.

- Meetings will be held in private and a verbal update will be presented to the One Chelmsford Board periodically.
- Notes with action points will be produced together with recommendations for the Cabinet Member for Highways and Transportation.
- Chelmsford Council will provide the secretariat and arrange meetings for the Chelmsford LHP.
- The Chelmsford LHP will be supported by a nominated Local Highways Liaison Officer from ECC.

9. Terms of Reference Review

This document once approved by the Chelmsford LHP will be sent to the Cabinet Member for Highways and Transportation. It will be periodically reviewed by the Chelmsford LHP and the Cabinet Member for Highways and Transportation will be updated on any proposed changes.

Chelmsford City Local Highways Panel - Actions to be reported back from previous meetings

	Date of LHP meeting originated	Action	Progress	Date to be reported back to LHP
1	25 th May 2012	Pedestrian refuge Rainsford Road. At the meeting on 5 th July it was agreed that full details including costs and the impact of losing parking spaces should be brought to the next meeting	ECC were working towards achieving the final design of the pedestrian refuge in the financial year 2012/13 and programme date expected in June 2013. Detailed Works Programme covering LHP and Section 106 Schemes will be brought to the June Panel meeting.	June 2013
2	25 th May 2012	Odeon Roundabout – final design (with funding of £4k agreed at 5 th July meeting).	The design is currently with Network Management for their comments before being brought back to the Panel for comments. Drawings/costings to be brought back to the June Panel meeting for comments.	June 2013
3	5 th July 2012	Broomfield Road trial – surveys and economic appraisals – further report to be made on the results.	'Before' traffic and economic appraisal surveys were agreed to be undertaken by the Panel so that should any issues with the trial arise, they could be used for reference and be compared to any 'after' surveys. We are currently awaiting a date for the Economic Assessment report to be finalised. Once this is available, the results of the Economic Assessment could be presented to the Panel for information should they wish. 24th April 2013 – agreed for before and after data to be viewed together	TBC

4	3 rd September 2012	The Panel also agreed to allocate £1000 to survey work for Casualty Reduction Scheme 40, New London Road/Writtle Road/Elm Road. The survey is to carry out a 12 hour turning movement count to assess the impact of the proposed scheme. At the 6 th November meeting Jon Simmons confirmed the results were still awaited.	The turning count survey was completed at the end of 2012. Based upon the results and as the scheme does not meet safety intervention criteria as well as congestion issues the proposed solution would create the Safety Team have recommended that the scheme is not installed but that the site is monitored. 24th April 2013 – Panel agreed recommendations	remove
5	3 rd September 2012	School Crossing Patrol Sites heading - scheme 2 (site number 50131) and scheme 11 (site number 50122) be deferred for further information as to costs.	The Panel has recommended £5k maximum funding towards both these schemes. These are with the design team for programming. Detailed Works Programme covering LHP and Section 106 Schemes will be brought to the June Panel meeting.	June 2013
6	3 rd September 2012	IT831 zebra crossing in New Nabbotts Way, Springfield – County Councillor Mackrory reported on discussions he had held with ECC officers about New Nabbotts Way zebra crossing when he had been advised that it was being investigated. The Panel noted that this scheme was being evaluated and County Councillor Howard undertook to advise County Councillor Louis that this scheme was supported by the Panel. Minutes of 6 th November updated to include Minute 8 (Minor Schemes) of agreement to the	The scheme is currently with the design team who are carrying out the new speed survey and design to cost estimate stage. As part of the feasibility they will also carry out a degree of pedestrian conflict survey (PV ²). Awaiting feedback from Design Team, report to be brought to Panel meeting.	June 2013

		<p>expenditure of £3,000 for Scheme 99 (IT831 in New Nabbotts Way, Springfield to fund a new speed survey and to complete the design to budget estimate stage. 23rd January 2013 agreed that a design scheme would be presented at the next meeting.</p>		
7	6 th November 2012	<p>Army and Navy - Essex County Council to report on further options for improvements which would be longer term in effect and supply information on how to obtain DfT approval for schemes</p>	<p>It was agreed that the Panel would be key stakeholders for any future / long term options for improvements at the Army and Navy. Updates will be presented as appropriate, however this is likely to be at future meetings (dates to be determined as any work progresses).</p> <p>DfT Local Pinch Point Funding of £1.59M was secured for the Parkway Widening scheme. Works to progress the scheme have already commenced and the utility diversions are planned between September 2013 and August 2014 with the main construction period between September and December 2014. At this early stage the detail of temporary traffic management plans is not yet known however any disruption will of course be minimised as much as possible and details will be publicised once they are available.</p> <p>A report regarding the DfT approval process has been requested and will be presented to the Panel at a future meeting (date TBC once the report is available).</p>	TBC

8	6 th November 2012	County Councillor Hume asked for more detail on Scheme IT140 at the junction of Chignal Road and Roxwell Road and it was noted that further information should be available by the next meeting of the Panel.	<p>It is believed that scheme IT140 can be removed due to works to be planned by developers. Further information has been requested from ECC Strategic Development. A response will be brought back to the Panel at the next meeting.</p> <p>ECC Strategic Development has confirmed that this is a scheme which would be undertaken by the developer of the Copperfield Road site. However, as yet there is no planning application. Strategic Development therefore advises that we keep the scheme on the list as a possible future scheme if the development does not go ahead.</p>	June 2013
9	6 th November 2012	Scheme 21 (IT261) be removed from the List and its Section 106 funding be reallocated in <u>Little Baddow subject to discussion with the Parish Council</u>	<p>The Section 106 monies are still held by CCC and have not been transferred over to ECC. The indication from CCC is that the S.106 monies could be put towards the suggested footway but the monies need to be held by ECC before we can discuss their use with the Parish Council.</p> <p>24th April 2013 – agreed that funding to be transferred from CCC to ECC. Once complete, discussions can be undertaken</p>	June 2013
10	6 th November 2012	School crossing adjoining Melbourne Park School and asked that the exit from the roundabout should be investigated. The Panel agreed £5,000 for this scheme (50131) to have a site safety assessment.	<p>As from 3rd September 2012 the Panel has recommended £5k maximum funding towards scheme site 50131 & 50122. These are with the design team for programming.</p> <p>24th April 2013 – agreed Jon Simmons would speak to Passenger Transport colleagues about the relocation of the bus stop.</p>	June 2013

			Awaiting feedback from Passenger Transport on the suggestion.	
11	23 rd January 2013	Five schemes, CH51/CH43, CH30, CH50, CH54/CH29 and CH13 be agreed and <u>that cycle count figures for the schemes be presented to the Panel.</u>	The cycling schemes are now with the design team for programming and the believed agreement was that in future there would be before/after cycle counts for any cycling scheme. Detailed Works Programme covering LHP and Section 106 Schemes will be brought to the June Panel meeting.	June 2013
12	23 rd January 2013	A report on the overall cycling strategy together with reference to Section 106 agreements that include cycling provision be made to a future meeting	It has been decided that a high level ECC Cycle Strategy be refreshed and in place before any 'local' strategies are rolled out, therefore the Chelmsford Cycle Strategy may not be presented to the Panel until September time. In the meantime interim information can be presented (such as S106 agreement information and mapping of potential cycle schemes as required). Will Young will attend the Panel meeting to provide information on cycling schemes.	June 2013
13	23 rd January 2013	Essex County Council was requested to discuss the implementation and funding of Schemes IT 149, 150 and 214 with West Hanningfield Parish Council using the S106 monies available.	Our S.106 team has been in contact with West Hanningfield Parish Council to discuss the schemes on the Scheme List and S.106 monies. 24th April 2013 – Parish has request speed reduction measures such as a Vehicle Activated Sign.	

14	23 rd January 2013	More information was requested on the following schemes to enable the Panel to make an informed decision IT145 with potential land issues, IT134 Broomfield Parade and IT172 Hatchfields, Great Waltham.	Chignal/Great Waltham Parish Councils have been contacted for additional information but also Broomfield Parish council in error which will be corrected. Awaiting feedback.	June 2013
15	23 rd January 2013	Panel agreed a £2,000 feasibility study of the parking problems in Avon Road. Jon Simmons to bring a report to a future meeting.	Currently with design team. Detailed Works Programme covering LHP and Section 106 Schemes will be brought to the June Panel meeting.	June 2013
16	23 rd January 2013	Funding agreed for a feasibility study for Ford End – report on outcome needed.	Currently with design team. Detailed Works Programme covering LHP and Section 106 Schemes will be brought to the June Panel meeting.	June 2013
17	6 th March 2013	Consideration of IT234 use Section 106 funding £3,800 and £200 from LHP to fund a £4k study into traffic management options;	Currently with design team. Detailed Works Programme covering LHP and Section 106 Schemes will be brought to the June Panel meeting.	June 2013
18	6 th March 2013	Scheme IT186 for traffic calming in Kings Road/Swiss Avenue, Chelmsford be investigated further and reported back to the Panel;	Awaiting results of scheme validation to look at engineering options. Speed surveys required to assist validation	June 2013
19	6 th March 2013	Scheme IT 138 be deleted and the parallel amber scheme under . Cycling Schemes be retained and considered as part of the Cycling Strategy report at a future meeting	Minor Scheme deleted and Cycling Scheme retained.	June 2013

20	6 th March 2013	Up to £2,000 agreed for feasibility studies for each of the schemes IT250, IT145 and IT26 using S106 funding where practical;	Currently with design team. Detailed Works Programme covering LHP and Section 106 Schemes will be brought to the June Panel meeting.	June 2013
21	6 th March 2013	Feasibility study Chelmsford Road, Writtle outside Hylands School	Currently with design team. Detailed Works Programme covering LHP and Section 106 Schemes will be brought to the June Panel meeting.	June 2013
22	6 th March 2013	Review of signage – West End Chelmsford – additional information and proposals for revised signage which was clearer and also to be advised of the funding contribution to be made by the West End Traders' Association	West End Business Association has indicated they hold £10k towards signage improvements for the West End and they were hoping for LHP "match funding". 24th April 2013 – agreed that a £20,000 scheme to be presented, with options of how the overall scheme could be delivered from the amount that is available	June 2013
23	6 th March 2013	Jon Simmons to update on contact with Parishes as follows: <ul style="list-style-type: none"> ❖ Bicknacre & Woodham Ferrers Parish Council be asked to consider revised signing and lining rather than speed humps as Scheme IT188 ❖ Broomfield Parish Council be asked to provide justification for Scheme 	Bicknacre & Woodham Ferrers/Broomfield Parish Councils emailed and awaiting their feedback. Now clarified that contact to be made with Writtle parish council and this will be done.	June 2013

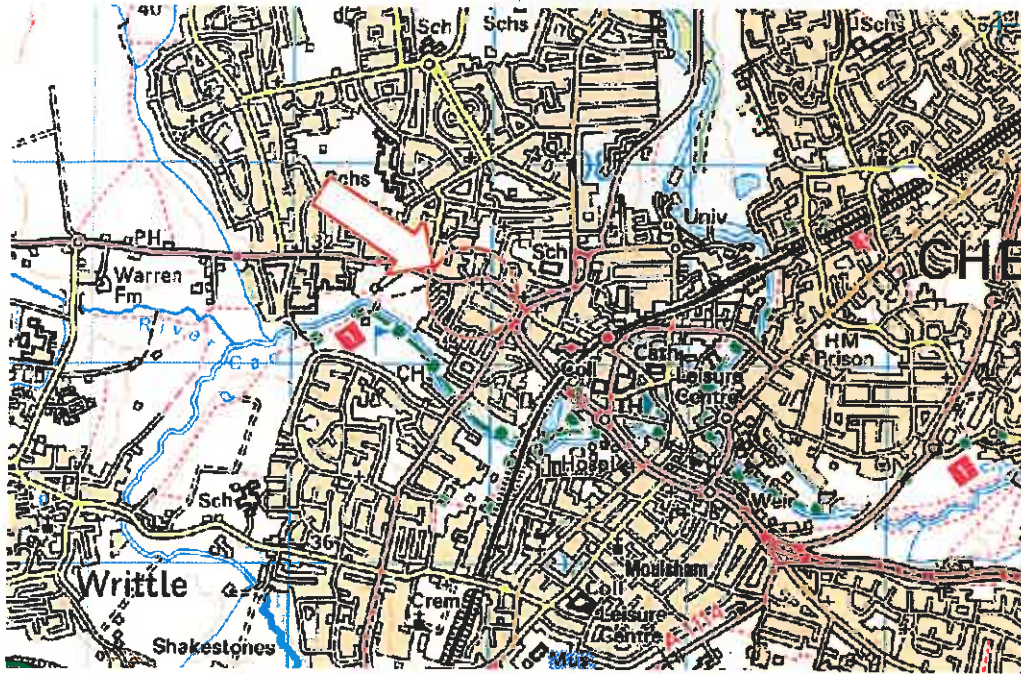
		<p>IT195 for a new crossing on Main Road Broomfield between Butlers Close and Court Road;</p> <ul style="list-style-type: none"> ❖ A meeting be held with Writtle Parish Council about rationalising Schemes IT227, IT207, IT212, IT225 and IT226. Joy Thomas to check the wording of the S106 agreements. ❖ Stock Parish Council be asked for their views on Schemes IT184 and IT254 including the need for a vehicle activated sign south of Stock from Billericay 		
25	6 th March 2013	Baddow Road study to be undertaken agreed, linked to Great Baddow to City Centre cycle study and bus gate routes, however quote for the study to be brought back to the next LHP meeting for confirmation	This scheme(s) has/have since been superseded. The schemes will be packed up with improvements at and in the vicinity of the Army and Navy junction. Monies from the Economic Growth Strategy have been secured to investigate options and progress the package of measures. Information will be brought back to the Panel for their information and potentially for a decision at a later date.	TBC
27	6 th March 2013	update on contacting Parishes asking for up to 3 schemes, in order of priority	<p>Parish/Town Councils in Parished areas, members in un-parished areas now contacted, awaiting feedback.</p> <p>24th April 2013 – agreed that a 2nd letter would be sent to Parishes confirming the schemes on the current reserve list.</p>	June 2013

			This is to be carried out after June LHP with Version 12 of the Scheme List.	
28	6 th March 2013	Scheme submitted by Woodham Ferrers and Bicknacre Parish to be presented to the Panel	Currently awaiting results of Scheme Validation. Schemes now validated and appear under Potential Schemes List.	June 2013
29	6 th March 2013	A report on the feasibility of a permanent left turn off High Bridge Road onto Baddow Road be made to the next meeting.	The design is currently with Network Management for their comments before being brought back to the Panel to for comments. See item 2	June 2013
30	24 th April 2013	Background information to the school crossing patrol scheme at the Bishops CE/RE Primary School in Beardsley Drive, Springfield to be supplied	Information forwarded to Councillor.	June 2013

ECC Casualty Reduction Site Investigation 2013/14

Location: Rainsford Road j/w Primrose Hill, Chelmsford District: Chelmsford
Investigation Period: 01/06/2007 to 31/05/2012 Grid Reference: 569,842 207,377

1.0 Site Location Plan



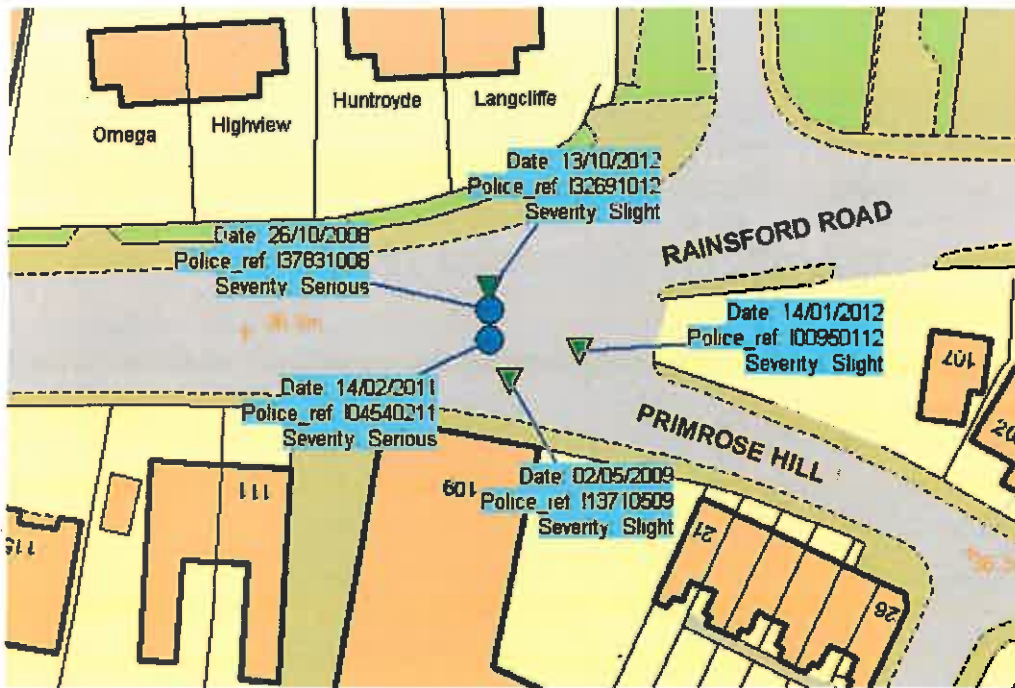
2.0 Site Description

Rainsford Road is part of the A1060 that links Chelmsford to Bishops Stortford. Primrose Hill is a local road accessing local housing and businesses. The two roads form a T junction to the west of Parkway which is at an angle with Rainsford Road having priority. Both roads are subject to a 30mph speed limit by virtue of street lighting. There are footways on both sides of each road.

3.0 Personal Injury Collision Analysis (see AccMap Data & attached stick diagrams)

A study of the Personal Injury Collision data for the period from 01/06/2007 to 31/05/2012 at this location shows that there have been 4 Personal Injury Collisions, two of them serious and two of them slight resulting in 3 serious and 2 slight casualties. Three collisions involved vehicles exiting Primrose Hill failing to give to traffic travelling west along Rainsford Road (one of these was an overshoot). The other collision involved a westbound vehicle on Rainsford Road slowing to let a vehicle out of Primrose Hill being shunted by vehicles travelling behind it. Two collisions occurred during the hours of darkness and two occurred on a wet/damp road surface. No pedestrians, cyclists or motorcyclists were involved in any of the collisions.

COLLISION HISTORY UPDATE (31/05/2012 – 31/01/2013): There has been one further Slight injury collision on 13/10/2012 resulting in two casualties which involved a vehicle failing to give way when turning right out of Primrose Hill and hitting a westbound vehicle on Rainsford Road.



Collision Locations

4.0 Site Observations and Photographs

When travelling westbound on Rainsford Road the advanced visibility of Primrose Hill is restricted as the road bends to the left prior to the junction (see Photograph 1). Due to this bend and any vehicles parked in the private car park on the north east side of Primrose Hill, visibility to the east is limited when exiting Primrose Hill (see Photograph 2). There is no warning of the junction as you travel westbound on Rainsford Road. There is central hatching along Rainsford Road from prior to the junction of Mace Walk westwards and there are also parking bays located on the north side of the road.



Photograph 1: View travelling westbound on Rainsford Road prior to the junction of Primrose Hill located on the nearside.



Photograph 2: View eastwards when exiting Primrose Hill onto Rainsford Road.

6.0 Recommendations

Following the site inspection and an analysis of the previous Personal Injury Collisions, it is recommended that the following measures are undertaken:

- i) Investigate whether the white lining on Rainsford Road can be altered to remove the central hatching to enable the give way line at Primrose Hill to be brought out further to improve visibility for vehicles exiting the junction. Renew the give way lining as part of this and add new give way triangle.
- ii) Install new junction warning sign on Rainsford Road on the westbound approach to the Primrose Hill junction. Install a SLOW marking next to the new sign.

6.0 Economic Analysis

First Year Rate of Return (FYRR) Calculation

$$\% \text{ FYRR} = \frac{\text{Annual Accident Savings} \times 100}{\text{Scheme Cost}}$$

Assumptions:

Average annual accident cost (£)	£104,720.00 (TAG 3 4 1 Aug 2012)
Accidents treated	4
Casualties treated	5
Investigation time period (years)	5

Estimated cost of recommended remedial measures (including Design, Audit and Traffic Management)

1) Alter white lining layout and renew give way lining	£2 500.00
2) Install new junction warning sign	£300 00
3) Install new SLOW marking	£200 00
4) Design, project management & Safety Audit	£1,000 00
	£4,000.00

Accident saving produced by proposed treatment (%) 30 Rospa

%FYRR 628

Number of accidents that would not have occurred had the remedial actions been implemented at the start of the three-year accident period

1.2 or **0.24** each year

Number of casualties that would not have occurred had the remedial actions been implemented at the start of the three-year accident period

1.5 or **0.30** each year

7.5 Submits Approval & Authorisation

Approvals			
Name/role	Tel No.	Signature	Date
<i>Safety Engineer: Jenny Hill</i>			
<i>Safety Engineering Manager: Nicola Foster</i>			

Discussed/Agreed with Area Contact			
Name/role	Tel No.	Signature	Date

Financial Authorisation Code	Date of Authorisation

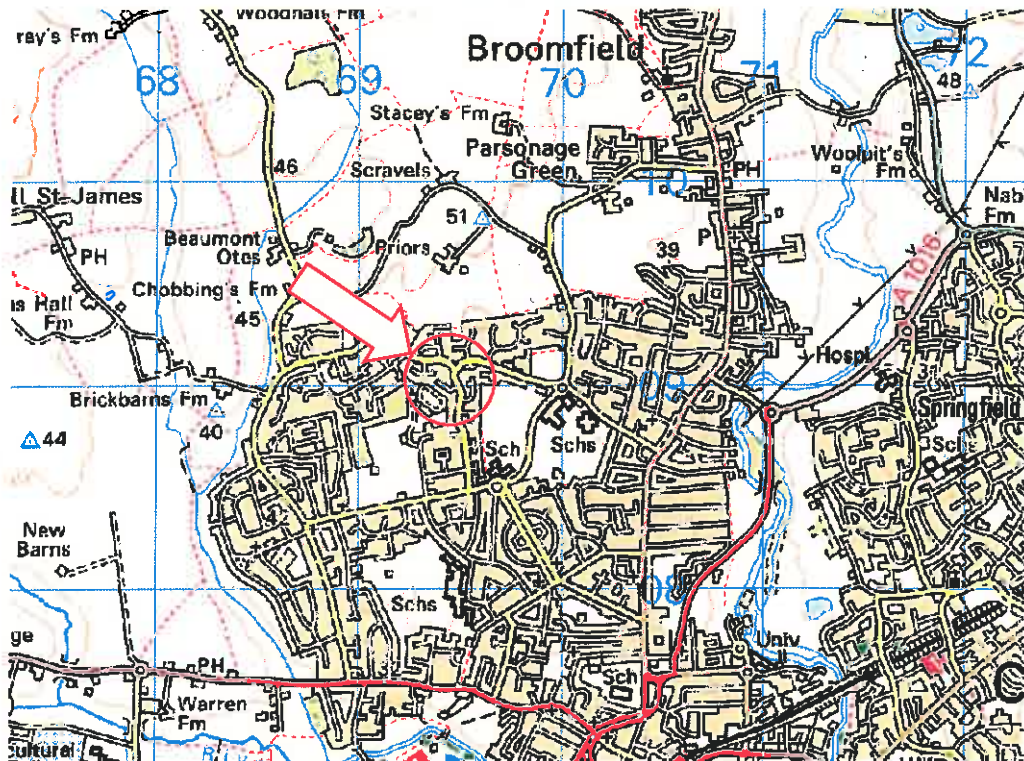
Contacts	
Name/role	Address and/or Tel No.
<i>Essex Police Representative: Trevor Stubbington</i>	
<i>County Councillor:</i>	
<i>Other:</i>	

Comments

ECC Casualty Reduction Site Investigation 2013/14

Location: Copperfield Road j/w Oliver Way, Chelmsford District: Chelmsford
Investigation Period: 01/06/2007 to 31/05/2012 Grid Reference: 569,471 209,066

1.0 Site Location Plan



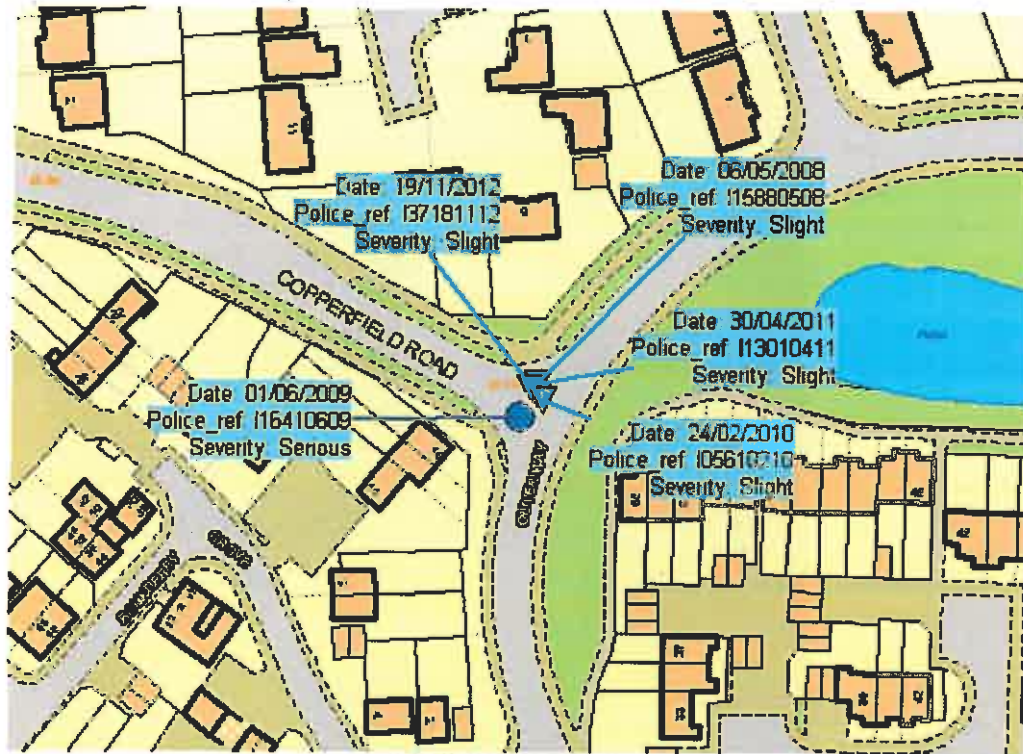
2.0 Site Description

Copperfield Road and Oliver Way are local estate roads on a Housing Estate located to the north west of Chelmsford. They form a T junction and are subject to a 30mph speed limit by virtue of street lighting. There are footways on both sides of each road.

3.0 Personal Injury Collision Analysis (see ArcsMap Data & attached stick diagrams)

A study of the Personal Injury Collision data for the period from 01/06/2007 to 31/05/2012 at this location shows that there have been 4 Personal Injury Collisions, 1 of them serious and 3 of them slight resulting in 1 serious and 4 slight casualties. All four collisions involved vehicles on Copperfield Road failing to give way to traffic travelling north along Oliver Way (one of these was an overshoot). No collisions occurred during the hours of darkness and one occurred on a wet/damp road surface. One collision involved a cyclist who was struck by a vehicle emerging from Copperfield Road.

COLLISION HISTORY UPDATE (31/05/2012 – 31/01/2013): There has been one further Slight injury collision on 19/11/2012 resulting in one casualty which also involved a vehicle failing to give way when exiting Copperfield Road and hitting a northbound vehicle on Oliver Way. This occurred on a wet/damp road surface.



Collision Locations

4.0 Site Observations and Photographs

The approach to the junction along Copperfield Road is straight and the advanced visibility of the junction is good (see Photograph 1). There is a give way sign at the junction but it is only 600mm in size and doesn't particularly stand out as you approach. The visibility when exiting Copperfield Road is reasonable in both directions despite Oliver Way bending away from Copperfield Road in both directions. There is no warning of the junction for northbound traffic travelling along Oliver Way and the junction can be seen easily in advance (see Photograph 2), however this junction has much higher use than other junctions on the estate and traffic on Oliver Way may not expect many vehicles to be exiting from Copperfield Road.



Photograph 1: View travelling south east bound along Copperfield Road towards the junction with Oliver Way



Photograph 2: View travelling northbound on Oliver Way with the Copperfield Road junction on the nearside.

4.0 Recommended Changes

Following the site inspection and an analysis of the previous Personal Injury Collisions, it is recommended that the following measures are undertaken:

- i) Replace the existing give way sign on Copperfield Road with a larger sign on a yellow backing board. Sign to be lit in accordance with TSRGD 2002.
- ii) Renew the existing white give way lines and triangle at the junction.
- iii) Install new junction warning signs on Oliver Way on both approaches to the Copperfield Road junction. Install a SLOW marking next to both new signs.

6.0 Economic Analysis

First Year Rate of Return (FYRR) Calculation

$$\% \text{ FYRR} = \frac{\text{Annual Accident Savings} \times 100}{\text{Scheme Cost}}$$

Assumptions:

Average annual accident cost (£)	£104,720.00 (TAG 3 4 1 Aug 2012)
Accidents treated	4
Casualties treated	5
Investigation time period (years)	5

Estimated cost of recommended remedial measures (including Design, Audit and Traffic Management)

1) Install lit yellow backed give way sign	£2,000.00
2) Renew give way lining	£200.00
3) Install 2 No new SLOW marking	£200.00
4) Install 2 No new junction warning signs	£750.00
5) Design, project management & Safety Audit	£750.00
	£3,900.00

Accident saving produced by proposed treatment (%) 20 Rospa

%FYRR 430

Number of accidents that would not have occurred had the remedial actions been implemented at the start of the three-year accident period

0.8 or **0.16** each year

Number of casualties that would not have occurred had the remedial actions been implemented at the start of the three-year accident period

1 or **0.20** each year

7.0 Scheme Approval & Authorisation

Approvals			
Name/role	Tel No.	Signature	Date
<i>Safety Engineer: Jenny Hill</i>			
<i>Safety Engineering Manager: Nicola Foster</i>			

Discussed/Agreed with Area Contact			
Name/role	Tel No.	Signature	Date

Financial Authorisation Code	Date of Authorisation

Contacts	
Name/role	Address and/or Tel No.
<i>Essex Police Representative: Trevor Stubbington</i>	
<i>County Councillor:</i>	
<i>Other:</i>	

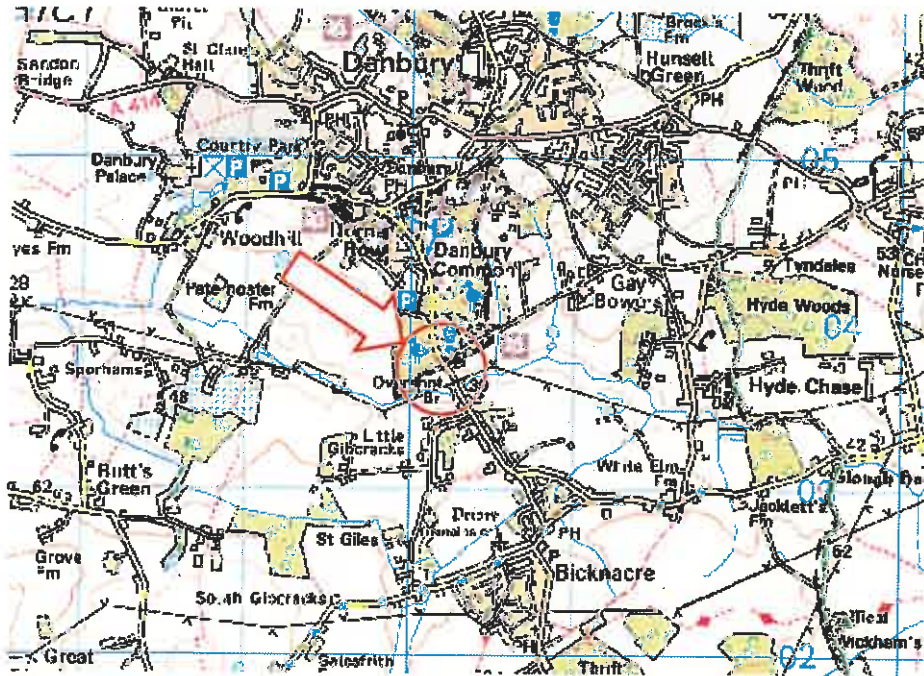
Comments

ECC Casualty Reduction Site Investigation 2013/14

Location: Bicknacre Road nr j/w Gay Bowers Rd, Danbury
Investigation Period: 01/06/2007 to 31/05/2012

District: Chelmsford
Grid Reference: 578,198 203,752

1.0 Site Location Plan



2.0 Site Description

Bicknacre Road provides a main route between Danbury and Bicknacre. It is a derestricted (60mph) road. The road is not street-lit due to its rural location. There are no footways in the vicinity as the road is located in a mainly rural area. It is a well used route by cyclists.

3.0 Personal Injury Collision Analysis (see AccessMap Data & attached risk diagram)

A study of the Personal Injury Collision data for the period from 01/06/2007 to 31/05/2012 at this location shows that there have been 6 Personal Injury Collisions, including two serious and four slight, resulting in five serious and four slight casualties. Five collisions involved vehicles travelling southbound north of the junction with Gay Bowers Road losing control. Three of these were single vehicle collisions. Of the other two collisions, one involved the vehicle hitting pedestrians and the other involved the vehicle hitting a northbound vehicle. Another collision involved a nose to tail at temporary roadworks. Four collisions occurred during the hours of darkness and one collision occurred on a wet/damp road surface. One collision involved pedestrians.

COLLISION HISTORY UPDATE (31/05/2012 – 31/01/2013): There has been one further Slight injury collision on 15/11/2012 resulting in three casualties involving a northbound vehicle losing control and hitting an oncoming southbound vehicle. This occurred in dark conditions on a wet/damp road surface.



Collision Locations

4.0 Site Observations and Photographs

There is a slight left hand bend when travelling southbound towards Bicknacre approximately 200m before you reach the junction of Gay Bowers Road (see photograph 1). It appears that this sweeping bend is where vehicles have lost control. There is no advanced warning of this bend and it is not highlighted in any way to motorists. There are two gullies on the eastern side of the road that are blocked which may affect the efficiency of the drainage system along this stretch of road. This was reported to maintenance on 22/02/13 for inspection and action to be taken.



Photograph 1: View of left hand bend on Bicknacre Road, travelling southbound, approx. 150m north of j/w Gay Bowers Road

5.0 Recommendations

Following the site inspection and an analysis of the previous Personal Injury Collisions, it is recommended that the following measures are undertaken:

- i) Check SCRIM data for road to see if the surface meets the investigatory level. Undertake resurfacing works if required.
- ii) Install new bend warning sign on the southbound approach to the left hand bend with accompanying 'SLOW' marking.
- iii) Install reflector posts along the offside verge around the bend.
- iv) Arrange for drainage system to be checked and cleared.

First Year Rate of Return (FYRR) Calculation

$$\% \text{ FYRR} = \frac{\text{Annual Accident Savings} \times 100}{\text{Scheme Cost}}$$

Assumptions:

Average annual accident cost (£)	£104,720.00 (TAG 3 4 1 Aug 2012)
Accidents treated	5
Casualties treated	8
Investigation time period (years)	5

Estimated cost of recommended remedial measures (including Design, Audit and Traffic Management)

1) Install reflector posts	£4,000.00
2) Install bend warning sign	£500.00
3) Check and clear drainage system	£1,000.00
4) Install 2 x SLOW markings	£750.00
5) Resurfacing of southbound carriageway	£10,000.00
6) Design, project management & Safety Audit	£1,000.00
	£17,250.00

Accident saving produced by proposed treatment (%) 40 Rospa

%FYRR 243

Number of accidents that would not have occurred had the remedial actions been implemented at the start of the three-year accident period

2 or **0.40** each year

Number of casualties that would not have occurred had the remedial actions been implemented at the start of the three-year accident period

3.2 or **0.64** each year

7.0 Scheme Approval & Authorisation

Approvals			
Name/role	Tel No.	Signature	Date
<i>Safety Engineer: Jenny Hill</i>			
<i>Safety Engineering Manager: Nicola Foster</i>			

Discussed/Agreed with Area Contact			
Name/role	Tel No.	Signature	Date

Financial Authorisation Code	Date of Authorisation

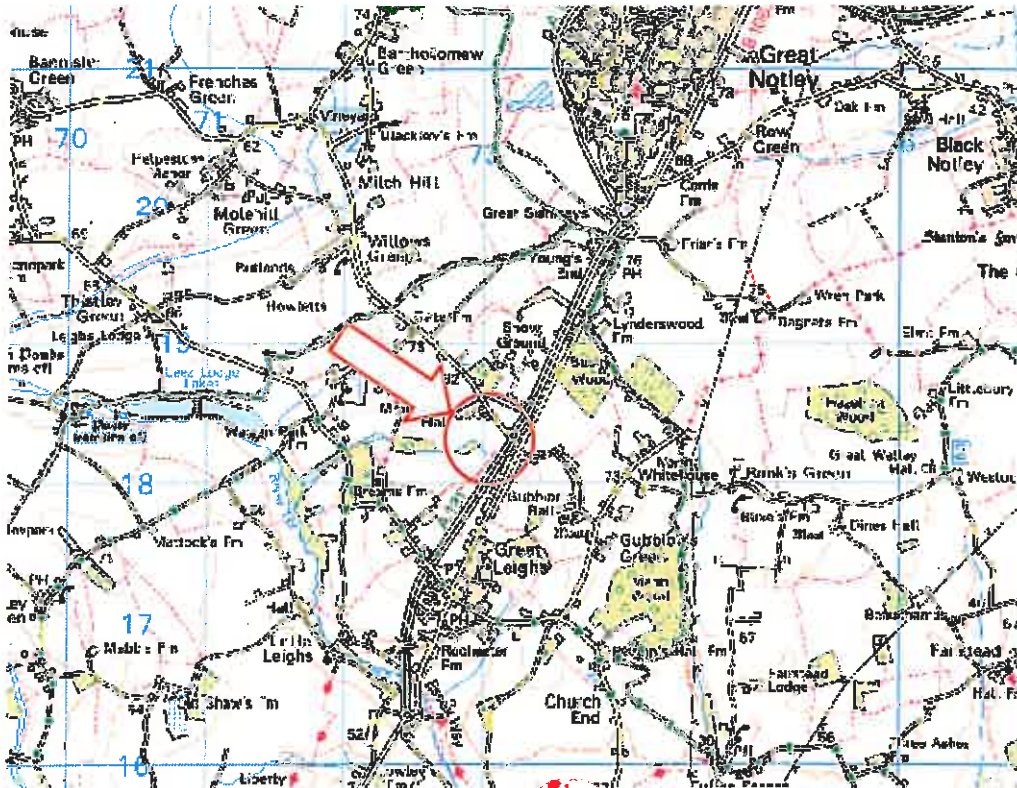
Contacts	
Name/role	Address and/or Tel No.
<i>Essex Police Representative: Trevor Stubbington</i>	
<i>County Councillor:</i>	
<i>Other:</i>	

Comments

ECC Casualty Reduction Site Investigation 2013/14

Location: A131 Moulsham Hall Lane Roundabout, Great Leighs District: Chelmsford
Investigation Period: 01/06/2007 to 31/05/2012 Grid Reference: 573,252 218,392

1.0 Site Location Plan

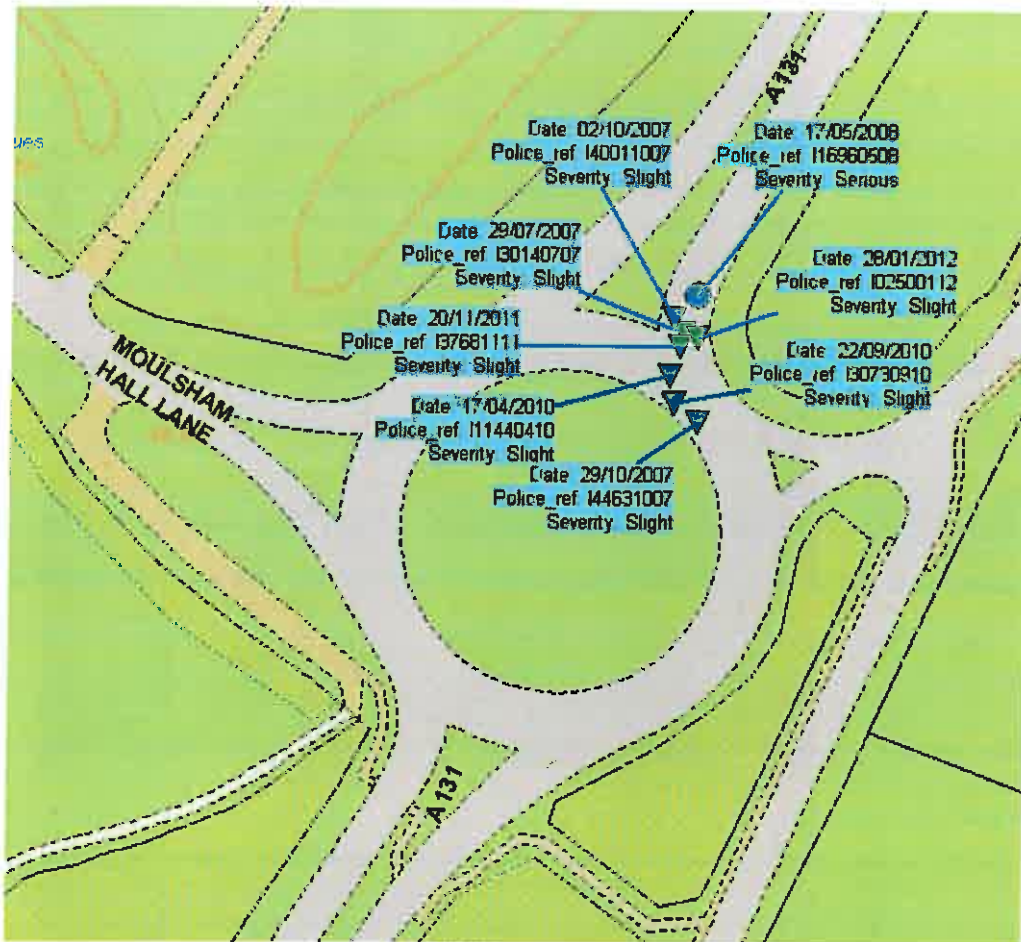


2.0 Site Description

The A131 runs between Braintree and Chelmsford. The Great Leighs Bypass is a derestricted (70mph) section of dual carriageway that links the Moulsham Hall Roundabout with the Notley Green Roundabout. The Moulsham Hall Roundabout is street-lit and there are no footways due to its rural location.

3.0 Personal Injury Collision Analysis (see AccessMap Data & attached site diagrams)

A study of the Personal Injury Collision data for the period from 01/06/2007 to 31/05/2012 at this location shows that there have been 8 Personal Injury Collisions (one of them serious) resulting in one serious and 7 slight casualties. All 8 collisions involved single vehicles losing control on the southbound A131 approach to the Moulsham Hall roundabout, with 7 of them mounting the roundabout island. Four collisions occurred during the hours of darkness, three occurred on a wet/damp road surface and five occurred during foggy weather. One collision involved a motorcyclist. One collision was attributed to alcohol and another to illness.



Collision Locations

4.1 Site Observations and Photographs

The southbound A131 approach to the Moulsham Hall Lane Roundabout is straight and flat and the advanced visibility is reasonable (see Photograph 1). However, the 70mph straight approach may lend itself to higher speeds. There is a large Advanced Direction Sign for the roundabout on the nearside verge. There is also a roundabout warning sign and reduce speed now sub-plate on the offside; it appears that there should also be one on the nearside before the ADS which has previously been hit and is now missing. The chevron signs on the roundabout island are small for the size of the roundabout and are not very conspicuous to approaching traffic (see photograph 2).



Photograph 1: A131 southbound approach to the Moulsham Hall Lane Roundabout, Great Leighs.



Photograph 2: A131 travelling southbound at the Moulsham Hall Lane Roundabout.

5.0 Recommendations

Following the site inspection and an analysis of the previous Personal Injury Collisions, it is recommended that the following measures are undertaken:

- i) Replace the missing nearside roundabout warning sign and Reduce Speed Now sub-plate on a yellow backing board on passively safe posts.
- ii) Replace the chevrons and keep left signs on the roundabout island with a Chevroflex type sign assembly.
- iii) Install transverse yellow bar markings on the approach to the roundabout across both lanes (please note that DfT approval will need to be applied for).
- iv) Install two sets of SLOW markings on both approach lanes to the roundabout.

6.0 Economic Analysis

First Year Rate of Return (FYRR) Calculation

$$\% \text{ FYRR} = \frac{\text{Annual Accident Savings} \times 100}{\text{Scheme Cost}}$$

Assumptions:

Average annual accident cost (£)

£104,720.00 (TAG 3.4.1 Aug 2012)

Accidents treated

8

Casualties treated

8

Investigation time period (years)

5

Estimated cost of recommended remedial measures

(including Design, Audit and Traffic Management)

1) Install Roundabout warning sign

£2,000.00

2) Install Chevroflex signs

£8,000.00

3) Introduce transverse yellow bar markings on the roundabout app

£4,000.00

4) Install two sets of SLOW markings on both approach lanes

£1,000.00

5) Design, project management & Safety Audit

£1,000.00

£16,000.00

Accident saving produced by proposed treatment (%)

41 Rospa

%FYRR 429

Number of accidents that would not have occurred had the remedial actions been implemented at the start of the three-year accident period

3.28 or **0.66** each year

Number of casualties that would not have occurred had the remedial actions been implemented at the start of the three-year accident period

3.28 or **0.66** each year

7.8 Scheme Approval & Authorisation

Approvals			
Name/role	Tel No.	Signature	Date
<i>Safety Engineer: Jenny Hill</i>			
<i>Safety Engineering Manager: Nicola Foster</i>			

Discussed/Agreed with Area Contact			
Name/role	Tel No.	Signature	Date

Financial Authorisation Code	Date of Authorisation

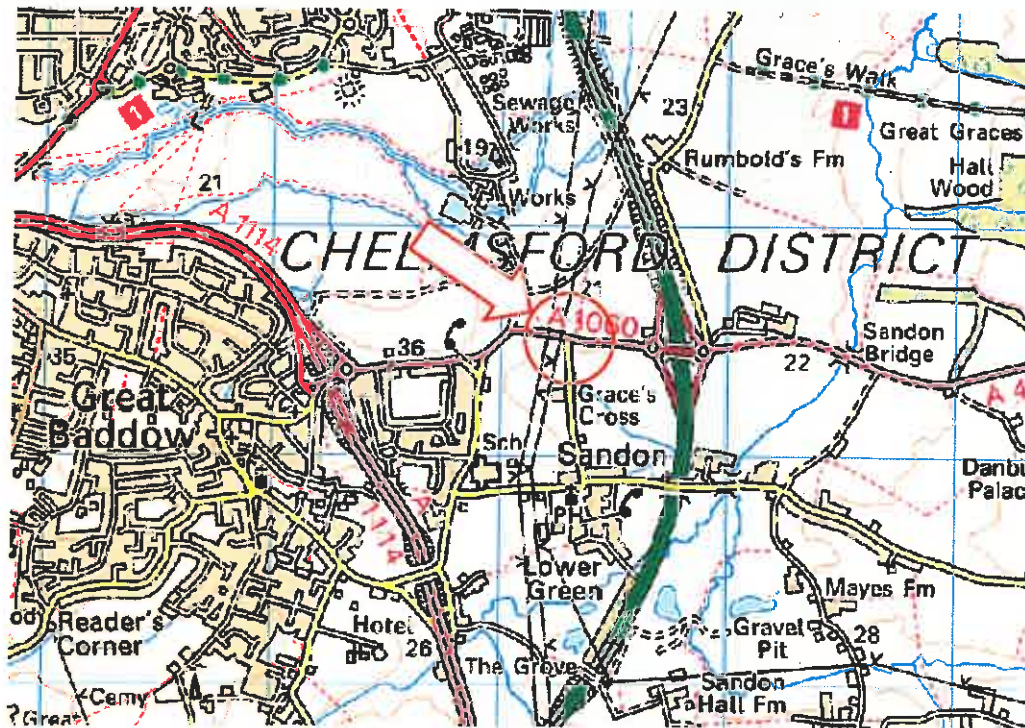
Contacts	
Name/role	Address and/or Tel No.
<i>Essex Police Representative: Trevor Stubbington</i>	
<i>County Councillor:</i>	
<i>Other:</i>	

Comments

ECC Casualty Reduction Site Investigation 2013/14

Location: A1060 Maldon Road j/w Brick Kiln Road, Sandon District: Chelmsford
Investigation Period: 01/06/2007 to 31/05/2012 Grid Reference: 574,289 205,474

1.0 Site Location Plan



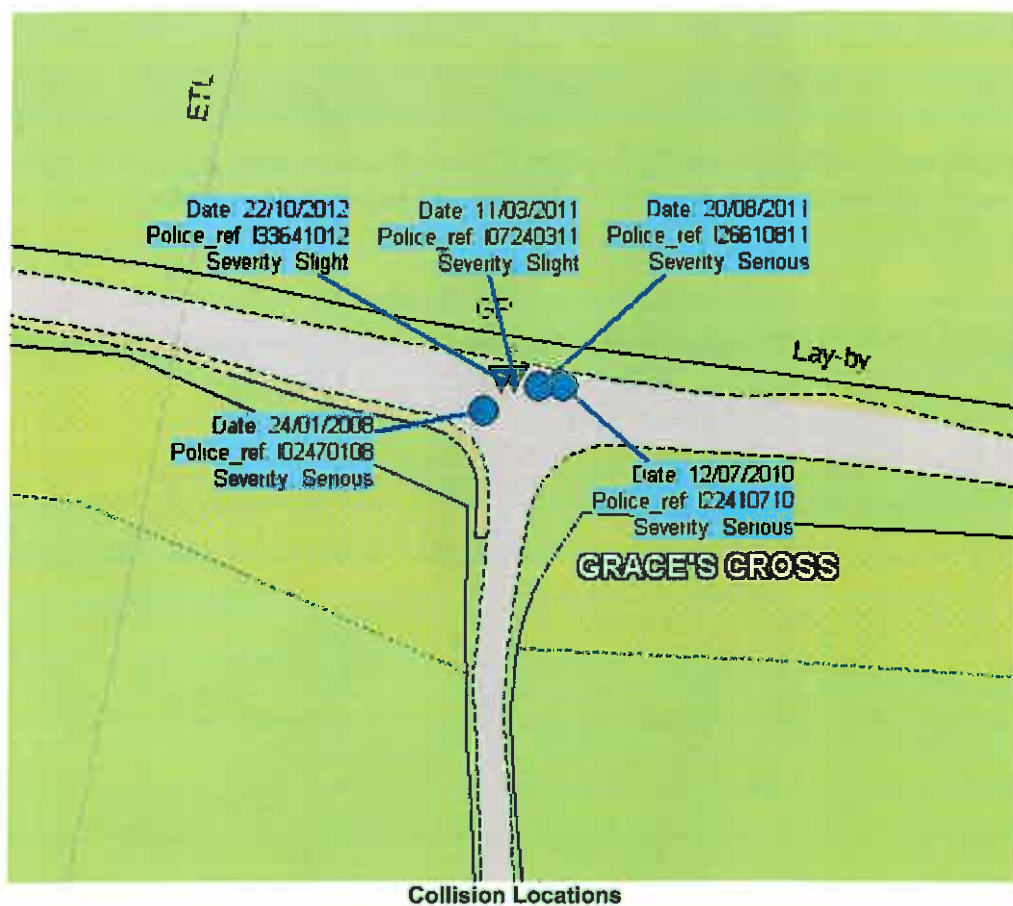
2.0 Site Description

The A1060 runs between the A1114 and the A414 and links Chelmsford to Maldon and the A12. It is a derestricted (60mph) single carriageway road, as is Brick Kiln Road which is a local road linking the A1060 to Sandon village. The two roads form a standard T junction. The A1060 is street-lit (Brick Kiln Road is unlit) and there is a footway only on the south side of the A1060 due to its rural location.

3.0 Personal Injury Collision Analysis (see AccessMap Data & attached stick diagrams)

A study of the Personal Injury Collision data for the period from 01/06/2007 to 31/05/2012 at this location shows that there have been 4 Personal Injury Collisions, 3 of them serious and one of them slight resulting in 3 serious and 2 slight casualties. Two collisions involved vehicles waiting to turn right into Brick Kiln Road being shunted from behind by eastbound vehicles. One collision was caused by a vehicle pulling out of Brick Kiln Road into the path of an oncoming westbound motorcyclist. The other collision was unrelated to the junction and involved a westbound car overtaking a motorcycle causing it to lose control. Two collisions occurred during the hours of darkness and two occurred on a wet road surface.

COLLISION HISTORY UPDATE (31/05/2012 – 31/01/2013): There has been one further Slight injury collision on 22/10/2012 involving a vehicle turning right into Brick Kiln Road being shunted from behind by an eastbound vehicle. This occurred on a wet/damp road surface. All of the 3 rear end shunt collisions occurred on a wet/damp road surface.



4.0 Site Observations and Photographs

The A1060 eastbound approach to the junction with Brick Kiln Road is reasonably straight for approx. 200m before the junction after coming round the bend near the Sandford Mill Road junction (see Photograph 1). The road has central hatching which finishes at the junction with Brick Kiln Road (see Photograph 2) and there are bus lay-bys on both sides of the A1060. There is a junction warning sign on the A1060 for eastbound traffic, however it is not lit (it should be as it is in a street lit area over 30mph) and not large enough for the speed of the road.

Brick Kiln Road has good visibility in both directions and is on a gradient up to the A1060.



Photograph 1: View travelling eastbound on the A1060 Maldon Road towards the junction with Brick Kiln Road located on the offside.



Photograph 2: A1060 Maldon Road at the junction with Brick Kiln Road

5.0 Recommendations

Following the site inspection and an analysis of the previous Personal Injury Collisions, it is recommended that the following measures are undertaken:

- i) Replace the existing junction warning sign with a larger sized sign and add a new Reduce Speed Now sub-plate beneath it. Check whether the sign should be located further in advance of the junction depending on the speed of traffic using the road. Ensure the sign is lit as per TSRGD2002.
- ii) Install new SLOW marking next to the new junction warning sign.
- iii) Investigate whether the central hatching can be extended past the junction of Brick Kiln Road to provide more protection for vehicles waiting to turn right.

5.0 Economic Analysis

First Year Rate of Return (FYRR) Calculation

$$\% \text{ FYRR} = \frac{\text{Annual Accident Savings} \times 100}{\text{Scheme Cost}}$$

Assumptions:

Average annual accident cost (£)

£104,720.00 (TAG 3 4 1 Aug 2012)

Accidents treated

3

Casualties treated

4

Investigation time period (years)

5

Estimated cost of recommended remedial measures

(including Design, Audit and Traffic Management)

1) Install lit junction warning sign

£2,000.00

2) Install new SLOW marking

£200.00

3) Alter central hatching

£1,000.00

4) Design, project management & Safety Audit

£750.00

£3,950.00

Accident saving produced by proposed treatment (%)

20 Rospa

%FYRR 318

Number of accidents that would not have occurred had the remedial actions been implemented at the start of the three-year accident period

0.6 or **0.12** each year

Number of casualties that would not have occurred had the remedial actions been implemented at the start of the three-year accident period

0.8 or **0.16** each year

7.0 Scheme Approval & Authorisation**Approvals**

Name/role	Tel No.	Signature	Date
<i>Safety Engineer: Jenny Hill</i>			
<i>Safety Engineering Manager: Nicola Foster</i>			

Discussed/Agreed with Area Contact

Name/role	Tel No.	Signature	Date

Financial Authorisation Code	Date of Authorisation

Contacts

Name/role	Address and/or Tel No.
<i>Essex Police Representative: Trevor Stubbington</i>	
<i>County Councillor:</i>	
<i>Other:</i>	

Comments

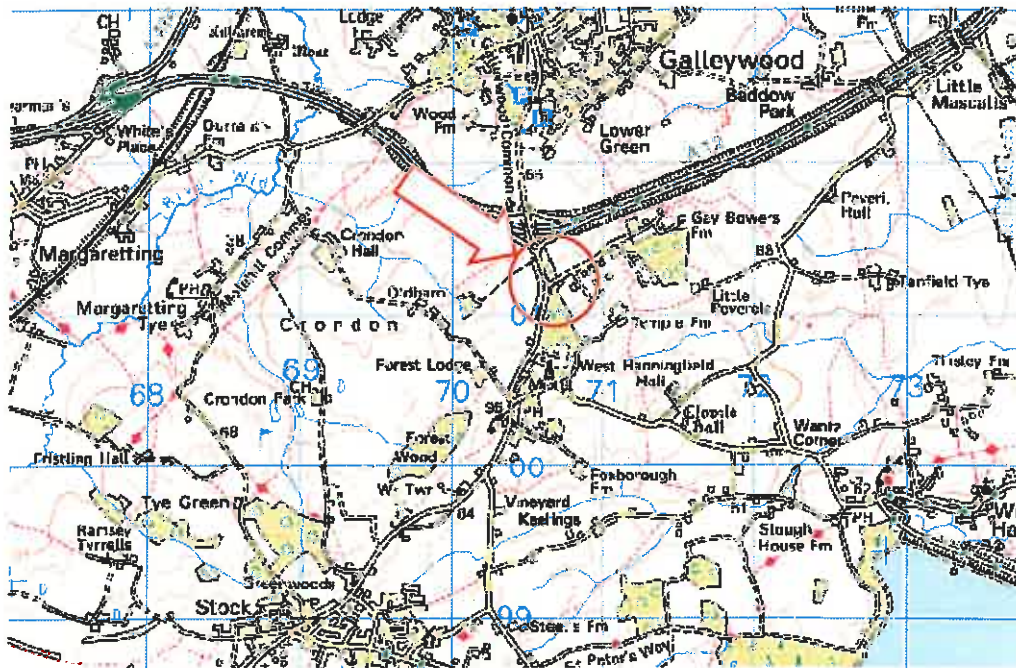
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ECC Casualty Reduction Site Investigation 2013/14

Location: B1007 Stock Road j/w Bakers Lane, Stock
Investigation Period: 01/06/2007 to 31/05/2012

District: Chelmsford
Grid Reference: 570,635 201,184

1.0 Site Location Plan

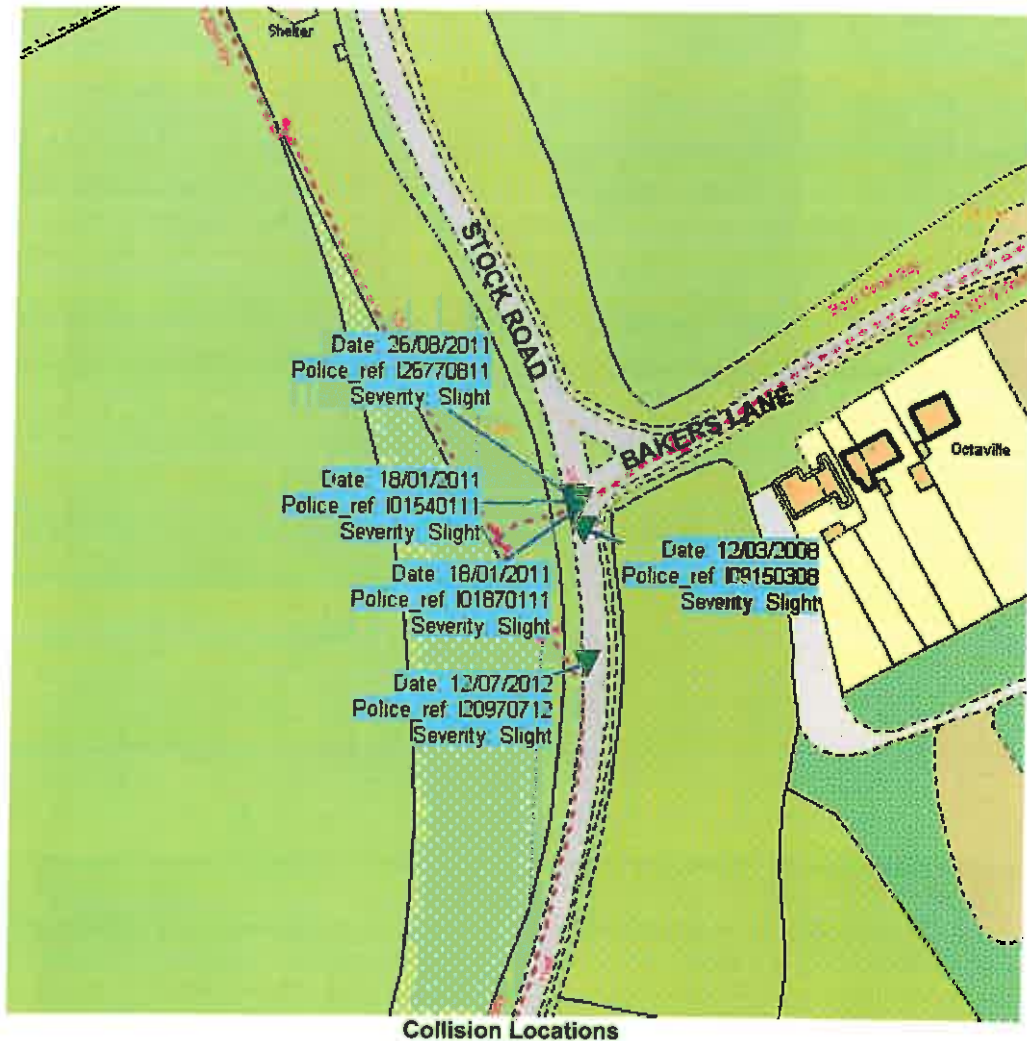


2.0 Site Description

The B1007 provides a main route between Chelmsford and Billericay. The junction of the B1007 Stock Road and Bakers Lane is a Bennett junction. The B1007 is derestricted (60mph) and Bakers Lane is subject to a 30mph speed limit. Bakers Lane is a no through road providing local access to a farm, caravan park and businesses. The B1007 is semi-rural along this section. The junction is street-lit and there are footways on one side of both roads.

3.0 Personal Injury Collision Analysis (see AccessMap Data & attached stick diagrams)

A study of the Personal Injury Collision data for the period from 01/06/2007 to 31/05/2012 at this location shows that there have been 5 Slight Personal Injury Collisions resulting in five casualties. Three collisions were nose to tail where vehicles waiting to turn right into Bakers Lane were shunted by vehicles behind them travelling northbound on Stock Road. Another collision resulted from a vehicle failing to give way when turning right out of Bakers Lane causing a northbound vehicle on Stock Road to take evasive action and leave the road. The other collision occurred south of the Bakers Lane junction where a vehicles trailer clipped a cyclist as it was overtaking. No collisions occurred during the hours of darkness. Two collisions occurred on a wet/damp road surface. One collision involved a motorcyclist and one involved a cyclist.



Collision Locations

4.0 Site Observations and Photographs

There is an advanced 'junction ahead on bend' warning sign as you travel northwards along Stock Road with 200yd sub-plate. This is to warn of the sweeping left hand bend as you travel northbound prior to the junction with Bakers Lane. This bend restricts the forward visibility of the junction however, any vegetation on the highway to the nearside appears to have been previously cleared to improve it. The junction of Bakers Lane has a Bennett junction and the give way lining is faded.



Photograph 1: View northbound on B1007 Stock Road, approx. 200m before jw Bakers Lane



Photograph 2: Bakers Lane at its junction with Stock Road

6.6 Recommendations

Following the site inspection and an analysis of the previous Personal Injury Collisions, it is recommended that the following measures are undertaken:

- i) Replace the existing northbound advanced junction on bend ahead warning sign and 200 yards sub-plate on Stock Road on a yellow backing board. Install sign on passively safe post.
- ii) Renew the existing SLOW marking adjacent to the above sign and install another new SLOW marking before the bend. Place red bands above and beneath each SLOW marking.
- iii) Renew the give way markings and centre lines on Bakers Lane at the junction with Stock Road and install a new give way triangle on the southern arm of the Bennett island.

6.9 Economic Analysis

First Year Rate of Return (FYRR) Calculation

$$\% \text{ FYRR} = \frac{\text{Annual Accident Savings} \times 100}{\text{Scheme Cost}}$$

Assumptions:

Average annual accident cost (£)
 Accidents treated
 Casualties treated
 Investigation time period (years)

£104,720.00 (TAG 3.4.1 Aug 2012)
 3
 3
 5

Estimated cost of recommended remedial measures (Including Design, Audit and Traffic Management)

1) Replace advanced bend with junction warning sign & sub-plate on yellow backing board	£1,000.00
2) Renew SLOW marking and install new SLOW	£200.00
3) Install red bands either side of both SLOW markings	£2,000.00
4) Design, project management & Safety Audit	£800.00
	£4,000.00

Accident saving produced by proposed treatment (%)

15 Rospa

%FYRR 236

Number of accidents that would not have occurred had the remedial actions been implemented at the start of the three-year accident period

0.45 or **0.09** each year

Number of casualties that would not have occurred had the remedial actions been implemented at the start of the three-year accident period

0.45 or **0.09** each year

7.8 Scheme Approval & Authorisation

Approvals			
Name/role	Tel No.	Signature	Date
<i>Senior Engineer: Jenny Hill</i>			
<i>Safety Engineering Manager: Nicola Foster</i>			

Discussed/Agreed with Area Contact			
Name/role	Tel No.	Signature	Date

Financial Authorisation Code	Date of Authorisation

Contacts	
Name/role	Address and/or Tel No.
<i>Essex Police Representative: Trevor Stubbington</i>	
<i>County Councillor:</i>	
<i>Other:</i>	

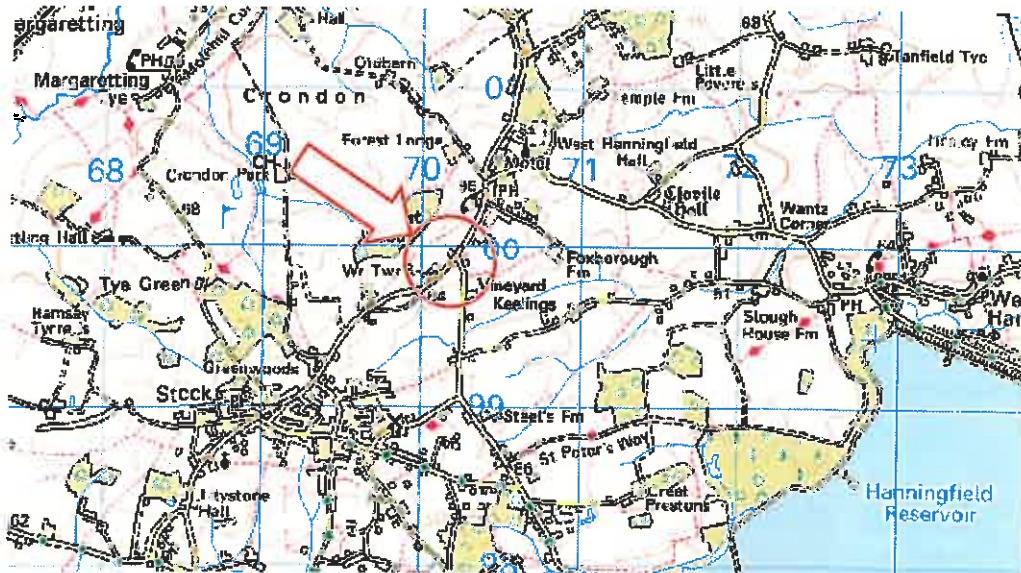
Comments

ECC Casualty Reduction Site Investigation 2013/14

Location: B1007 Stock Road j/w Downham Road, Stock
Investigation Period: 01/06/2007 to 31/05/2012

District: Chelmsford
Grid Reference: 570,211 199,924

4.0 Site Location Plan



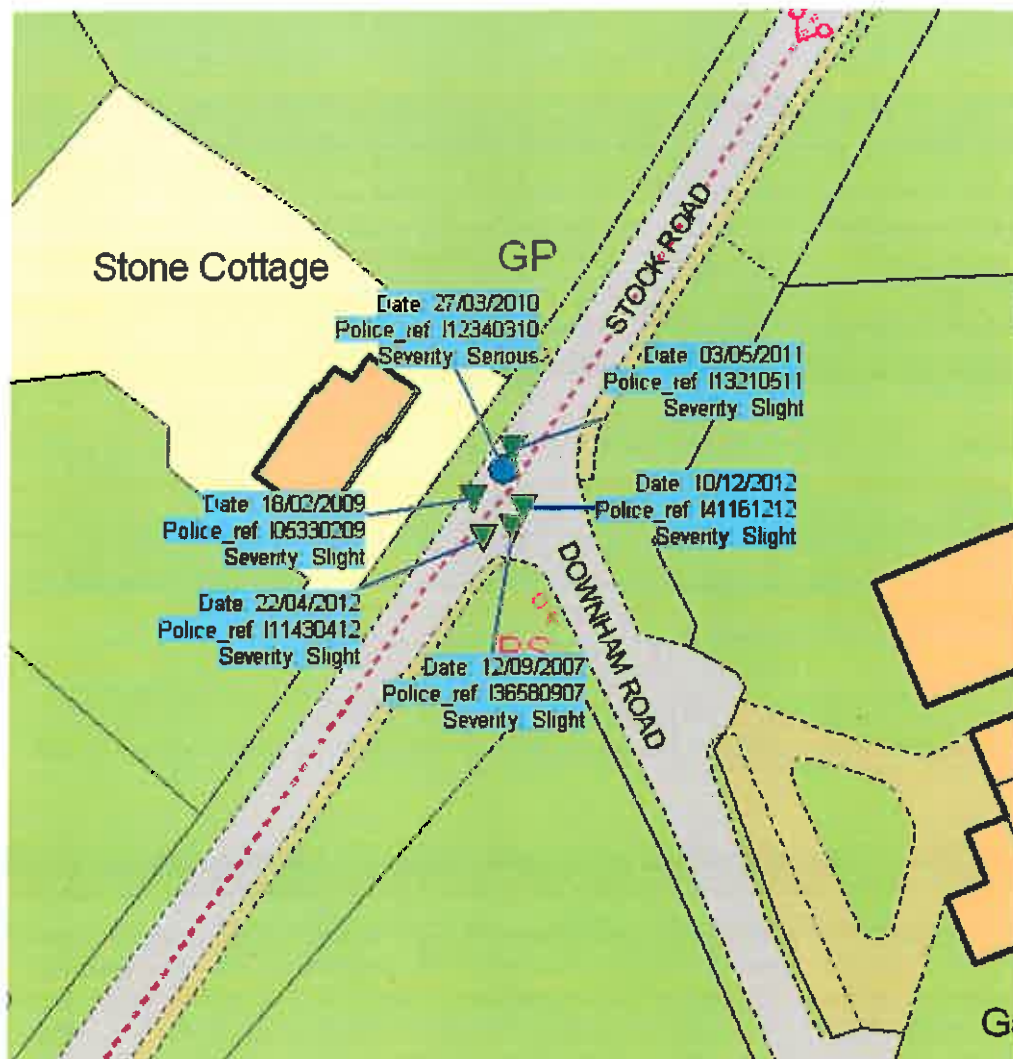
2.0 Site Description

The B1007 provides a main route between Chelmsford and Billericay. The junction of the B1007 Stock Road and Downham Road is a T junction. The B1007 and Downham Road are both derestricted (60mph). Downham Road provides a local route to both Downham and Ramsden Heath. The junction is not street-lit due to its rural location. There are no footways in the vicinity as the junction is located in a mainly rural area with just a handful of properties nearby.

3.0 Personal Injury Collision Analysis (see AccessMap Data & attached stock diagrams)

A study of the Personal Injury Collision data for the period from 01/06/2007 to 31/05/2012 at this location shows that there have been 5 Personal Injury Collisions, including one serious and four slight, resulting in one serious and six slight casualties. Three collisions involved vehicles turning right out of Downham Road into Stock Road failing to give way to oncoming southbound traffic on the B1007. One serious collision involved a nose to tail with a vehicle waiting to turn right into Downham Road and another slight collision involved a nose to tail with a vehicle waiting behind traffic that was turning right into Downham Road. One collision occurred during the hours of darkness. One collision occurred on a wet/damp road surface. One collision involved a cyclist. No collisions involved pedestrians.

COLLISION HISTORY UPDATE (31/05/2012 – 31/01/2013): There has been one further Slight injury collision on 10/12/2012 involving a car turning right out of Downham Road into Stock Road failing to give way to an oncoming southbound cyclist. This occurred during the hours of darkness on a wet/damp road surface.



Collision Locations

4.0 Site Observations and Photographs

There is an advanced give way sign as well as give way signing and lining on Downham Road. The visibility in both directions when exiting Downham Road is good. There is a junction warning sign for northbound traffic on Stock Road.

5.0 Recommendations

Following the site inspection and an analysis of the previous Personal Injury Collisions, it is recommended that the following measures are undertaken:

- i) Cut back vegetation on the northbound approach to the advanced give way sign on Downham Road to ensure motorists are provided with appropriate forward visibility to the sign.
- ii) Replace the existing grey backed advanced give way 100 yards sign on Downham Road on a yellow backing board.

- iii) Replace the existing give way sign on Downham Road with a yellow backed give way sign.
- iv) Relocate the existing 'junction ahead' warning sign on the northbound approach on Stock Road further away to provide more advanced warning of the junction. Install 'SLOW' marking next to the sign.
- v) Replace the existing junction warning sign on the southbound approach on Stock Road with a yellow backed sign.
- vi) Cut back the vegetation on the south east side of Stock Road on the north eastern side of Downham Road to further improve visibility.

6.0 Economic Analysis

First Year Rate of Return (FYRR) Calculation

$$\% \text{ FYRR} = \frac{\text{Annual Accident Savings} \times 100}{\text{Scheme Cost}}$$

Assumptions:

Average annual accident cost (£)	£104,720.00 (TAG 3 4 1 Aug 2012)
Accidents treated	6
Casualties treated	7
Investigation time period (years)	5

Estimated cost of recommended remedial measures (including Design, Audit and Traffic Management)

1) Vegetation Removal.	£500.00
2) Relocate warning sign	£450.00
3) Replace advanced give way and give way signs	£1,200.00
4) Install new SLOW marking	£100.00
5) Design, project management & Safety Audit	£750.00
	£3,000.00

Accident saving produced by proposed treatment (%) 10 Rospa

%FYRR 419

Number of accidents that would not have occurred had the remedial actions been implemented at the start of the three-year accident period

0.6 or **0.12** each year

Number of casualties that would not have occurred had the remedial actions been implemented at the start of the three-year accident period

0.7 or **0.14** each year

7.1. Safety Approval & Authorisation

Approvals			
Name/role	Tel No.	Signature	Date
<i>Safety Engineer: Jenny Hill</i>			
<i>Safety Engineering Manager: Nicola Foster</i>			

Discussed/Agreed with Area Contact			
Name/role	Tel No.	Signature	Date

Financial Authorisation Code	Date of Authorisation

Contacts	
Name/role	Address and/or Tel No.
<i>Essex Police Representative: Trevor Stubbington</i>	
<i>County Councillor:</i>	
<i>Other:</i>	

Comments

ID	Parishes / Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale	RAG	Notes / Funding
1	Bicknacre & Woodham Ferrers	Main Road Woodham Ferrers	20 mph variable speed limits outside school	Speeding	Upgrade existing flashing sign and sub-plate "School 20 when lights show" to show advisory 20 mph limit. Or fund speed survey	Parish Council	£3,500 Signs / lights Or £1,000 speed surveys	TBC	Green	
2	Bicknacre & Woodham Ferrers	Bicknacre Road, Bicknacre	20 mph variable speed limits, outside school	Speeding	Upgrade existing flashing sign and sub-plate "School 20 when lights show" to show advisory 20 mph limit. Or fund speed survey	Parish Council	£3,500 Signs / lights Or £1,000 speed surveys	TBC	Green	
3	Bicknacre & Woodham Ferrers	Lodge Road, Bicknacre	Two passing bays for vehicles	Narrow road with a lack of formal passing bays	Feasibility study required - to include speed/volume surveys and improvement options	Councillor & Residents	£4,000	TBC	Green	
4	Bicknacre & Woodham Ferrers	Leighams Road, Bicknacre	Reduction in speed to 40 mph	Speeding	This road does not meet criteria for a reduction in speed to 40 mph	Councillor			Red	
5	Chelmsford None Parished	Sandford Mill Road, Chelmer Village	Reduction in speed from 60 mph to 30 mph	Road narrows to single lane	Scheme to be validated	Councillor			White	
6	Chelmsford None Parished	Waterhouse Lane nr /w Coval Lane	Provision of safe pedestrian crossing point	When underpass through Park floods, pedestrians have to cross a busy road	Solution is to remedy flooding issues - already a crossing point to the north of location	Councillor			Red	
7	Danbury	87 Main Road (Rectory Farmhouse Lane)	Wooden posts to the verges to prevent vehicles parking	Vehicles parking on verges obstructing sight lines at this junction	Feasibility study required - to look at issues and options	Parish Council Residents	£1,000	TBC	Green	

ID	Parish or Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale	RAG	5-116 Funding
8	Great Waltham	Main Road/Howe Street	Speed Indicator Device socket/pole	To monitor speed of vehicles in newly made 30 mph speed limit	Not best practice in line with ECC Speed Management Strategy as the new speed limit has not been in place for 12 months. Review issue in years time with option to fund speed surveys then.	Parish Council			Red	
9	Great Waltham	Chelmsford Road, Minnow End	Speed Indicator Device socket/pole	To monitor speed of vehicles in newly made 30 mph speed limit	Not best practice in line with ECC Speed Management Strategy as the new speed limit has not been in place for 12 months. Review issue in years time with option to fund speed surveys then.	Parish Council			Red	
10	Little Waltham	A131/A130/B1008 Sheepcoates Wood RAB	Improved signage directing traffic to M11	No mention of M11 at this RAB	ECC have already agreed to sign patches at this location	Parish Council			Red	
11	Ramesden Heath	Heath Road / Ivy Mill Lane	Junction improvement	Issues at junction with visibility of pedestrians crossing road	On site visit. Side Road ahead signs in both directions, no recorded accidents and mirror not appropriate	Councillor			Red	
12	Sandon	Hulls Lane	Improvement works along vehicle length	Narrow road with informal and formal passing places	Scoping study suggested to identify improvement options including a signing review	Councillor	£4,000	TBC	Green	
13	Sandon	Brook View	Parking improvements	Narrow cul-de-sac with shortage of off road parking causing problems for Elderly residents	Scheme to be validated - currently establishing extent of highway and responsibility for existing parking areas	Councillor			Green	
14	South Woodham Ferrers	King Edwards Road	Provision of bus service	No bus services due to traffic calming, speed humps	Consultation to be undertaken to establish if residents want to loose traffic calming for provision of bus service	Town Council			Green	

ID	Parish or Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale	RAG	ES (if Funding)
15	South Woodham Ferrers	Collingwood Road/Gundalfs Ride	Provision of bicycle racks	Lack of facilities to securely park bicycles	Locations suggested are private property, discussion needed with ECC Cycling officer	Town Council				
16	South Woodham Ferrers	A152 Burnham Road, nr Wickford Road (Shaw Farm RAB)	Reposition Town nameplate, SLOW road markings an extension of 40 mph speed limit	Speeding	Feasibility study required - to include speed surveys	Town Council	£4,000	TBC		
17	South Woodham Ferrers	B1012 Burnham Road nr RAB nr Burnham Road, South Woodham Ferrers	Reposition Town nameplate, SLOW road markings an extension of 40 mph speed limit	Speeding	Not considered appropriate as existing speed limit works with traffic flows, though existing arrangement could be looked at to ensure the signage/road markings are appropriate	Town Council				
18	Springfield	Humber Road and service road to Doctors Surgery	Give Way markings	Lack of Give Way markings at this junction	Scheme against policy, DfT Guidance. Lack of markings/priorities gives a reduction in speed. There is also only one recorded slight accident in the vicinity of this location	Councillor				
19	Stock	The Square	Street Scene Enhancement	Improvements to both carriage-way and footway and general street scene	Scheme already drawn up by Parish Council three options but needs to be fully validated by ECC	Parish Council	£186,750 to £241,510			
20	Stock	High Street	20 mph speed limit in narrow section of High Street	Reduction from 30 mph to 20 mph	Scheme to be validated - speed survey required (X2)	Parish Council	£100 speed survey			
21	Stock	High Street	Average speed camera/traffic management (chicanes) at either end of High Street	Speeding traffic	Scheme to be validated	Parish Council				
22	West Hanningfield	Church Road / Middlemead	Safety improvements	Speeding vehicles, nuisance parking and volume of traffic, especially near Primary School	Scheme being validated - speed survey required (X2)	Parish Council	£400 speed survey			

ID	Parish or Town Council	Location	Scheme	Priority	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale	RAG	With Funding
23	Writtle	Paradise Road, Writtle	Improved signage		Vehicle parking on narrow section of road leading to Hylands Park and access issues Signage improvement	Resident	£1,500	TBC		

KEY

Green	A high priority scheme against strategic criteria
Amber	A low priority scheme against strategic criteria
Red	A scheme which is against Essex Policy or there is no appropriate engineering solution.
Yellow	Scheme pending validation
Grey	Scheme prioritised for funding

Scheme ID	Parish or Town Council	Location	Objective	Problem	Justification / Comments	Submitted By	Estimated Cost (£)	Estimated Timeline	RAG	Other Funding
1	IT188	Bicknacre & Woodham Parishes Main Rd and Leighams Road, Bicknacre	Leighams Road - request for speed bumps. Main Rd - build outs / chicane between The Grove & Leighams Road	speeding	Speed humps will not be expected in rural location, potential danger as traffic calming not appropriate for PR2. Suggestion of signing and lining options put back to Parish Council awaiting their feedback.	Historic - Origin Unknown	20k	N/A	Red	Worshoes Farmhouse (00018/FUL £1,957
2	IT195	Broomfield Main Road, Broomfield - between Butlers Close & Court Road -	New crossing	Difficult to access bus stops on eastern side of Main Road, Broomfield.	Suggest too low demand for controlled crossing. Two pedestrian refuges provided, both appear sub standard. Widening island may necessitate widening road unlikely to be cost effective for limited numbers of crossing pedestrians. Included as part of Traffic Management 521, Agam - I policy. Awaiting comments justification from Parish Council	Historic - Origin Unknown	N/A	N/A	Red	
3	IT134	Broomfield Broomfield Road & Patching Hall Lane - Broomfield Parade	Improved traffic management - review of traffic light priorities - traffic lights at junction. Issues egreacing Broomfield parade	Unobscure problem, more information required	Investigation for signals optimisation. Maybe review on street parking on approach to Broomfield Parade exit. Awaiting comments justification from Parish Council. Scheme Validation to look at parking issues as well along Broomfield Parade	Historic - Origin Unknown	40k	6 months	Yellow	
4	IT167	Chelmsford None Parished Galleywood Road, Gullt Hall	Pedestrian crossing somewhere along Galleywood Road from Fowler Court upwards	Difficult to cross road.	Ward Clarifies this is a very busy road, a major route into Chelmsford with 40 mph speed limit and limited existing crossing points. The Eagle Pk, nr Linnel Drive crossing nr Wood Street. It is a wide road, with residents needing to access the Park through Russell gardens, bus stops and school children crossing to attend school. Previous request form has turned down, request is for another refuge or pedestrian crossing from Fowler Court upwards	Historic - Parish Council	10k	N/A	Red	
5	IT188	Chelmsford None Parished Kings Road & Swiss Avenue	Traffic calming - 20mph on Kings Road & Swiss Avenue or flashing 30mph signs	Perceived safety issues.	Kings Rd / Swiss Ave, both on Route hierarchy, wide straight roads - not really suitable for traffic calming - against policy. Awaiting results of validation to see if there are alternative options. Speed survey required to assist validation (X2)	Historic - Origin Unknown	2400 Speed Survey	N/A	Green	None at present but Kings Road 11/13/78/FUL requires contribution of 33,089 for provision of zebra crossing
6	IT142	Chignal Chignal Smealy	Wooden posts to the verges to prevent vehicle overrunning.	On verge parking.	Putting bollards in along the whole length of Chignal Smealy is impractical - will putting in some bollards just displace the problem and force pedestrians to walk along narrow country road to get to their cars. Safety issues re adjacent obstacle. No further action. Not validated	Historic - Parish Council	N/A	N/A	Red	
7	IT269	East Hemmingfield The Common, East Hemmingfield	Traffic Management between The Common and Abbey Fields and the Zebra - Traffic calming required. New kerbing and footways on the verge north of Abbeyfields on The Common	Perceived speeding / Narrow footway	Strategic route but very narrow, most traffic management would not be appropriate. Maybe slow markings. Resurficing footpath would be beneficial although limited demand. Not certain about new kerbing. Looks to be common land. Physical measures against policy			N/A	Red	Between 08/21/77 1/FUL 13,562 Highfields Farm 20100/FUL E1,8E2 and Industrial Estate, Old Church Road 21/01/602/FUL £4,175

ID	Parish or District Council	Location	Scheme	Problem	Justification / Comments	Requested by	Estimated Cost (£)	Estimated Timescale	RAG	Comments
8	Great & Little Leighs	Main Road (with London Road, Great Leighs)	Improvements to junction	Unclear problem, more information required	No collisions. No observed issues on site. No issues reported to police. Unclear how junction can be improved.	Historic - Parish Council	N/A	N/A	Red	
9	Great Baddow	Baddow Road	Baddow Road Congestion Management	Congestion	Investigate. See also 212. Possible from an engineering point of view. Worried about impact on Van Diemens Way. Suggest Arcady model / feasibility study. Note issue as reduced when roundabout was signalled. Major Scheme	Bus Company	Will require feasibility report - maybe Major scheme	Over 1 year	Green	
10	Great Baddow	The Causeway to New Road, Great Baddow	New crossing - pedestrian safety, refuge island	Difficult to cross	See other comments - Against Traffic Management Policy.	Historic - Parish Council	N/A	N/A	Red	
11	Great Baddow	The Causeway to Maldon Road - Great Baddow	Request for a new pedestrian crossing	Difficult to cross	Only viable location is at crossing point adjacent to car park steps (possibly private land). Suggest demand to check if Zebra appears most appropriate. Against Policy.	Historic - Parish Council	60k	N/A	Red	None but development at Fernlea House could result in £81,840 for signalled crossing at Maldon Road
12	Great Waltham	Hatchfields Great Waltham	Speed reduction features	Unclear problem, more information required	Narrow winding, with on street parking. Insufficient space between accesses to install measures. Except around Ray Mead, where straight. Only used by local residents. Would estimate average speeds to be ~20mph. Possibility to install 20mph zone. Or use priority workings near Ray Mead - unclear of benefit. Awaiting comments/justification from Parish Council	Historic - Parish Council	20k	6 months	Amber	
13	Great Waltham	A130 Jct with B1417 - Great Waltham	Construction of roundabout	Hard to exit B1417?	A roundabout would be expensive. Is it still necessary given by-pass? Maybe other options? Against policy.	Historic - Parish Council	N/A	N/A	Red	
14	Great Waltham	A130 Great Waltham	A130 - Speed reduction features - i.e. Chicanes	Speeding	Check accident history - now there is a preferred strategic route (this is no longer the A130) there may be an advantage to introducing traffic calming to further discourage rat running. Against policy.	Historic - Parish Council	N/A	N/A	Red	

ID	Parish or Town Council	Location	Scheme	Problem	Justification / Comments	Requestor	Estimated Cost (£)	Estimated Timescale	HA3	Subject Property
15	Great Waltham	Great Waltham	Great Waltham - 20mph during school hours (should include Ford End but scored as Great Waltham)	Speeding	Not included in speed review - could be transferred to Network management Phase 3. However, lurch through Ford End would not be self-enforcing. Traffic calming would not be appropriate. Against Policy	Historic - Origin Unknown	N/A	N/A	HA3	
16	Highwood	Highwood Road in Edney Common and Loves Green	Priority working with a pair of chicanes (in each village)	Speeding? Rat running?	Would urbanise rural environment. A better and cheaper scheme would be to widen the edge markings and remove central line. No apparent issues on site, may be benefit to getting 24hr flow data. But suggest that traffic calming is unlikely to be cost effective. Against Policy	Historic - Parish Council	25k	N/A	HA3	Church Farm, Loves Green 01300753/FUL £2,000 CCC Ford Whitebarns, Loves Green 08/0173/FUL £2,000 CCC
17	Little Baddow	Rifflams Chase Junction with The Ridge -	Junction improvement - improved visibility along The Ridge	Difficult to exit Rifflams Chase	Some of the vegetation which reduces visibility may be subject to preservation orders. All of it appears to be on private land. Maintenance Issues.	Historic - Origin Unknown	10k	N/A	HA3	Sturford North Hill 09304046/FUL £1,760
18	Margaretting	Maldon Road/Tain Road/Wantz Road Junction, Margaretting	Crossroads/assume Maldon Road/Main Road/Wantz Road junction - shared space scheme	Unclear problem, more information required	On Priority Network - not appropriate. Not sufficient pedestrian flows to make a shared space scheme operate safely. Against Policy.	Historic - Origin Unknown	N/A	N/A	HA3	Whitewebs and Land adj. Broad Oaks £2,188
19	Pleshey	The Street, Pleshey -	from both ends of the village - speed limit too low - more effective signs i.e. illuminated or 20 mph limit	Speeding	The Street is strategic route. Most Traffic Management measures are likely to reduce aesthetic of village. Against Policy	Historic - Origin Unknown	2k investigation	N/A	HA3	
20	Retendon	Hawk Hill Battlesbridge - between the river bridge and railway bridge	Traffic speed limit reduced to 20 mph & Terracotta Road surface	Perceived speed issues	Hawk Hill has 40mph speed limit. No recorded accidents. Strategic route. 20mph not appropriate, would require calming, against Traffic Management policy. Assume tenacota surface means anti-skid, not an appropriate solution to a speeding issue.	Historic - Parish Council	N/A	N/A	HA3	3,108 (Bridge Nursery - 090528/FUL)
21	Retendon	Retendon Tumpike	Retendon Tumpike pedestrian crossings (in particular the crossings that fall between the Woodham Road and Hawk Hill, Battlesbridge, the A132)	Difficult to cross A132	Unclear demand - get pedestrian flows. Limited evidence of demand from site visit, uncontrolled crossing in place. Signal control is not cost effective. Previously investigated - stopped by Cllr Hume. Against Policy. Site being progressed as Year 11 Safety Scheme.	Historic - Parish Council	2k investigation	N/A	HA3	3,108 (Bridge Nursery - 090523/FUL)
22	Runwell	Church End Lane - junction with Runwell Gardens Towards Swan Lane - Runwell	Footpath Improvements - safety barriers	Unclear problem, more information required	Footpath is not wide enough, guardrail would prevent pedestrian access, against pedestrian mobility policy . Guardrail is a maintenance issue.	Historic - Parish Council	N/A	N/A	HA3	Church Hut, Runwell Gardens 09/01061/OUT £2,3038 and 128 Runwell Road 08/0505/FUL £11,000 on 1st occupation

ID	Parish / Town Council	Location	Scheme	Problem	Justification / Comments	Origin	Estimated Cost (£k)	Strategic Importance	RAC	Notes
IT147	Runwell	Church End Lane - Runwell	Traffic management / traffic calming - traffic calming junction improvements at A132 and crossing by St Mary's Church	Rat running / speeding?	Pedestrian crossing would be difficult to fit in due to visibility; plus there are significant drainage issues. Road is a PR2, so against policy, however scheme may be under investigation by major Scheme. Against Policy	Historic - Parish Council	80k	N/A	Red	about HUL, Runwell Gardens 09/10/51, OUT 03,038 and 129 Runwell Road 09/00/00, FUL 011 000 on 1st occupation
24	Sandon	A12/A130/A1114 junction - Sandon	Pedestrian safety	Difficult to cross road	A12 junction - is this H.V? All-ways shared path, Low pedestrian / cycle demand - signals not cost effective. Against Policy. This junction is being studied as a Year 1 Safety Scheme.	Historic - Origin Unknown	5k investigate	N/A	Red	
26	South Woodham Ferrers	Civic Amenities site on Ferrers Road - SWF (3rd of Halfwhistle Road)	new light controlled crossing	Difficult to cross road	If a crossing point is required here then an island within the existing hatching may be better - existing dropped kerb on east side of carriage-way will need re-hatching. Currently no foot-way on west side. Against policy	Historic - Parish Council	40k	N/A	Red	
28	South Woodham Ferrers	Creek View Road (Compac gardens) - SWF	new light controlled crossing	Difficult to cross road	Existing islands appear sufficient - New crossing is against Policy	Historic - Origin Unknown	N/A	N/A	Red	
27	Stock	Junction of B1077 and Common Road, Stock	Mini Roundabout	Hard to exit Common Rd?	Check flows, suggest that Common Road flows are insufficient to make mini-roundabout functional. Against Policy	Historic - Parish Council	3k investigate, 40k implement	N/A	Red	23,139 from 11 schemes, £6,000 to ECC as LSA 1 and LSA 2 and £8,326 to ECC in 2011 towards new crossing
28	Whittle	Ongar Road Lodge Road & The Green - Whittle	install traffic management systems to reduce speed and control traffic - permanent speed indicator devices	Speeding	Traffic management against policy. Waiting for vehicle activate / Sign policy. No obvious speeding problem on site - speeded issue? ECC S106 team to contact Parish Council to discuss	Historic - Parish Council	N/A	N/A	Red	23,614 (76 Victoria Road 09/01212 FUL, 28 Bridge Street 10/01615 FUL and 45 Back Road 11/00081 FUL). £16,233 from 7 other sites in Whittle
29	Whittle	Margaretting Road - Whittle	road safety - speeding	Speeding?	PR2 with 60mph SL, suggest speeding is not that much of an issue - Any physical measures against Policy. ECC S106 team to contact Parish Council to discuss	Historic - Parish Council	10k	N/A	Red	
30	Whittle	Mayfield Road/Lodge Road junction - Whittle	improve and make safe and if possible mini roundabout		There is no Mayfield / Lodge junction. There is a Mayfield / Lordship Road - a mini-roundabout would not be appropriate at this junction due to the size of Lordship Road. Against Policy. ECC S106 team to contact Parish Council to discuss	Historic - Parish Council	N/A	N/A	Red	
31	Whittle	Ongar Road, Whittle	improve traffic management		Against Traffic Management Policy. ECC S106 team to contact Parish Council to discuss	Historic - Origin Unknown	N/A	N/A	Red	23,614 (76 Victoria Road 09/01212 FUL, 28 Bridge Street 10/01615 FUL and 45 Back Road 11/00081 FUL). £16,233 from 7 other sites in Whittle

Item No	Scheme Ref	Parish or Town Council	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale	EMU	Notes/Queries
32	IT225	Writtle	Ongar Road, Lodge Road, St Johns Green and The Green -	improve traffic management measures or priority Blue Bridge junction		Previously investigated, engineering constraints. No solutions identified. Against policy. ECC S106 team to contact Parish Council to discuss	Historic - Parish Council	N/A	N/A	High	£3,614 (78 Victoria Road ID01212/FUL, 28 Bridge Street ID01545/FUL and 16 Essex Road ID100681/FUL) £16,293 from 7 other sites in Writtle

KEY

High	A high priority scheme against strategic criteria
Low	A low priority scheme against strategic criteria
Red	A scheme which is against Essential Policy; or there is no appropriate engineering solution.
Grey	Scheme pending validation
Blue	Scheme prioritised for funding

Chelmsford City LHP -Scheme List

Version 12

Small Works

ID	Parish or Town Council	Location	Scheme	Other issues / comments	Type/scale	Requested By	Estimated Cost	RAG	£ 196 Funding
IT194	West Hanningfield	Lower Stock Road - W Hanningfield	warning signs	Unclear location. Unclear issue. No further information found.			0.5k	Red	

KEY

Green	A high priority scheme against strategic criteria
Amber	A low priority scheme against strategic criteria
Red	A scheme which is against Essex Policy or there is no appropriate engineering solution.
Grey	Pending validation
Dark Grey	Scheme Prioritised for funding

Chelmsford City LHP - Scheme List

Version 12

Bus Stop/ Route Improvements

	Parish or Town Council	Location	Type of Scheme	Details of Scheme	Issues / Comments / Reason for Scheme	Scheme Origination	Approx. Timescale	Estimated Cost	Priority (RAG)	£100 Funding
1	Bicknacre	New bus stop (flag & pole outside "Top Vans" Bicknacre Road Bicknacre.	Bus Stop Improvement	Install new bus stop flag and pole and handstand	This stop is unmarked and should be formalised with a pole and flag for clarity to passengers and bus drivers.	Bus Users/Company	TBC	£3,000	High	
2	Chelmsford None Parished	Stop ID 3403003 Springfield Green	Bus Stop Improvement	Install new wooden shelter	Requested by Cllr Burgoyne on behalf of the residents	Councillor	TBC	£8,500	High	
3	Chelmsford None Parished	Stop ID 3410501 Linnet Drive	Bus Stop Improvement	Replace old CCC shelter and install RTP1	Requested by Cllr Mountain on behalf of the residents	Councillor	TBC	£12,000	High	
4	Great Baddow	Stop ID 3409901 Rothmans Avenue - Raised Kerbs	Bus Stop Improvement	Install raised kerbs at this stop	Requested by Parish Council	Parish Council	TBC	£6,000	High	
5	Great Baddow	Stop ID 3409902 Rothmans Avenue - Raised Kerbs	Bus Stop Improvement	Install raised kerbs at this stop	Requested by Parish Council	Parish Council	TBC	£6,000	High	
6	Margaretting	Stop ID IM830b The Black Bull, Wantz Road, Margaretting	Bus Stop Improvement	Replace existing shelter with a larger shelter	Requested by Parish Council	Parish Council	TBC	£8,500	High	
7	Ramsden Heath	Stop ID 07006002 Dowsetts Lane	Bus Stop Improvement	Parish have requested a bus cage to prevent vehicles parking in the bus stop lay-by and preventing the buses accessing the stop which has been upgraded with raised kerbs and a shelter.	Requested by Parish Council	Parish Council	TBC	£1,000	High	
8	Springfield	New Bowers Way	Bus Stop Improvement	Install new bus shelter flag and timetable frame and information	Springfield Parish Council is working in partnership with ECC to provide an extension to Springfield Parish Centre and a branch library in New Bowers Way. There is a bus stop directly outside the parish centre which currently does not have a bus shelter,	Parish Council	TBC	£8,700	High	

Chelmsford City LHP - Scheme List

Version 12

Bus Stop/ Route Improvements

	Parish or Town Council	Location	Type of Scheme	Details of Scheme	Issues / Comments / Reason for Scheme	Scheme Origination	Approx. Timescale	Estimated Cost	Priority (RAG)	ESIF Funding
9	Springfield	Stop ID 34047Y2 Barlows Reach	Bus Stop Improvement	Install Littlethorpe shelter - Essex style	Shelter requested by local residents and supported by the Parish.	Residents/Parish Council	TBC	£8,500	High	
10	Springfield	Stop ID AA161Y Havengore Springfield	Bus Stop Improvement	Install shelter	Requested by Cllr Burgoyne on behalf of the residents	Councillor	TBC	£8,000	High	

KEY

Green	A high priority scheme against passenger transport criteria
Amber	A low priority scheme against passenger transport criteria
Red	A scheme which is against Essex Policy or there is no appropriate engineering solution.
Grey	Pending Validation
Light Green	Scheme Prioritised for funding

Parish or Town Council	Site No	School	Location of patrol	Work required	Problem	Origin of request	Total Estimated Costs	Timescale	RAG	£10k Funding
No schemes currently identified										

KEY	
	A high priority scheme against SCP criteria
	A low priority scheme against SCP criteria
	Further Information required before a decision can be made
	Pending validation
	Scheme prioritised for funding

Ref	Parish or Town Council	Location	Measure	Benefit	Budgetary Cost	Mandatory work	Design Timescale	Install Timescale	RAG	5.106 Funding
No schemes currently identified										

KEY	
Green	A high priority scheme against strategic criteria
Amber	A low priority scheme against strategic criteria
Red	A scheme which is against Essex Policy or there is no appropriate engineering solution.
Grey	Pending validation
Black	Scheme prioritised for funding

SCOOT	Split Cycle and Offset
OTU	Unit. These are in signals and are controlled via the
RMS	System. This allows the signals to report back to the main system in
MOVA	Microprocessor Optimised Vehicle Actuation. Similar

Chelmsford City LHP - Scheme List

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Cycling Schemes

	ID	Parish or Town Council	Location	Scheme	Problem	Scheme sponsor	Estimated Cost (£)	Timescale	RAG	S.106 Funding
1	IT170	Broomfield	Goulton Road to Broomfield Hospital, Broomfield	New cycle path in Broomfield Parish from	Lack of cycle provision	LTP	66k	1-3 years	Amber	Part of The Walthams to City Centre route? TBC
2	IT233	Broomfield	Patching Hall Lane	New cycle path in Broomfield Parish	Inadequate cycle facilities	Historic - Origin Unknown	6k	1-3 years	Amber	Part of The Walthams to City Centre route? TBC
3	IT725	Broomfield	Patching Hall Lane to Chignall Road	Cycleway	Lack of existing cycleway	Historic - Origin Unknown	150k	1-3 years	Amber	
4	IT633	Chelmsford Un-parished	Melbourne Area	Cycling improvements	Refer to Chelmsford Cycling Strategy		TBC	1-3 years	Amber	
5	IT634	Chelmsford Un-parished	Hylands Park	Cycling improvements	Refer to Chelmsford Cycling Strategy	SOS/ECC/Sustrans	192k	1-3 years	Amber	£8,469 from 07/01189/FUL, 08/01923/FUL and 08/00888/FUL
6	IT637	Chelmsford Un-parished	Chelmsford Borough	Cycling improvements	Refer to Chelmsford Cycling Strategy	LTP	50k	1-3 years	Amber	
7	IT638	Chelmsford Un-parished	Chelmsford Borough	Cycling parking	Refer to Chelmsford Cycling Strategy	LTP	75k	1-3 years	Amber	£2,000 for City Centre from 08/01013/FUL

Chelmsford City LHP - Scheme List

Version 12

Cycling Schemes

	ID	Parish or Town Council	Location	Scheme	Problem	Scheme sponsor	Estimated Cost (£)	Timescale	RAG	\$ 105 Funding
8	IT639	Chelmsford Un-parished	Chelmsford Borough	Cycle information/ signage	Refer to Chelmsford Cycling Strategy	LTP	50k	1-3 years	Amber	
9	IT746	Chelmsford Un-parished	Miami Rd to Hylands House	Cycleroute	Inadequate cycle facilities	Historic - Origin Unknown	30k	9 months	Amber	£8,489 - already referred to In Minor Schemes section.
10	IT747	Chelmsford Un-parished	R. Chelmer to Arbour Lane	Cycleroute	Inadequate cycle facilities	Historic - Origin Unknown	57k	9 months	Amber	
11	IT779	Chelmsford Un-parished	Area wide	Various	Inadequate cycle facilities	Historic - Origin Unknown	175k	1-3 years	Amber	
12	IT718	Chelmsford Un-parished	New London Rd to Town Centre	Cycleway	Lack of existing cycleway	Historic - Origin Unknown	40k	1-3 years	Amber	
13	IT737	Chelmsford Un-parished	Area wide	Upgrade / signing of existing routes	Inadequate cycle facilities	LTP	220k	1-3 years	Amber	
17	IT632	Great Baddow	Great Baddow to Town Centre	Cycling improvements	Refer to Chelmsford Cycling Strategy		TBC	1-3 years	Amber	£369,157 from numerous schemes
18	IT636	Great Waltham	Great Waltham to Town Centre	Cycling improvements	Refer to Chelmsford Cycling Strategy	LTP	90k	1-3 years	Amber	£163,890 from numerous schemes

Chelmsford City LHP - Scheme List

Version 12

Cycling Schemes

ID	Parish or Town Council	Location	Scheme	Problem	Scheme sponsor	Estimated Cost (£)	Timescale	RAG	S.106 Funding
19	Springfield	Springfield Area	Cycling improvements	Refer to Chelmsford Cycling Strategy	LTP	53k	1-3 years	Amber	£38,995 from a number of schemes
20	Springfield	Beeleigh Link to New Dukes Way	Cycle link	Disconnected cycle route	LTP	350k	1-3 years	Amber	
21	Springfield	Chelmer Village Way -	Fox and Raven PH - Toucan crossing	No safe legal cycle access to retail park.		66k	1-3 years	Amber	2-6 Chelmer Village Retail Park 05/00169/FUL £19,754 and 12 Chelmer Village Retail Park 05/00168/FUL £10,246 passed to ECC as LSA1. 18-20 Chelmer Village Retail Park 09/00159/FUL £10,035 and 1 Chelmer Village Retail Park 10/00928/FUL with CCC

Chelmsford City LHP - Scheme List

Version 12

Cycling Schemes

ID	Parish or Town Council	Location	Scheme	Problem	Scheme sponsor	Estimated Cost (£)	Timescale	RAG	S 106 Funding
22	Writtle	Writtle to Town centre	Writtle Cycle Route - Install finials	Refer to Chelmsford Cycling Strategy	LTP	58k	1-3 years	Amber	£18,495 from 5 sites
23	Rettendon	Woodham Road	Cycleroute	Inadequate cycle facilities	Local Council	1k	3 months	Amber	
24	Springfield	Pump Lane Bridge	Cycleway	Inadequate cycle facilities	Historic - Origin Unknown	200k	1-3 years	Amber	

KEY

Green	A high priority scheme against strategic
Amber	A low priority scheme against strategic criteria
Red	More information required.
Grey	Pending validation
Light Green	Scheme Prioritised for funding

Parish or Town Council	PROW Number	Status	Scheme	Problem	By	From	Timescale	Cost (£)	Notes	RAO	S.106 Funding
No schemes currently identified											

Key

Green
Amber
Red
Grey

- A high priority scheme against strategic criteria
- A low priority scheme against strategic criteria
- A scheme which is against Essex Policy or there is no appropriate engineering solution.
- Pending validation
- Scheme prioritised for funding

Chelmsford City LHP - Scheme List

Version 12

Casualty Reduction Schemes

Parish or Town Council	Ref No.	Location	Proposed Solution	Timescale	Cost (£)	RAG	\$ 106 Funding
Chelmsford None Parished	1	Rainsford Road j/w Primrose Hill, Chelmsford	Road markings and signs improvements	TBC	4000	Green	
Chelmsford None Parished	2	Copperfield Road j/w Oliver Way, Chelmsford	Road markings and signs improvements	TBC	3500	Green	
Chelmsford None Parished	3	Van Diemens Road Pedestrian Crossing	Signal Improvements (High mast poles), ECC working with Safer Roads Foundation for funding, request is to ask the Panel if it will fund works if this is not successful	TBC	30000	Green	
Danbury	4	Bicknacre road, Gay Bowers Road, Danbury	Road markings, signs and carriageway resurfacing	TBC	17250	Green	
Great Leighs	5	A131 Moulsham Hall Lane RAE, Great Leighs	Road markings and signage improvements	TBC	16000	Green	

Chelmsford City LHP - Scheme List

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Casualty Reduction Schemes

Parish or Town Council	Ref No.	Location	Proposed Solution	Timescale	Cost (£)	RAG	S-106 Funding
Sandon	5	A1060 Maldon Road j/w Brick Kiln Road, Sandon	Road markings and signage improvements	TBC	3050	Green	
Stock	7	B1007 Stock Road, Bakers Lane, Stock	Road markings and single improvements	TBC	4000	Green	
Stock	8	B1007 Stock Road, Downham Road, Stock	Road markings and signage improvements	TBC	3000	Green	

KEY

- A high priority based on Collision history
- A medium priority based on Collision History
- A scheme which is against Essex Policy or there is no appropriate engineering solution.
- Scheme pending Validation
- Scheme prioritised for funding

Prioritisation Criteria for LHP



The following criteria have been used to prioritise the schemes across the various disciplines:

Improvement Schemes

All schemes prioritised by the strategic criteria identified within the Local Transport Plan (these have been identified as criteria to enable a simple appraisal of a scheme's alignment to the HST / ICS / EssexWorks objectives).

- Improves connectivity of development / regeneration areas (Weighted)
- Reduces journey times / improves reliability along major urban / inter urban routes (Weighted)
- Reduces the incidence / severity of collisions (Weighted)
- Increases the availability / awareness of travel choice
- Improves interchange between modes / services
- Reduces CO2 emissions
- Improves the management of freight
- Reduces travel impacts on the natural / built / historic environment
- Improves public perception of safety
- Protects the value of existing assets
- Improves asset safety / standard / resillience
- Improves journey experience
- Improves travel options for those with disabilities / mobility constraints
- Improves access to further education / jobs / services for those at risk of isolation
- Promotes healthier lifestyles
- Improves the quality of public spaces
- Improves access to strategic road network / major rail interchange
- Increases role of voluntary / charity sector in transport service provision
- Responds to a priority identified through public consultation

Bus Stop Improvements

Prioritisation ranked by:

- Safety and Security
- Accessibility - physical accessibility and using the bus as a means to access key services (healthcare, education, etc)
- Punctuality & Congestion
- Customer Environment - making bus travel more comfortable for existing and potential customers

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EssexITS

Scheme identified and prioritised by Five Year Road Map, based on the following criteria.

- Revenue Cost: Cost of item per annum including communications (and power ?) costs
- Work Type: An indication of the type of work, number does not indicate preference just identification
- Congestion:
- Customer information:
- KSI / Safety:
- Carbon reduction:
- VFM:
- Equipment Reliability: Contribution to the a more reliable asset

Safer Roads

Prioritisation based on quantifiable collision history (intervention level based on four injury collisions in the most recent three-year period).

SCP

Prioritisation based on

- Duty of care to ECC employees working in the road (weighted)
- Volume of pedestrians
- Volume of traffic

PROW

Prioritisation based upon:

- To meet legal criteria such as the Equalities Act or where new routes have been added to the Definitive Map by legal process
- To improve important links in the PROW network and to help access key services
- To have the greatest impact on the greatest number of users, particularly the more vulnerable

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Chelmsford City Highway Rangers Works Summary April to May 2013

Job No	Date	Parish	Street	Works	Date Completed
216	07/08/12	Stock	Stock Road/Hill	Side footways	Awaiting update
228	16/08/12	Springfield	Montrose Way to Supermarket	Cut back vegetation	Awaiting update
234	21/08/12	South Woodham Ferrers	Trinity Square	Top up tree pits	Awaiting update
378	20/12/12	Great Baddow	All Parish Roads	Sign maintenance/cutting grips	11/01/13
419	15/03/13	Broomfield	Hollow Lane/Patching Hall Lane	Sign maintenance	08/05/13
425	26/03/13	Great Waltham	All Parish Roads	Sign/bollard maintenance and re-cut drainage grips	Awaiting update
426	26/03/13	Highwood	All Parish Roads	Sign/bollard maintenance and re-cut drainage grips	19/04/13
427	28/03/13	Chelmsford	Springfield Road	Tidy verges and cut back vegetation	08/04/13
428	05/04/13	Writtle	Cooks Mill Green	Re-cut drainage grips	10/04/13
429	05/04/13	Little Waltham	Leighs Road	Re-cut drainage grips	12/04/13
430	05/04/13	Great Leighs	School Lane/Felstead Road	Re-cut drainage grips	11/04/13
431	05/04/13	Little Waltham	Chatham Hall Lane	Re-cut drainage grips	11/04/13
432	12/04/13	Rettendon	South View Road	Remove old salt bin following replacement by Parish Council	Awaiting update
433	15/04/13	Chelmsford	Navigation Road/Wharf Road	Cut back vegetation	03/05/13
434	22/04/13	Little Baddow	All Parish Roads	Sign/bollard maintenance and re-cut drainage grips	29/04/13
435	22/04/13	Margaretting	All Parish Roads	Sign/bollard maintenance and re-cut drainage grips	Awaiting update
436	22/04/13	Pleshey	All Parish Roads	Sign/bollard maintenance and re-cut drainage grips	Awaiting update
437	23/04/13	Springfield	Dukes Lane to Chelmer Road	Cut back vegetation and clear footway	30/04/13
438	24/04/13	Chelmsford	Van Diemens Road/Lady Lane	Cut back vegetation and clear footway	01/05/13
439	07/05/13	Chelmsford	Princes Road	Sign maintenance and cut back vegetation	09/05/13
440	08/05/13	Rettendon	All Parish Roads	Sign/bollard maintenance and re-cut drainage grips	Awaiting update
441	08/05/13	Roxwell	All Parish Roads	Sign/bollard maintenance and re-cut drainage grips	Awaiting update
442	08/05/13	Runwell	All Parish Roads	Sign/bollard maintenance and re-cut drainage grips	Awaiting update
443	08/05/13	Sandon	All Parish Roads	Sign/bollard maintenance and re-cut drainage grips	Awaiting update
444	08/05/13	South Hanningfield	All Parish Roads	Sign/bollard maintenance and re-cut drainage grips	Awaiting update
445	08/05/13	Springfield	All Parish Roads	Sign/bollard maintenance and re-cut drainage grips	Awaiting update
446	08/05/13	Stock	All Parish Roads	Sign/bollard maintenance and re-cut drainage grips	Awaiting update
447	08/05/13	West Hanningfield	All Parish Roads	Sign/bollard maintenance and re-cut drainage grips	Awaiting update
448	08/05/13	Woodham Ferrers & Bicknacre	All Parish Roads	Sign/bollard maintenance and re-cut drainage grips	Awaiting update
449	08/05/13	South Woodham Ferrers	All Parish Roads	Sign/bollard maintenance and re-cut drainage grips	Awaiting update

Chelmsford City Highway Rangers Works Summary April to May 2013

Job No	Date	Parish	Street	Works	Date Completed
450	08/05/13	Writtle	All Parish Roads	Sign/bollard maintenance and re-cut drainage grips	Awaiting update
451	08/05/13	Mashbury	All Parish Roads	Sign/bollard maintenance and re-cut drainage grips	09/05/13
452	13/05/13	Danbury	All Parish Roads	Sign/bollard maintenance and re-cut drainage grips	Awaiting update
453	15/05/13	Chelmsford	St Johns Road	Cut back vegetation	Awaiting update
454	16/05/13	Chelmsford	St Agustines Way	Make safe kerb	21/05/13
455	16/05/13	Chelmsford	Chelmer Road	Remove debris from verge	Awaiting update
456	20/05/13	Broomfield	Berwick Avenue	Reset kerb	Awaiting update

MINUTES

of the

CHELMSFORD LOCAL HIGHWAYS PANEL

19 June 2013

Present:

County Councillor John Aldridge	Essex County Council
Councillor Ian Grundy	Chelmsford City Council
County Councillor Norman Hume	Essex County Council
County Councillor Mike Mackrory	Essex County Council
County Councillor Dick Madden	Essex County Council
Councillor Chris Rycroft	Chelmsford City Council
Councillor Bob Shepherd	Chelmsford City Council
Councillor Roy Whitehead	Chelmsford City Council (Chairman)

In attendance:

Jenny Hill	Essex County Council
County Councillor Eddie Johnson	Essex County Council
Brian Mayfield	Chelmsford City Council
Hannah Neve	Essex County Council
Averil Price	Chelmsford City Council
Jon Simmons	Essex County Council
Derek Stebbing	Chelmsford City Council
Rosa Tanfield	Chelmsford City Council
Joy Thomas	Chelmsford City Council

1. **Apologies**

Councillor Whitehead welcomed everyone present. No apologies for absence had been submitted.

2. **Minutes of the Chelmsford Local Highways Panel Meeting on 24 April 2013**

The minutes of the Chelmsford Local Highways Panel meeting held on 24 April 2013 were approved as a correct record and signed by the Chairman.

3. **Matters Arising**

Jon Simmons reported that his colleagues in Network Management were liaising with Councillor Deakin over the information relating to the crossing in Linnet Drive.

The Panel welcomed the news that the bid for Pinch Point funding for the Parkway widening scheme had been agreed by the DfT.

4. **Operation of the Panel**

The Panel received a document which set out and updated the purpose and status of the Panel; its terms of reference, governance and funding arrangements; its relationship vis-à-vis the Local Transport Plan; and its practical procedural operation.

Councillor Whitehead pointed out that the Panel was not an executive, decision-making body but instead made recommendations to the County Council's Cabinet Member for Highways and Transportation, who decided which schemes to approve for funding from the budget set aside for the Panel. The Panel did not demur with this view.

Councillor Rycroft sought clarification as to whether substitutes were permitted at the Panel's meetings. It was noted that this was not covered in the Panel's governance arrangements but members had no objection to such an arrangement being approved by the County Council.

It was suggested that rather than have a named member as Vice Chairman of the Panel, the City Councillor with Cabinet responsibility for highways matters, currently the Cabinet Member for Safer Communities, should be appointed to that position.

AGREED that:

- (a) subject to (b) and (c) below, the arrangements for the operation of the Chelmsford Local Highways Panel described in the document for Agenda Item 5 be approved;
- (b) Essex County Council be requested to approve an amendment to the document to allow members of the Panel to appoint substitutes to attend its meetings if they are unable to do so; and **Action: Averil Price to send request to ECC**
- (c) the person appointed as Vice Chairman of the Panel should be the City Council's Cabinet Member for Safer Communities. **Action: Averil Price to amend the document accordingly**

5. **Schemes List – Actions to be reported back on from previous meetings**

The Panel received a report on actions agreed at previous meetings and current progress on them.

The following comments and recommendations were made in respect of the schemes listed in the report:

Pedestrian refuge, Rainsford Road – This scheme was detailed in the work programme at Agenda Item 8 with a finish date of 29 November 2013.

Odeon Roundabout – Designs for the lines and signs at the roundabout were distributed at the meeting for comments. It was **agreed** that the word "only" should be added to the words "Meadows Retail Short Stay" in Sign 4, and that Option 1 was preferred for Sign 1. Funding of £41,000 was recommended for the signs and lines. It was also noted that there were some errors to the wording of the signage that would need to be rectified.

Broomfield Road trial – The scheme would be brought back to the Panel at the end of the year after the trial had been completed and assessed.

School Crossing Patrol sites – Schemes 50131 and 50132 had now been included in the Detailed Work Programme.

New Nabbotts Way – The results of the feasibility study are currently with Network Management and an update will be given at the next meeting.

Army and Navy Roundabout – Stakeholders would be kept informed of the plans for the utility diversions being carried out with funding from the Pinch Point Fund. This was one of four separate schemes planned for the Army and Navy and the Panel emphasised the need to ensure their efficient co-ordination.

Scheme IT 261 – It was anticipated that the transfer of Section 106 funding for this scheme would take place in the next two months.

Scheme Crossing, Melbourne Park School – The scheme to relocate the bus stop would be assessed by the Highways team.

Schemes CH51/CH43, CH30, CH50, CH54/CH29, CH13 – Work on these schemes had started.

Cycling Strategy – A report on cycling strategy and priorities for cycling schemes would be considered at the Panel's next meeting.

Schemes IT 149, 150, 214 – Discussions had been held with West Hanningfield Parish Council over speed reduction measures.

Broomfield Parade – The validation for this scheme had been carried out.

Avon Road – This feasibility scheme had been included in the Detailed Work Programme with a completion date of February/March 2014.

Ford End feasibility study – An update on this scheme was awaited before a decision was made on whether to include it in the Detailed Work Programme.

Kings Road/Swiss Avenue – The Panel **agreed** that £400 be allocated for two speed surveys at this site.

Scheme IT138 – This was a duplicate scheme which had been removed.

Schemes IT250, 145, 26 – These are not yet on the Detailed Work Programme.

Chelmsford Road, Writtle near Hylands School – This had not yet been included in the Detailed Work Programme. The Panel supported the view of Councillor Aldridge that a short term measure to improve the situation was urgently needed and **agreed** that a proper scheme should be brought to the next meeting.

Signage, West End – A breakdown of the costs per sign was awaited. This will be considered again at the next meeting.

Update on feedback from Parish Councils – The comments of Bicknacre and Woodham Ferrers regarding IT188 and Broomfield Parish Councils for IT195 were still awaited.

Schemes requested by Parish Councils – The Panel supported the intention to make the Scheme List available to all Parish Councils.

Left turn from High Bridge Road to Baddow Road – This was covered by the Odeon Roundabout scheme.

In response to a question from County Councillor Johnson, the Chairman stated that it had been the objective of the Panel from the start to identify those issues, problems and suggested schemes that had persisted before the establishment of the Panel and to focus on reducing them to a manageable and realistic number of priority projects which could be funded from the available budget for the schemes list. It was not the intention, and nor was it practical, to add to the list major new schemes suggested by Parish Councils or elected representatives.

AGREED that the Scheme List presented to the meeting be noted with the comments and recommendations set out in this minute.

6. **Work Programme Monitor**

A Detailed Work Programme of schemes for 2013/14 was distributed at the meeting. The Panel was informed that it included all schemes recommended by the Panel but not some schemes previously identified on which further work was needed. A full progress report would be presented to the next meeting.

The following general points were made to or by the Panel:

- (a) The Panel expressed disappointment and frustration that work on schemes was being delayed primarily due to lack of design resources at the County Council. Members were not placing responsibility for delays with the officers in the Design Team but with the arrangements which meant that insufficient resources were being applied to enable the design of schemes to be completed in a reasonable timescale. This led not only to delays in the practical implementation of schemes but under spends from one year to the next. The Chairman reiterated his suggestion that the County Council agrees to outsource some of the design work to reduce the backlog of schemes, with the cost being met by the Panel's allocated funding. Hannah Neve made the point that design works for schemes approved to date should be completed in the current financial year.
- (b) Jon Simmons said that the Design Work Programme would be updated and distributed monthly in a more comprehensive and clearer format, including a referencing system which would enable easier tracking and auditing of schemes. The first such list would be distributed to the Chairman and Vice Chairman before a scheduled meeting in July with the County Council's Cabinet Member for Highways and Transportation at which it was intended to discuss ways to speed up the design of schemes.

On specific schemes in the list presented to the meeting, the Panel was told that scheme DC1052 had started and that further information on the outstanding expenditure for scheme DC57 would be made available.

AGREED that the Detailed Work Programme presented to the meeting be noted.

Action: Jon Simmons and Hannah Neve to pursue (b) above.

7. **Reserve Scheme List**

Jon Simmons presented the latest version of the Reserve Scheme List, which contained those schemes put forward by Parish Councils and elected representatives and which had been or were being validated.

In light of the comment made in minute number 5 above about the need to focus on a manageable list of schemes, the Panel agreed that the Potential Schemes detailed in the report should not be considered at this meeting.

Minor Schemes

With regard to the minor schemes list, the Panel **agreed** that Jon Simmons should clarify with the Parish Council if there was still a perceived speed problem at Hatchfields, Great Waltham (IT172), prior to any speed surveys being commissioned. It also **agreed** that all minor schemes shown red on the list should be removed unless justification for their retention was received from the relevant Parish Councils by the end of July 2013.

Action: Jon Simmons to inform the Parish Councils

Bus Stops

Section 106 funding had been identified for the new bus stop (scheme 1) in Bicknacre. Schemes 2 to 10 on the list were **agreed**.

Cycling Schemes

Prioritised potential schemes and a proposed cycling strategy would be brought to the next meeting of the Panel. In the meantime it was **agreed** that all listed cycling schemes should be removed from the list and brought forward separately to the next meeting. **Action: Jon Simmons**

Casualty Reduction Schemes

With regard to the schemes listed the Panel **agreed** the following:

Rainsford Road/Primrose Hill – Scheme approved (£4,000)

Copperfield Road/Oliver Way – A scheme which provided for the construction of a pedestrian refuge and tactile paving was approved (£5,000)

Van Diemans Road – This should be reinstated on the minor schemes list but consideration should be given to co-ordinating it with the schemes for the Army and Navy Roundabout. Funding from the Safer Roads Foundation should be pursued but the Panel recommended that £30,000 should be allocated if that funding is not achieved. Hannah Neve would work with the Casualty Reduction Team to ensure this scheme should go ahead at this location or if it should be put on hold pending the relocation of the pedestrian crossing.

Bicknacre Road, Gay Bowers Road, Danbury – Some remedial works had been carried out at this location, but some further work was required and this reduced funding was approved (£4,000)

Stock Road, Bakers Lane, Stock – This had been agreed at the last meeting.

AGREED that the Casualty Reduction Schemes be confirmed as described above.

8. **Highways Rangers Summary**

Jon Simmons circulated an updated summary of the Chelmsford City Highways Rangers work programme. The Panel noted that an updated summary would be distributed.

9. **Any Other Business**

None.

10. **Dates of Future Meetings**

It was agreed that meetings of the Panel be held at the Chelmsford City Council's offices on

28 August 2013
9 October 2013
5 December 2013

at 12.45pm and with lunch at 12.30pm

The meeting closed at 2:53 p.m.

Chairman