

MEETING OF THE CHELMSFORD LOCAL HIGHWAYS PANEL

26TH JANUARY 2016
COUNCIL CHAMBER, CHELMSFORD CITY COUNCIL
COMMENCING AT 13.00

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

AGENDA

1. Apologies for absence

2. Minutes of the Local Highways Panel meeting held on 2nd September 2015

3. Matters arising

Appendix 1: (for information)

- B1007 New London Road/A1060 Parkway
- Traffic Regulations Orders

4. Approved works programme updates

Jon Simmons (ECC)

- A. Schemes In Progress
- B. Feasibility and Designs

Appendix 2: (for information)

- King Edwards Road, South Woodham Ferrers

5. Proposed schemes list

Jon Simmons (ECC)

- A. Chelmsford City Council Officer Recommendations

Rosa Tanfield (CCC)

Appendix 3: (for information)

- B1137 Main Road jw Church Road, Boreham
- A1060 Parkway/Moulsham Street crossing
- A1060 Parkway/Odeon Roundabout
- A131 Braintree Road roundabout, Great Leighs
- A132 Runwell Road jw A130 slip road, Runwell
- Lordship Road, Writtle

6. Highway rangers

Jon Simmons (ECC)

- A. Additional equipment report

Rosa Tanfield (CCC)

7. AOB

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| A. LHP Scrutiny Review | Sonia Church (ECC) |
| B. South Essex Parking Partnership Review | Averil Price (CCC) |
| C. School Parking Initiative | Rosa Tanfield (CCC) |
| D. S106 update – September 2015 (for information only) | |
| E. S106, Broomfield Parade and East of Patching Hall Lane | Derek Stebbing (CCC) |
| F. Parish Representation | Chairman |

Next meeting: 23rd March 2016 – 12.30 for 13.00 start, Marconi Room

Chelmsford City Local Highways Panel - Approved Works Programme (January 2016) (2)

Approved Schemes - Designs & Feasibility Studies

Scheme Key	Completed	Cancelled	Update
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Ref. No.	Task Name	Parish	Finish	CMA Approved	Cost Code	Scheme Type	Works Description	Allocated Budget	Comments
2013/14 Approved									
1	Melbourne Avenue, Chelmsford	Chelmsford non Parished	Jan 2016	12/09/2013	LCHE134006	Cycling	CH17 - Design only of cycling scheme (£25k)	£3,000	
2014/15 Approved									
2	PROW Ftp 95 Chelmsford	Chelmsford non Parished	Mar 2016	24/04/2014	LCHE148002	Public right of way	Investigation into installing drainage in existing surfaced city centre footpath	£5,000	
3	High Street	Chelmsford non Parished	Mar 2016	18/11/2014	LCHE144011	Cycling	Feasibility study to consider a cycle route through Chelmsford on a south - north alignment but avoiding the High Street.	£5,000	Meeting arranged for January 2016 with representative from cycling group to feed into design works
4	PROW Ftp 13 Good Easter	Good Easter	Jan 2016	24/04/2014	LCHE148001	Public right of way	Investigation into revetment between River Can and existing footpath	£5,000	
5	Ongar Rd/Lordship Rd, Writtle	Writtle	Mar 2016	24/04/2014	LCHE142014	Traffic Management	Route enhancement study to consider footway/carriageway surfacing, lining, signing, lighting, also construction of lay-by neat Doctors surgery	£32,500	Phase 1 - Route Enhancement Study Completed, Phase 2 - Layby
2015/16 Approved									
6	Lodge Road	Bicknacre	Feb 2016	22/04/2015	LCHE152025	Traffic Management	Detailed design of passing bays (Was reference LCHE152025)	£3,000	
7	Plantation Road, Main Road and Church Road, Boreham	Boreham	Mar 2016	17/06/2015	LCHE152022	Traffic Management	Feasibility study into traffic management improvements	£5,000	
8	Waterhouse Lane	Chelmsford Non Parished	Feb 2016	22/04/2015	LCHE152075	Traffic Management	Detailed design of junction improvements at Waterhouse Lane j/w Beeches Drive & Forest Drive (Was reference LCHE142075)	£3,000	
9	Chelmer Park Cycle Route, Beehive Lane	Galleywood	Jan 2016	22/04/2015	LCHE154002	Cycling	Design of cycleway/footway - Between Skinners Lane and Chelmer Car Park	£5,000	Design being finalised
10	Opposite the Railway Station	South Woodham Ferrers	Feb 2016	22/04/2015	LCHE155013	Bus stop improvement	Design of raised kerbs -Stop ID IM2262b (Was reference 145013)	£5,000	Scheme being progressed through partnering consultant
11	Springfield Green/Timson's Lane	Springfield	Mar 2016	22/04/2015	LCHE154004	Cycling	Feasibility study to consider connection of existing cycle routes - Eastern ends of Springfield Green/Timson's Lane	£5,000	Scheme being progressed through partnering consultant
12	Tyrells School - Tavistock Road, Bodmin Road, Taunton Road, Springfield	Springfield	Jun 2016	17/06/2015	LCHE152066	Traffic Management	Feasibility study into 20mph zone/limit	£5,000	At present this study will be completed in financial year 2016/17 - design engineer asked to bring completion date forward

Chelmsford City Local Highways Panel - Approved Works Programme (January 2016) (2)

Approved Schemes - In Progress

Scheme Key	Completed	Cancelled	Update
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Ref. No.	Task Name	Parish	Finish	CMA Approved	Cost Code	Scheme Type	Works Description	Allocated Budget	Comments
2013/14 Approved									
1	Parkway A1060 Odeon RAB	Chelmsford non Parished	Aug 2016	10/07/2013	LCHE132022	Traffic Management	Traffic Management Improvements (TMI)	£41,000	Phase 1 - RAB signs/lines March 2016, Phase 2 - Variable Message and Car Park signs August 2016
2	O/s Moulsham Grange, London Road, Chelmsford	Chelmsford non Parished	Feb 2016	04/02/2014	LCHE132071	Traffic Management	Raise kerbing/add bollards/pave area	£12,500	Completed
3	Main Road (at southern Broomfield Parish boundary), Broomfield	Chelmsford non Parished	Mar 2016	18/03/2014	LCHE142001	Traffic Management	Village gateway treatment - design	£5,000	On going liaison with Parish Council over gateway sign design
4	Main Road (at northern Broomfield Parish boundary), Broomfield	Chelmsford non Parished	Mar 2016	18/03/2014	LCHE142002	Traffic Management	Village gateway treatment - design	£5,000	Parish Council have agreed for scheme to be On Hold until any changes to RAB are finalised
5	Main Rd nr j/w Church Rd, East Hanningfield	East Hanningfield	Mar 2016	04/02/2014	LCHE132068	Traffic Management	Create walkable verge	£11,500	Design being revised in terms of ditch line and adjacent land
6	Watchhouse Road (Skinners Lane to Pipers Tye), Galleywood	Galleywood	Jun 2016	18/03/2014	LCHE142003	Traffic Management	Speed reduction measures - VAS sign	£10,000	On going liaison with Parish Council on VAS options
7	Margaretting Road, Galleywood	Galleywood	Aug 2016	12/09/2013	LCHE003001	Walking	Continuation of footway from Village to Heritage Centre - Civil Works £88k, Legal/Design Costs £31k. Panel wish to use unspent budget from 2012/13	£124,000	Scheme continues to be progressed by CCC officers with support of ECC/EH
8	Five entry point to Galleywood	Galleywood	Dec 2015	04/02/2014	LCHE132016	Traffic Management	Install five Village gateway features	£12,500	Completed
2014/15 Approved									
9	O/s 140-147 Forest Drive Chelmsford	Chelmsford non Parished	Mar 2016	02/06/2014	LCHE142004	Traffic Management	To construct lay-by within available verge	£25,000	
10	Avon Road, Chelmsford	Chelmsford non Parished	Apr 2016	02/06/2014	LCHE142031	Traffic Management	Parking Improvements along whole length of road (1377m) - measures to prevent parking on verges combined with creation of parking laybys	£228,923	Phase 1 - Grass paver lay-bys, footways and bus stops starting Jan 2016 for nine weeks , Phase 2 - timber bollards/fencing needs top up £44k required.
11	Ten Entry points to Chelmsford City	Chelmsford non Parished	Dec 2016	09/07/2014	LCHE142023	Traffic Management	Improved City nameplate signage, to include image of area of interest within City, will require DfT approval	£40,000	
12	Dyers Hall to Cricket Ground, Mashbury Road, Chignal	Chignal	Mar 2016	02/06/2014	LCHE142032	Traffic Management	Creation of three passing places on narrow road	£59,700	
13	Sandon Hill, Ford End 30mph signs	Ford End	Sep 2016	24/04/2014	LCHE142016	Traffic Management	Provision of 30mph count down signs at either end of Village (will require DfT approval)	£4,000	Awaiting approval from Department of Transport for sign design
14	Sandon Hill, Ford End	Ford End	May 2016	24/04/2014	LCHE142017	Traffic Management	Traffic management improvements through Village - Speed terminal signs at village gateways, VAS's, Improved bend signage, mini-RAB, improved school signage	£58,500	CMA signed to allow mini-RAB
15	A1060 Maldon Road j/w Molrams Lane, Sandon	Sandon	Mar 2016	02/06/2014	LCHE142021	Traffic Management	Remedial works to Section 278 highway works - signing/lining/lighting improvements	£10,000	Scheme progressing through partnering consultants.
16	A132/B1012 (Shaw Farm RAB and B1012/B1418, South Woodham Ferrers	South Woodham Ferrers	May 2016	09/07/2014	LCHE142041	Traffic Management	Improved Goods Vehicle Signage to keep vehicles on Priority Route and not diverting through Woodham Ferrers	£7,500	
17	Chelmer Retail Park, Springfield	Springfield	Jul 2016	24/04/2014	LCHE144006	Cycling	Phase 2 of scheme to rebuild and widen northern access ramp to retail park	£40,000	Scheme progressing
18	Sites to be confirmed	Various TBC	TBC	09/07/2014	LCHE142046	Traffic Management	Recommendation for monies to be retained by panel to allow approved schemes to be topped up	£50,000	Budget allocated - £30k to LCHE142032 Chignal Smealy Lay-by top up and £16k to LCHE142018 Hylands School Footway Widening
19	O/s Hylands School, Chelmsford Road, Chelmsford	Writtle	Jan 2016	24/09/2014	LCHE142049	Traffic Management	Wig-Wag flashing warning lights - Additional measures in support of LCHE142018, footway widening and LCHE142035 SLOW road markings at School signs	£7,000	Christmas embargo on street works delayed UKPN connection, works now completed
2015/16 Approved									
20	Priory Road, Bicknacre	Bicknacre	Feb 2016	17/06/2015	LCHE152058	Traffic Management	Bend warning signs	£1,000	
21	Hammonds Road/Church Road, Little Baddow/Boreham	Boreham	Oct 2016	17/06/2015	LCHE152010	Traffic Management	Flood Gauges/Flood Sensors/Verge Marker Posts, Upgraded Signs/Ditch and Vegetation works.	£25,000	
22	Parkway/Moulsham Street Pedestrian Crossing	Chelmsford Non Parished	Mar 2016	22/04/2015	LCHE151010	Safer Roads	Pedestrian Countdown timers for pedestrian crossing - To show Countdown immediately after end of Green Man to show time left before Red Man appears (Was part of reference LCHE151007)	£60,000	
23	Old Moulsham	Chelmsford Non Parished	Oct 2016	22/04/2015	LCHE152057	Traffic Management	20 mph zone/limit - Moulsham Drive/Lady Lane/Hamlet Road/St Johns Road/Vicarage Road/Moulsham Street - (Was reference LCHE132057)	£26,500	Informal survey/consultation of Residents completed November 2015, results being
24	Springfield Allied Estate	Chelmsford Non Parished	Aug 2016	22/04/2015	LCHE152069	Traffic Management	Improvements to existing 20 mph signage/roundel road markings - (Sandford Road/Chelmer Road/Springfield Road/Hill Road/Navigation Road) (Was reference	£3,000	
25	Lawn Lane/Waveney Drive	Chelmsford Non Parished	Mar 2016	22/04/2015	LCHE154001	Cycling	Improved cycle crossing point and continuity of cycle network to Springfield	£5,000	
26	Melbourne Avenue	Chelmsford Non Parished	Aug 2016	22/04/2015	LCHE154007	Cycling	Scheme CH17 - convert southern footway to cycleway/footway (Chignal Road to North Avenue) (Was reference LCHE134006)	£25,000	Partnering consultant to produce design Mar 2016 for delivery 2016/17
27	Princes Road	Chelmsford Non Parished	Aug 2016	22/04/2015	LCHE154009	Cycling	Scheme CH34 - convert and widen footway (opposite Moulsham School to Lidl) (Was reference LCHE134009)	£95,000	Phase between Moulsham Junior School to Chelmsford College planned for Summer Holidays 2016
28	County High School, Broomfield Road, Chelmsford	Chelmsford Non Parished	Feb 2016	17/06/2015	LCHE152063	Traffic Management	Pedestrian guard rail outside exit of school	£3,000	
29	Our Lady Immaculate School, New London Road, Chelmsford -	Chelmsford Non Parished	Feb 2016	17/06/2015	LCHE152051	Traffic Management	Pedestrian guard rail and raise kerbs	£7,500	

Chelmsford City Local Highways Panel - Approved Works Programme (January 2016) (2)

2015/16 Approved (Continued)									
30	A414 Three Mile Hill j/w A12 junction 15, Chelmsford	Chelmsford Non Parished	Mar 2016	17/06/2015	LCHE151005	Safer Roads	Signage/lighting improvements	£25,000	
31	Melbourne Avenue RAB j/w West Avenue/North Avenue	Chelmsford Non Parished	Feb 2016	17/06/2015	LCHE156001	School Crossing Patrol	Pedestrian guard rail at raised pavement and tactile paving	£11,500	
32	Kings Road Primary School, Kings Road, Chelmsford	Chelmsford Non Parished	Feb 2016	17/06/2015	LCHE156002	School Crossing Patrol	Dropped kerbs and tactile paving for school crossing patrol	£8,000	
33	Beehive Lane nr Honey pots, Chelmsford	Chelmsford Non Parished	Feb 2016	17/06/2015	LCHE156004	School Crossing Patrol	Dropped kerbs and tactile paving to allow school crossing patrol top relocate.	£3,500	
34	Penny Royal Road	Danbury	Aug 2016	22/04/2015	LCHE153002	Walking	Footway to link two parts of Danbury - Penny Royal Road (Mayes Lane to Woodhill Road) (Was reference LCHE143001)	£66,000	Detailed design Mar 2016, scheme delivery 2016/17
35	A414 Main Road near Griffin Public House, Danbury	Danbury	Jan 2016	17/06/2015	LCHE151006	Safer Roads	Signing and Lining works	£7,400	Completed
36	B1008 Chelmsford Road Ford End to Barnston	Ford End	Feb 2016	17/06/2015	LCHE151008	Safer Roads	Improvements to bend ahead warning signs and investigate carriageway widening - Ford End to Barnston (Was reference LCHE141005)	£33,000	
37	Paper Mill Bridge, North Hill/Moden Hall Lane, Little Baddow	Little Baddow	Oct 2016	17/06/2015	LCHE152003	Traffic Management	Flood Gauges/Flood Sensors/Verge Marker Posts, Upgraded Signs/Ditch and Vegetation works.	£25,000	
38	PRoW Footpath 33, Downham Road, South Hanningfield	South Hanningfield	Mar 2016	17/06/2015	LCHE158009	Public right of Way	Surface improvements - laying road planings - 270m length with a width 1.0m to 1.5 m	£5,000	PRoW works weather dependent
39	A132 Burnham Road	South Woodham Ferrers	May 2016	22/04/2015	LCHE152079	Traffic Management	Extension of 40 mph speed limit, reposition Town nameplate, SLOW road markings (Was reference LCHE142079)	£10,000	Traffic regulation order being progressed
40	Buttsbury Bridge, Stock	Stock	Apr 2016	17/06/2015	LCHE152080	Traffic Management	Traffic Management Improvements at bridge	£17,700	
2015/16 Revenue Schemes									
41	Survey Works	Various TBC	TBC	22/04/2015	LCHE152007	Traffic Management	Ad Hoc Survey Works - Automatic Traffic Counts/Degree of Pedestrian Conflict Surveys/Road Safety Assessments	£10,000	To date eleven ATC's and two PV ² surveys have been carried out - total cost £4,550.

CHELMSFORD CITY LOCAL HIGHWAYS PANEL POTENTIAL SCHEMES LIST (Version 26b)

The Chelmsford City Local Highways Panel has fully recommended the available 2015/16 Capital Budget of £1,000,000. The Panel will be asked to make their 2016/17 funding recommendations at the March 2016 Panel meeting.

This Potential Scheme List identifies all of the scheme requests which have been received for the consideration of the Chelmsford City Local Highways Panel. The Panel are asked to review the schemes on the attached Potential Scheme List and any schemes the Panel would not wish to consider for future funding could be removed.

There are currently potential schemes with an estimated cost of £1,330,640 as shown in the summary below:

Potential Schemes List (Version 26b)	
Scheme Type	Total Estimated Costs
Traffic Management	£252,500
Walking	£30,000
Passenger Transport	£45,000
School Crossing Patrol	£6,500
Public Rights of Way	£150,000
Cycling	£588,140
Safer Roads	£258,500
	£1,330,640

On the Potential Schemes List the RAG column acknowledges the status of the scheme request as shown below:

RAG Status	Description of RAG status
G	A higher priority feasible scheme against strategic criteria
A	A lower priority feasible scheme against strategic criteria or may require additional Cabinet Member approval
R	A scheme which is against policy or where there is no appropriate engineering solution
	A scheme pending validation

Chelmsford City Local Highways Panel - Potential Schemes List (Version 26b)

Traffic Management

Total Value of schemes	£252,500
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG
1	Lodge Road, Bicknacre	Provision of passing bays - Option 2 - Formalise existing parking near Leighams Road initial estimate £4,500 next stage detailed design	Narrow road problems when two vehicles try to pass each other	Parish Council	Bicknacre	Design	LCHE132025	£4,500	Technical Note previously shared with Panel March 2015	G
2	Hammonds Road/Church Road, Little Baddow to Boreham	Traffic Management improvements - vehicle routinely leaving road into fields	Speed of traffic	Parish Council	Boreham	Design	LCHE142055	£3,000	Validation - Speed reduction to 40mph not recommended as average speeds too high. Church Road - Southbound -42.5mph & Northbound 43.8mph, Hammonds Road (north) Eastbound 47.3mph & Westbound 38.5mph and Hammonds Road (South) Southbound 46.6mph & Northbound 47.8mph. Recommendation is to proceed with design of bend improvement signage (Chevron/bend warning signs)	G
3	Generals Lane to New Hall School, Boreham	Traffic Management Improvements -widen road/passing bays/speed limit reduction	Speed/volume of traffic	Councillor	Boreham	Total scheme	LCHE142057	NA	Validation - Possible adjacent housing development in future will effect road. Also request to widen road will then speed up traffic	R
4	Brick House Lane, Boreham	Passing Bay signage to identify passing bay	Vehicles routinely park in passing bay causing an obstruction	Parish Council	Boreham	Total Scheme	LCHE152014	£2,000	Validation - Passing Places signs would be suitable will require some vegetation to be cut back. Scheme to included sign, design and installation	G
5	Patching Hall Lane jw B1008 Broomfield Road, Broomfield	Signal upgrade to allow left turn out/right turn in phase and extension of two lane section	Improvements at permanent signals	Councillor	Broomfield	Total scheme	LCHE132069	TBC	Validation waiting on ITS and developers works	
6	Main Road nr jw Erick Avenue, Broomfield	Improvements to pedestrian crossing	Consideration of pedestrian crossing improvements	Parish Council	Broomfield	Total scheme	LCHE142081	TBC	Road Safety Assessment - Option 1 Signalise Crossing point, Option 2 (recommended by assessment) upgrade crossing point. Currently awaiting costing's for each option.	
7	Cooper's Row j/w Broomfield Road	Improvements to carriageway/kerb	Difference in level between carriageway and access ramp to Church	Councillor	Broomfield	Total scheme	LCHE152018	TBC	In validation	
8	Broomfield Primary School, School Road, Broomfield	Traffic management improvements outside school	Speed of traffic and vehicles parking on footways	Councillor	Broomfield	Total scheme	LCHE152021	TBC	In Validation	

Chelmsford City Local Highways Panel - Potential Schemes List (Version 26b)

Traffic Management

Total Value of schemes	£252,500
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG
9	B1008 Main Road (vicinity of Court Road), Broomfield	Improvements to crossing for safety of residents and school children	Improvements to crossing for safety of residents and school children	Parish Council	Broomfield	Total scheme	LCHE142095	NA	Validation - degree of pedestrian conflict survey results 0.099x10 ⁸ , road is 40mph, so a signalised crossing would be required and score to low to warrant such a crossing	R
10	Broomfield Parade/Pentland Avenue, Broomfield	Footway improvement measure/bollards	Lack of footway and vehicles obstructing footway	Councillor	Broomfield	Total scheme	LCHE152111	TBC	In Validation	
11	Gunson Gate off Loftin Road, Chelmsford	Improvements to bus gateway and bus stops	Two bus stops opposite each other causing problems	Councillor	Chelmsford Non Parished	Total scheme	LCHE142064	TBC	In validation	
12	Danbury Vale, Danbury	Flood alleviation works - study into ground investigation/infiltration testing to determine number of soak ways and size	Flooding	Parish Council	Chelmsford Non Parished	Feasibility	LCHE142052	£7,500	Validation - feasibility study recommended	G
13	West End of Chelmsford	Signage improvements to West End	Lack of signs to West End	Business Association	Chelmsford Non Parished	Total scheme	LCHE132056	TBC	In design	
14	Railway Bridge, Arbour Lane, Chelmsford	Footway widening works - recommendation to cut back vegetation and improve footway surface condition	Narrow footway for pedestrians	Councillor	Chelmsford Non Parished	Feasibility	LCHE142045	TBC	Technical Note previously shared with Panel March 2015 - Validation under review	
15	Essex Records Office, Chelmsford	Signage improvements to (1) vehicular access to ERO on Navigation Road and (2) outside pedestrian entrance to ERO	Lack of signage	Councillor	Chelmsford Non Parished	Total scheme	LCHE142085	£500	Validation - Site (2) agreed and Site (1) not necessary as building visible from location	G
16	Wood Street, Chelmsford Nr parade of shops	Pedestrian crossing improvements	lack of pedestrian crossing facilities	Councillor	Chelmsford Non Parished	Total scheme	LCHE142091	TBC	In validation PV ² to be carried out	

Chelmsford City Local Highways Panel - Potential Schemes List (Version 26b)

Traffic Management

Total Value of schemes	£252,500
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG
17	Waterson Vale, Chelmsford	Traffic management improvements to enforce 20mph zone	Speed of traffic	Councillor	Chelmsford Non Parished	Total scheme	LCHE142093	£1,500	Validation - speed data near Burghley Way SE 20.4mph and NW 18.7mph, near Chislett Row S 1839 mph and N18.4 mph. good compliance. Suggestion of 20 mph speed roundels at start of 20 mph limit and signage improvements	G
18	Westway j/w Robjohns Road, Chelmsford	Yellow box junction	vehicles turning obstruct junction	Councillor	Chelmsford Non Parished	Total scheme	LCHE142053	£3,000	Validation - recommends box junction	G
19	A1060 Roxwell Road (junction with Lordship Road to 88 Roxwell Road) Chelmsford	Request to reduce speed limit from 60mph to 40 mph	Speed of traffic	Councillor	Chelmsford Non Parished	Total Scheme	LCHE152006	NA	Validation - Automatic traffic counts show good compliance with 60 mph speed limit and does fall below 40 mph. This is a Priority Route on our Functional Route Hierarchy, to keep traffic free flowing/avoiding congestion, which could result if the road had a 40mph speed limit. Also see LCHE152116	R
20	Park Avenue, Chelmsford	Cars mounting pavement causing conflict with pedestrians	Cars park on one side of road and when two vehicles try to pass, they routinely mount the pavement	Councillor	Chelmsford Non Parished	Total Scheme	LCHE152016	TBC	In Validation	
21	North Avenue, Chelmsford	Pedestrian crossing improvements	Difficult for pedestrians to cross road.	Councillor	Chelmsford Non Parished	Feasibility	LCHE142059	£3,000	Validation - PV^2 survey data 0.771x10^8, crossing warranted. Recommendation for feasibility study due to complexities of site, may require signalised junction.	G
22	King Edward VI Grammar School and Chelmsford County High School for Girls, Broomfield Road, Chelmsford	Traffic Management Improvements	Speed of traffic at pedestrians crossings	Councillor	Chelmsford Non Parished	Total scheme	LCHE152020	£1,000	Validation - recommends Road Safety Assessment at location	G
23	O/s Parade of shops, 90-106 Kings Road, Chelmsford	Parking improvements - echelon parking	Lack of parking for shops	Councillor	Chelmsford Non Parished	Total scheme	LCHE152004	TBC	In Validation	
24	Regency Close, Chelmsford	Resurface over old tree pit	Tree removed some time ago	Councillor	Chelmsford Non Parished	Total scheme	LCHE152092	£10,000	Validation - possible to surface over 3x3m tree pit and replace with footway	G

Chelmsford City Local Highways Panel - Potential Schemes List (Version 26b)

Traffic Management

Total Value of schemes	£252,500
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG
25	174-193 Forest Drive, Chelmsford	Improved parking	Lack of residents parking	Residents	Chelmsford Non Parished	Total scheme	LCHE152094	TBC	In Validation	
26	29-59 North Avenue, Chelmsford	Improved parking	Lack of residents parking	Residents	Chelmsford Non Parished	Total scheme	LCHE152095	£3,000	Validation - Option to encourage residents to apply for dropped kerbs and park on their frontage or Feasibility Study into creating parking within adjacent green area.	G
27	Goldlay Avenue nr jw Burwood Court, Chelmsford	Footway bollard to stop vehicles driving over footway	Reports that following prohibition of traffic, cars driving over footway	Residents	Chelmsford Non Parished	Total scheme	LCHE152102	£2,000	Request to reinforce prohibition of traffic measures installed under Section 106 funding	G
28	Old Moulsham, Chelmsford	7.5tonne environmental weight limit	Delivery vehicles for Moulsham Street routinely driving through Old Moulsham	Residents	Chelmsford Non Parished	Feasibility	LCHE152091	£10,000	Validation - recommends feasibility study into 7.5t environmental weight limit, to include HGV traffic surveys and details of any delivery vehicles using Old Moulsham to access Moulsham Street shops	G
29	Writtle Road j/w A1016 Westway, Chelmsford	Additional Pedestrian guard rail	Conflict between vehicle driving across footway and pedestrians	Councillor	Chelmsford Non Parished	Total scheme	LCHE152103	NA	Validation - recommendation is for Hire Shop to fund dropped kerbs.	R
30	Waterhouse Street Chelmsford	Signage to show service roads unsuitable for larger vehicles	Several narrow service roads only accessible to cars/smaller vehicles	Councillor	Chelmsford Non Parished	Total scheme	LCHE152100	£1,500	Validation - suggestion is to improve signage at Waterhouse Street j/w Writtle Road to show cul de sac and Unsuitable for HGV's	G
31	Queens Road/Hill Road, Chelmsford	Signage to show service roads unsuitable for larger vehicles	Several narrow service roads only accessible to cars/smaller vehicles	Councillor	Chelmsford Non Parished	Total scheme	LCHE152101	NA	Validation - existing service roads are unmade and clearly insufficient space for large vehicles. If signage were installed then it would probably be ignored especially if vehicles are delivering along the route.	R
32	Admirals Park Estate, Chelmsford	20mph zone	Speed of vehicles	Councillor	Chelmsford Non Parished	Total scheme	LCHE152115	TBC	In validation - will require 30 automatic traffic counts	
33	The Rising Sun P/h New London Road, Chelmsford	Dropped kerbs	Lack of dropped kerbs across fore court	Councillor	Chelmsford Non Parished	Total Scheme	LCHE152098	TBC	In validation	
34	78-88 Roxwell Road, Chelmsford	TMI to reinforce 30mph speed limit	Speed of traffic	Councillor	Chelmsford Non Parished	Total scheme	LCHE152116	TBC	In validation	
35	S/O78a Kings Road Convenience Store, King's Road, Chelmsford	Verge improvements to prevent parking	Vehicles routinely damaging the verge	Councillor	Chelmsford Non Parished	Total scheme	LCHE152108	TBC	In validation	
36	Duke Street near its junction with Tindal Square, Chelmsford	Measures to resolve pedestrian/cyclist conflict at pedestrian crossing	Pedestrians crossing away from pedestrian crossing	Essex Highways	Chelmsford Non Parished	Total scheme	LCHE152107	TBC	In validation	

Chelmsford City Local Highways Panel - Potential Schemes List (Version 26b)

Traffic Management

Total Value of schemes	£252,500
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG
37	O/s 78 to 88 Roxwell Road, Chelmsford	Traffic management measures to enforce 30mph speed limit	Speed of traffic	Councillor	Chelmsford Non Parished	Total scheme	LCHE152116	TBC	In validation	
38	Chignal Hall Lane jw Mashbury Road, Chignal Smealy	Remove bennet junction	Existing verge being overrun dragging mud onto road	Parish Council	Chignal Smealy	Total scheme	LCHE152093	TBC	In Validation	
39	Sporhams Lane, Danbury	Width restriction on road, to prevent goods vehicles damaging verges	Vehicles damaging verges	Parish Council	Danbury	Total scheme	LCHE142092	TBC	In validation	
40	Well Lane to The Heights - Service Road, Danbury	One-way road	Vehicles routinely parking/blocking service road	Parish Council	Danbury	Total scheme	LCHE152104	TBC	In Validation	
41	Bicknacre Road, Overshot Bridge to Poplar Farm, Danbury	Walkable verge/footway	Lack of footway/walkable verge	Parish Council	Danbury	Total scheme	LCHE153004	TBC	In Validation	
42	Bicknacre Road, Overshot Bridge to Poplar Farm	Walkable verge	Lack of walkable verge for pedestrians	Parish Council	Danbury	Total scheme	LCHE152110	TBC	In validation	
43	The Common, East Hanningfield	Traffic Management Improvements	Speed of traffic	Parish Council	East Hanningfield	Feasibility	LCHE142022	£5,000	Validation - recommends feasibility study into traffic calming and pedestrian video survey	G

Chelmsford City Local Highways Panel - Potential Schemes List (Version 26b)

Traffic Management

Total Value of schemes	£252,500
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG
44	S/o Vita Bella, The Tye, East Hanningfield	Footway widening works - kerbing/resurfacing to open up full width	Narrow footway for pedestrians	Parish Council	East Hanningfield	Feasibility	LCHE152105	£3,000	Validation - feasibility study into footway widening to consider extent of highway, statutory undertakers apparatus and fully cost any scheme proposal	G
45	Stock Road/ Watchhouse Road, Galleywood	Signs to heritage centre	Lack of signs	Parish Council	Galleywood	Total scheme	LCHE142067	£1,500	Validation review - Does not meet DfT Guidance on Sign Clutter, would need specific Cabinet Member Approval to proceed	G
46	The Street jw Stock Road, Galleywood	Junction protection parking restrictions	Parking improvements	Parish Council	Galleywood	Total scheme	LCHE142098	TBC	In validation	
47	Barnard Road, Galleywood	20 mph speed limit, especially o/s St Michael's CE Junior and Galleywood Infants schools	Speed of traffic following installation of recent parking restrictions	Parish Council	Galleywood	Total Scheme	LCHE152013	TBC	In validation	
48	Watchhouse Road, Galleywood	Flood warning signs	Road routinely floods affecting adjacent properties	Parish Council	Galleywood	Total scheme	LCHE152083	TBC	In Validation	
49	School Road, Good Easter	7.5T environmental weight limit	Goods vehicle using route as an alternative route damaging road	Parish Council	Good Easter	Total scheme	LCHE152017	TBC	In validation	
50	Titus Well Lane, Good Easter	Measures to enforce Protected Lane status	Larger vehicles using lane and causing damage	Councillor	Good Easter	Total scheme	LCHE152117	TBC	In validation	
51	Essex Healthcare Park, Great Baddow	Directional signs to health clinic	Lack of signs to clinic	Councillor	Great Baddow	Total scheme	LCHE152097	TBC	In validation	
52	Church Street, Great Baddow	Traffic calming/wider footways	Speed of traffic	Parish Council	Great Baddow	Total scheme	LCHE152099	TBC	In validation	
53	Glovers Estate - (Brickbarns, Castlefield, Glovers, Permain), Great Leighs	20 mph speed limit	Speed of traffic	Councillor	Great Leighs	Total scheme	LCHE142078	TBC	In validation	

Chelmsford City Local Highways Panel - Potential Schemes List (Version 26b)

Traffic Management

Total Value of schemes	£252,500
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG
54	O/s 50-62 Shimbrooks, Great Leighs	Parking improvements	Cars frequently blocked in and cannot get out	Councillor	Great Leighs	Total scheme	LCHE152114	TBC	In Validation	
55	Main Road, Howe Street	SID socket/pole	Speed of traffic	Parish Council	Great Waltham	Total scheme	LCHE142070	£500	Validation - posted speed limit 30 mph, mean average speed south-east bound 36.7mph, north-west bound 36.1mph. Mean average speed +5mph over posted speed limit	G
56	Chelmsford Road, Minnow End	SID socket/pole	Speed of traffic	Parish Council	Great Waltham	Total scheme	LCHE142071	£750	Validation - speed compliance good, some speeding in early hours. If SID taken forward will require specific Cabinet Member Approval. Parish Council has confirmed they have a SID which is rotated within Parish and only require an additional pole.	A
57	South Street, Great Waltham	Pedestrian guard rail at footpath/carriageway	Lack of pedestrian guard rail	Parish Council	Great Waltham	Total scheme	LCHE142072	£3,000	Validation suggests staggered guard rail on footpath. Possible S.106 contribution for the works.	A
58	South Street, Great Waltham	Speed Indicator Device pole to allow rotation of existing unit	Speed of traffic	Parish Council	Great Waltham	Total Scheme	LCHE142073	£750	Validation - recorded speeds NE bound 31.8mph & SW bound 32.0 mph, with evidence of speeding. Recommend SID pole installed	G
59	Highwood Road, Loves Green, Highwood	Traffic management improvements - Remove centre white line/renew SLOW road markings/build outs at school with priority flow, estimated cost £8,500 next stage detailed design	Speed of traffic	Parish Council	Highwood	Design	LCHE142038	£3,000	Technical Note previously shared with Panel March 2015	G
60	Highwood Road, Edney Common	Traffic management improvements - Remove centre white line/renew SLOW road markings/build outs at play ground/public house with priority flow, estimated cost £8,500 next stage detailed design	Speed of traffic	Parish Council	Highwood	Design	LCHE142039	£3,000	Technical Note previously shared with Panel March 2015	G

Chelmsford City Local Highways Panel - Potential Schemes List (Version 26b)

Traffic Management

Total Value of schemes	£252,500
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG
61	Highwood Road Edney Common to Loves Green, including St Peter Church	Pedestrian footway- 1.2m walkable verge, crossing point at Highwood Road and removal of informal layby at St Peters Church, estimated cost £105,000 next stage detailed design	Lack of footway/walkable verge	Parish Council	Highwood	Design	LCHE142040	£3,500	Technical Note previously shared with Panel March 2015	G
62	The Ridge jw Runsell Lane and Fir Tree Lane and Holybread Lane, Little Baddow	SID poles and SID unit	Speeding vehicles through Village	Parish Council	Little Baddow	Total scheme	LCHE1582084	TBC	In Validation	
63	The Ridge jw Runsell Lane and Fir Tree Lane and Holybread Lane, Little Baddow	Speed Indicator Poles (x3) and Speed Indicator Device on rotation	To remind traffic of 30 mph speed limit	Parish Council	Little Baddow	Total scheme	LCHE152084	TBC	In Validation	
64	B1002 Main Road, Wantz Road/Writtle Road, Margaretting	Reduction from 40 mph to 30 mph	Speed of traffic	Parish Council	Margaretting	Total scheme	LCHE132059	TBC	In validation	
65	Wantz Road/Roman Road/Main Road, Margaretting	Village gateway treatments	Speed of traffic entering Village	Parish Council	Margaretting	Total scheme	LCHE152118	£15,000	Validated by Third Party Works team	G
66	Dowsetts Lane (Norton Place to Woodside), Ramsden Heath	Traffic Management Improvements	Speed of traffic	Councillor	Ramsden Heath	Total Scheme	LCHE152011	NA	Validation - speed surveys in 40mph show Southbound 38.7mph and Northbound 35.7mph, good compliance. 30 mph limit would not be self explanatory due to gap between properties.	R
67	A1245/A132 Roundabout, Rettendon	Lane marking on RAB - Option 1 - Guidance lane marking on RAB and additional signs on A132 Option 2 - As option 1 but with lead in road markings	Improvements to lane markings	Parish Council	Rettendon	Total scheme	LCHE142019	£17,500	Technical Note previously shared with Panel March 2015	G
68	Maltings Road, Rettendon	Traffic management improvements to single track road	Speed of traffic	Parish Council	Rettendon	Total scheme	LCHE142084	TBC	In validation	

Chelmsford City Local Highways Panel - Potential Schemes List (Version 26b)

Traffic Management

Total Value of schemes	£252,500
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG
69	Bridge over River Crouch, Hawk Hill, Battlesbridge	Signalisation of priority working over bridge	Frequently two cars try to cross bridge at same time causing a "face to face" stand off in middle of bridge	Parish Council	Rettendon	Feasibility	LCHE152001	£2,000	Validation - Signalisation of bridge could cost £160k, it is first advised to carry out Road Safety Assessment of proposal to address any safety concerns/risks of signalisation. Also existing scheme LCHE142030 to improve signage on bridge.	G
70	St Marys Church, A132 Runwell Road, Rettendon	Pedestrian crossing improvement	Volume of traffic	Councillor	Rettendon	Total scheme	LCHE152090	NA	Validation - Development at Runwell hospital site has raised need for capacity improvements. ECC Strategic Development team will seek to introduce a crossing at this location, though there are forward visibility constraints around the bend by the church to consider.	R
71	The Street j/w Vicarage Road Roxwell	Traffic management improvements	Speed of traffic on narrow road with sharp bend	Parish Council	Roxwell	Total scheme	LCHE152109	TBC	In Validation	
72	Junction of Green Lane with Vicarage Road, Roxwell	Junction Improvements	Concerns around bennett junction	Parish Council	Roxwell	Total scheme	LCHE152112	£2,000	Validation recommends re-designing junction road markings.	G
73	Woodhill Road (S/O Sandon School), Sandon	Bollards to prevent verge parking	vehicles parking on footway	Parish Council	Sandon	Total scheme	LCHE142065	£10,500	Validation - bollards/footway improvements	G
74	Sporhams Lane, Sandon	Suggestion to be classified as a quiet Lane	Narrow lane, often used as a "rat run" or short cut	Parish Council	Sandon	Total Scheme	LCHE152012	TBC	In validation	
75	Mayes Lane, Sporhams Lane & Butts Green Road, Sandon	Horse & Rider signs	Speed of traffic on routes used by Horses	Parish Council	Sandon	Total scheme	LCHE152081	TBC	In Validation	
76	Mayes Lane/Sporhams Lane/Butts Green Road, Sandon	Horse & Rider warning signs	Lack of driver awareness of horse & riders within the Parish	Parish Council	Sandon	Total scheme	LCHE152081	£3,000	Validation - recommends signs/posts at three locations - j/w East Hanningfield Rd, j/w Woodhill Rd and vicinity nr j/w Blind Lane	G
77	King Edwards Road, South Woodham Ferrers	Traffic management improvements suitable for bus service	Speed of traffic	Town Council	South Woodham Ferrers	Total scheme	LCHE142013	NA	Study does not support any form of traffic calming without severe implications for local residents	R

Chelmsford City Local Highways Panel - Potential Schemes List (Version 26b)

Traffic Management

Total Value of schemes	£252,500
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG
78	Ferrers Road (Inchbonnie Road to Creekveiv Road) South Woodham Ferrers	Traffic management improvements/30 mph speed limit	Speed of traffic in 40mph limit and conflict with adjacent side roads/accesses	Councillor	South Woodham Ferrers	Total scheme	LCHE152106	TBC	In Validation - awaiting results of seven day automatic traffic count	
79	Springfield Green, Springfield	Pedestrian crossing facility	Lack of pedestrian crossing facilities	Councillor	Springfield	Total scheme	LCHE142060	£40,000	Validation - PV ² data 0.249x10 ⁸ , therefore upgrade to zebra crossing	G
80	Pollards Green, Springfield	20 mph speed limit	Speed of traffic	Parish Council	Springfield	Total scheme	LCHE132064	TBC	In validation	
81	Chancellor Avenue j/w Chelmer Village Way, Springfield	Measures to prevent vehicles losing control on roundabout and hitting adjacent wall	Vehicles losing control on roundabout	Parish Council	Springfield	Feasibility Study	LCHE152009	£5,000	Validation - feasibility study into re-profiling camber of roundabout	G
82	Lawn Lane near junction with Orford Crescent, Springfield	Improved pedestrian crossing facilities	Pedestrians having difficulties crossing	Councillor	Springfield	Total scheme	LCHE152002	TBC	In validation - degree of pedestrian conflict survey carried out results 0.482x10 ⁸ feeding into validation process.	
83	Honeypot Lane, Stock	Speed reduction 60mph to 40mph	Speed of traffic	Parish Council	Stock	Total scheme	LCHE142056	£8,000	Validation - in 60mph limit, mean average speeds north/northeast bound 29.7mph/25.1mph and south/south-east bound 31.7 mph/26.7mph. Speeds below 40 mph, due to embankment locating repeater signs could be problematic	G
84	High Street, Stock	Route enhancement study	Speed of traffic	Parish Council	Stock	Total scheme	LCHE132043	£3,000	Study suggested following request for 20 mph speed limit/average speed camera	G
85	B1007 east of jw Downham Road, Stock	Speed reduction from 60 mph to 30mph	Speed of traffic	Parish Council	Stock	Total scheme	LCHE142087	TBC	In validation - speed data feeding into validation	
86	Mill Road to jw Downham Road, Stock	Speed reduction from 60mph to 40mph	Speed of traffic	Parish Council	Stock	Total scheme	LCHE142088	£15,000	Validation - speed survey east 33.7mph and north-west 34.7mph, good compliance with so a 40mph speed limit would make little difference	G

Chelmsford City Local Highways Panel - Potential Schemes List (Version 26b)

Traffic Management

Total Value of schemes	£252,500
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG
87	Brookmans Road jw Back Lane, Stock	Bollards on verge to prevent verge damage	Vehicles damaging verge	Parish Council	Stock	Total scheme	LCHE142089	£25,000	Validation - Option 1 approach Parking partnership for junction protection parking restrictions, Option 2 reduce width of verge, install HGV overrun to allow easier turning for larger vehicles	G
88	St Marys Church, Ingatestone Road, Buttsbury	Bend improvements	Bend needs highlighting	Parish Council	Stock	Total scheme	LCHE142090	£2,000	Validation - recent Safer Roads scheme carried out, could install Chevron sign on island to warn drivers of bend travelling south	G
89	Swan Lane between Stock and Margaretting	quiet Lane	Speed of traffic	Parish Council	Stock	Total scheme	LCHE152005	TBC	In Validation	
90	Church Road, West Hanningfield	Traffic management improvements to address speed of traffic - Speed Indicator Device/Poles	Speed of traffic	Parish Council	West Hanningfield	Total scheme	LCHE142097	£10,000	Validation - good speed compliance to 30mph limit. If A Speed Indicator Device were installed it would need specific Cabinet Member Approval .	A
91	Bus Stop Opposite Hyland's School, Chelmsford Road, Writtle	Pedestrian crossing improvements	lack of pedestrian crossing facilities	Parish Council	Writtle	Total Scheme	LCHE152008	TBC	In validation	
92	A414 Ongar Road, Writtle nr Prospect Cottages	Traffic Management Improvements - Reduce speed to 30/40mph	Access/Egress issues due to speed/volume of traffic on A414	Councillor	Writtle	Total scheme	LCHE152019	NA	Validation - lowering the speed limit at this location would be against the Essex Speed Management Strategy. Cannot install junction signs as this road does not meet definition of a junction and could also add to signage clutter under Dft TAL 1/13	R
93	Ongar Road j/w Eastview, Writtle	Feasibility study into junction carriageway improvement	Recommendation from Route Enhancement Study	Parish Council	Writtle	Feasibility	LCHE152085	£3,000	Feasibility study recommended by Route Enhancement Study	G

Chelmsford City Local Highways Panel - Potential Schemes List (Version 26b)

Traffic Management

Total Value of schemes	£252,500
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG
94	Lordship Road/Ongar Road/The Green/Mayfield Road/Orchard Close, Writtle	Feasibility study into junction improvement	Recommendation from Route Enhancement Study	Parish Council	Writtle	Feasibility	LCHE152086	£5,000	Recommendation from Route Enhancement Study	G
95	Writtle College/Tiptree Tea Rooms, Lordship Road, Writtle	"Black on White" Sign to College/Tea Room	Recommendation from Route Enhancement Study	Parish Council	Writtle	Feasibility	LCHE152087	NA	Recommendation from Route Enhancement Study, now a Safer Road scheme see LCHE 151016	R
96	Lordship Road j/w Fox Burrows Lane, Writtle	Feasibility study into junction/carriageway improvement	Recommendation from Route Enhancement Study	Parish Council	Writtle	Feasibility	LCHE152088	£5,000	Recommendation from Route Enhancement Study, suggestion is to await results of any future development on Fox Burrows Lane	G
97	Writtle College Main Access, Lordship Road, Writtle	Feasibility study into carriageway/footway /signing/lining/street lighting/verge improvements	Recommendation from Route Enhancement Study	Parish Council	Writtle	Feasibility	LCHE152089	£5,000	Recommendation from Route Enhancement Study	G

Chelmsford City Local Highways Panel - Potential Schemes List (Version 26b)

Walking

Total Value of schemes	£30,000
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG
1	O/s 148, Kings Road, Chelmsford	Footway crossing verge	Pedestrian footway improvements	Councillor	Chelmsford Non Parished	Total scheme	LCHE153001	£10,000	Validation recommends - dropped kerb/tactile paving on both sides of road.	G
2	B1008, The Street, Little Waltham to Hospital Approach, Broomfield	Dropped kerbs/Tactile paving	Lack of dropped kerbs causing issues in accessing Hospital	Parish Council	Little Waltham	Total scheme	LCHE153003	£20,000	Validation - recommends dropped crossings/tactile paving at six locations	G

Chelmsford City Local Highways Panel - Potential Schemes List (Version 26b)

Passenger Transport

Total Value of schemes	£45,000
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Ref	Location	Description	Problem	Requested by	Parish	Scheme Category	Scheme stage	Cost Code	Estimated cost	Comments	RAG
1	Stop Name Chelmsford Prison, Springfield Road, Chelmsford	Real time passenger information	Lack of Real time passenger information	Passenger Transport team	Chelmsford Non Parished	Passenger Transport	Total scheme	LCHE155028	£6,000	Validated by Passenger Transport team - This is a top up request to existing £8k Section 106 funding of this scheme	G
2	Stop Name Galleywood Common, Galleywood	New wooden bus stop	Replace bus stop	Parish Council	Galleywood	Passenger Transport	Total scheme	LCHE155027	£10,000	Validated By Passenger Transport Team	G
3	Beehive Lane jw Firecrest, Chelmsford	Improvements to junction to allow larger busses to use it	Larger buses are damaging the junction	Passenger Transport team	Great Baddow	Passenger Transport	Feasibility	LCHE155019	£3,000	Validation recommends feasibility study into junction improvements. Possible Section 106 funding available from Marconi Site CHL/2419/04	G
4	Havengore, (S/O 2 Wallasea Gardens to S/O 104 Falmouth Road) Springfield	To relocate bus stop (stop ID AA151Y) from narrow footpath at S/O 2 Wallasea Gardens to area of footpath/verge at S/O 104 Falmouth Road which will also allow for a shelter	Waiting passengers can block narrow footpath	Councillor	Springfield	Passenger Transport	Total scheme	LCHE155020	£16,000	Will require consultation with residents, removing existing raised kerbs/pole and making good. Then installing new raised kerbs and hard stand/shelter	A
5	Stop Name Woodham Hall, Main Road, Woodham Ferrers	New wooden bus stop	Replace bus stop	Parish Council	Woodham Ferrers	Passenger Transport	Total scheme	LCHE155026	£10,000	Validated By Passenger Transport Team	G

Chelmsford City Local Highways Panel - Potential Schemes List (Version 26b)

School Crossing Patrols

Total Value of schemes	£6,500
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG
1	Kings Road Primary School on Corporation Road, Chelmsford	Bollards on service road to be relocated to prevent parking	Crossing Patrol improvement	School Crossing Patrol team	Chelmsford Non Parished	Total scheme	LCHE146003	£3,000	Validation - Access Road (carriageway) owned by Chelmer Housing Partnership, highway rights exist across service road junction with Corporation Road. Feasibility study required into either moving bollards or changing junction to continuous footway.	G
2	Victoria Road, near Riverside Leisure Centre, Chelmsford	Drainage improvements dropped kerbs	Standing water after rainfall affecting operation of school crossing patrol team	School Crossing Patrol team	Chelmsford Non Parished	Total scheme	LCHE156006	TBC	In validation	
3	Beehive Lane Community Primary School, Beehive Lane, Great Baddow	Relocate school crossing patrol site 3m south of school entrance	Improved visibility of Crossing Patrol	School Crossing Patrol team	Great Baddow	Total scheme	LCHE156005	£3,500	Validation - new dropped kerbs and tactile paving -Possible Section 106 funding available from Marconi Site CHL/2419/04	A

Chelmsford City Local Highways Panel - Potential Schemes List (Version 26b)

Public Rights of Way

Total Value of schemes	£150,000
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Ref	Location	Description	Problem	Requested by	Parish	Scheme Category	Scheme stage	Cost Code	Estimated cost	Comments	RAG
1	PROW Footpath 95 Chelmsford	Investigation on-going into installing drainage in existing surfaced city centre footpath	PROW improvement	PRoW team	Chelmsford Non Parished	Public Rights of Way	Total scheme	LCHE148002	TBC	Awaiting results of investigation	
2	PROW Footpath 13 Good Easter	Investigation on-going into revetment between River Can and existing footpath	PROW improvement	PRoW team	Good Easter	Public Rights of Way	Total scheme	LCHE148001	TBC	Awaiting results of investigation	
3	Great Baddow Footpaths 11, 12 & 67	Clear blocked ditches/culverts, removed vegetation, level/edge and lay all weather surfacing	Unsurfaced paths now well used urban footpaths within housing estates, provides access to schools/shops/bus routes.	PRoW team	Great Baddow	Public Rights of Way	Total scheme	LCHE158008	£22,000	Validated by Public Rights of Way team	G
4	PRoW network, Great & Little Leighs	Improvement measures to PRoW signage and 18 bridge improvements	More signs to keep walkers on PRoW network and bridge improvement to British Accessibility Standards	PRoW team	Great Leighs	Public Rights of Way	Studies	LCHE158005	£14,000	Validated by Public Rights of Way team	G
5	Great Leighs Footpath 41 (Part of The Essex Way)	Surfacing and Drainage improvements	Water meadow/natural springs affecting use of well used PRoW	PRoW team	Great Leighs	Public Rights of Way	Total scheme	LCHE158006	£28,000	Validated by Public Rights of Way team	G
6	Little Waltham Footpath 28	Surfacing and Drainage improvements - 365m length and average 2m width	Path is routinely very muddy throughout the year	PRoW team	Little Leighs	Public Rights of Way	Total scheme	LCHE158007	£21,000	Validated by Public Rights of Way team	G

Chelmsford City Local Highways Panel - Potential Schemes List (Version 26b)

Public Rights of Way

Total Value of schemes	£150,000
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Ref	Location	Description	Problem	Requested by	Parish	Scheme Category	Scheme stage	Cost Code	Estimated cost	Comments	RAG
7	Bridleway 11 Margaretting	To create a link between Bridleway 11 and Bridleway 44/54	Bridleway 11 cut off by A12	PRoW team	Margaretting	Public Rights of Way	Total scheme	LCHE158004	£35,000	Validated by Public Rights of Way team	G
8	Footpath 30 Stock, Chelmsford	80m plastic boardwalk/vegetation clearance	High water table making part of the route very boggy	Parish Council	Stock	Public Rights of Way	Total scheme	LCHE158009	£15,000	Validated by Public Rights of Way team	G
9	Bridleway 10, Mill Lane Ramsden Heath	Bridleway 10 West Hanningfield Surface Improvements	Boggy and uneven surface in sections makes bridleway a difficult route to follow for some users	PRoW team	West Hanningfield	Public Rights of Way	Total scheme	LCHE158003	£15,000	Validated by Public Rights of Way team	G

Chelmsford City Local Highways Panel - Potential Schemes List (Version 26b)

Cycling

Total Value of schemes	£588,140
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG
1	Westway, Chelmsford	CH35 - Off Road route on western footway between A141 and Writtle Road - design previously funded	Cycling route improvement	Cycling team	Chelmsford Non Parished	Total scheme	LCHE144009	£150,000	Cycling team looking at sources of funding. Design previously shared with Panel	A
2	High Street, Chelmsford	Panel has funded feasibility study into south-north cycling through Chelmsford avoiding High Street - study results awaited	Cycling route improvement	Cycling team	Chelmsford Non Parished	Total scheme	LCHE144011	TBC	Awaiting results of feasibility study	
3	Longstomps Cycleway, Chelmsford	Create shared footway/cycleway	Improvements to National Cycle Route 13, along busy section of Longstomps	Cycling team	Chelmsford Non Parished	Total scheme	LCHE154003	£100,000		G
4	West Park, Chelmsford	Install a 3.5m replacement bridge on existing alignment	Design of replacement footbridge currently not part of Highways Network, which would need to be addressed	Cycling team	Chelmsford Non Parished	Design	LCHE154006	£65,000		G
5	Lawn Lane/ Waveney Drive, Chelmsford	Unsegregated shared footway/cycleway & advisory cycle lane	Lack of connectivity/ continuity of cycle network into Springfield	Cycling team	Chelmsford Non Parished	Implementation	LCHE154010	£40,000		G
6	New London Road Subway at Parkway, Chelmsford	Scheme to allow cyclists to cross Parkway	Subway not suitable for cyclists	Councillor	Chelmsford Non Parished	Total scheme	LCHE154011	TBC	In Validation	
7	White Hart Lane (Sainsbury's) to Beaulieu Park, Springfield	Signs to complete Phase 1 footway/cycleway	To allow completion of Phase 1 cycleway/footway connection	Cycling team	Springfield	Total Scheme	LCHE144004	NA	Designers recommendation to not sign the completed section as Cycleway as it is likely to encourage cycling across the bridge.	R
8	White Hart Lane (Sainsbury's) to Beaulieu Park, Springfield	Phase 2B - Raise bridge parapet, Phase 2C - widen footway bridge to School access, Phase 2D - TRO/Tactile paving/Signs	To allow completion of cycleway/footway connection	Cycling team	Springfield	Total Scheme	LCHE154012	£225,000	To allow completion of scheme	G

Chelmsford City Local Highways Panel - Potential Schemes List (Version 26b)

Total Value of schemes	£588,140
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG
9	Writtle Route, Writtle	Solar lights/studs at 10m intervals	Mainly rural unlit route	Cycling team	Writtle	Total scheme	LCHE154005	£8,140		G

Chelmsford City Local Highways Panel - Potential Schemes List (Version 26b)

Safer Roads

Total Value of schemes	£258,500
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Ref	Location	Description	Problem	Requested by	Parish	Scheme Category	Scheme stage	Cost Code	Allocated Budget	Comments	RAG
1	B1137 Main Road j/w Church Road Boreham	Review of speed limits and study into traffic calming/speed reduction measures	Speed of traffic	Safer roads team	Boreham	Safer Roads	Total scheme	LCHE151011	£37,000	Report available in Feasibility studies/Designs/Notes reports - Speed surveys/review speeds, consider 30mph limit and gateway feature signs/carriageway road markings. Monitor compliance and if necessary feasibility study into traffic calming	G
2	A1060 Parkway j/w Moulsham Street, Chelmsford	Improvements to cycle/pedestrian facility at RAB	Cycling route improvement suggested	Safer roads team	Chelmsford Non Parished	Safer Roads	Total scheme	LCHE151013	£14,000	Report available in Feasibility studies/Designs/Notes reports - Dropped kerbs, cycle scoop facility, signing/lining	G
3	A131 Braintree Road, RAB The Crescent Main Road/Goodmans Lane, Great Leighs	Review/improvement of approach/departure carriageway lining/signing	Improvements to signing/lining suggested	Safer roads team	Great Leighs	Safer Roads	Total scheme	LCHE151014	£30,000	Report available in Feasibility studies/Designs/Notes reports - Video surveys/ review and implementation of design options	G
4	A132 Runwell Road j/w A130 on/off slip, Runwell	Red light camera on north-east approach to signals	Improvements to enforcement of signal operation suggested	Safer roads team	Runwell	Safer Roads	Total scheme	LCHE151015	£83,000	Report available in Feasibility studies/Designs/Notes reports - On going maintenance would be supported by Essex Safety Camera Partnership, Camera - £18k, but if required Maintenance hard standing £25k and Vehicle Restraint System £40k	G

Chelmsford City Local Highways Panel - Potential Schemes List (Version 26b)

Safer Roads

Total Value of schemes	£258,500
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Ref	Location	Description	Problem	Requested by	Parish	Scheme Category	Scheme stage	Cost Code	Allocated Budget	Comments	RAG
5	Church Lane junction with Lawn Lane, Springfield	Investigate cycle link improvements and junction design	Casualty Reduction Scheme	Safer roads team	Springfield	Safer Roads	Total scheme	LCHE151003	£58,000	Scheme in design, original estimate £58k - Panel agreed this as a Priority Scheme for 2016/17 at their	G
6	B1007 High Street near junction with Common Road, Stock	Investigate widening footway and clearing vegetation	Casualty Reduction Scheme	Safer roads team	Stock	Safer Roads	Total scheme	LCHE151004	£30,000	Scheme design previously shared with Panel.	G
7	Lordship Road, Writtle	Signage for College and tea rooms	Improvements to signs for college/tea rooms suggested	Safer roads team	Writtle	Safer Roads	Total scheme	LCHE151016	£6,500	Report available in Feasibility studies/Designs/Notes reports - Signage improvements on northbound direction	G

Chelmsford City Highway Rangers - Works Summary August - November 2015

Ref. No.	Job No.	Date	Parish	Street	Works	Date Completed
1	CCC raised		Clacton	Stephenson Road EWD	Specialised disposal of fly tipped tyres x 2 runs	03/08/2015
2	CCC raised		Civic Centre	Duke Street	Install cycle racks	04/08/2015
3	CCC raised		South Woodham Ferrers	Trinity Row	Install street name plate	04/08/2015
4	CCC raised		Chelmsford non Parished	New Street	Remove bill board / store at Depot - Freighter House	05/08/2015
5	CCC raised		Chelmsford non Parished	Montrose Road	Cut back vegetation from footway	05/08/2015
6	CCC raised		South Woodham Ferrers	Tanners Way to Ferrers Road -- footpath 40	Parish Day - general maintenance	06/08/2015
7	CCC raised		Chelmsford non Parished	Cramphorn walk	Cut back overhanging tree obstructing footway	06/08/2015
8	CCC raised		South Woodham Ferrers	Hobbiton Hill to Gandalfs Ride.	Tidy footway, strim.(needs repairs to surface)	06/08/2015
9	CCC raised		Chelmsford non Parished	Montrose Road	Cut back vegetation from footway	07/08/2015
10	554	05/08/2015	Great Waltham	Main Road	Siding of footway/verge	07/08/2015
11	CCC raised		Clacton	Stephenson Road EWD	Specialised disposal of fly tipped tyres x 2 runs	10/08/2015
12	554	05/08/2015	Great Waltham	Main Road	Siding of footway/verge	10/08/2015
13	CCC raised		Chelmsford non Parished	Melbourne Road/by park shops	Remove bus stop plastic make safe glass	10/08/2015
14	CCC raised		Chelmsford non Parished	Hylands Park & Sandon Park/ride	Tanker work to empty cesspits	11/08/2015
15	CCC raised		Chelmsford non Parished	Hylands Park	Tanker work to empty cesspits	12/08/2015
16	No rangers due to annual leave					13/08/2015

Chelmsford City Highway Rangers - Works Summary August - November 2015

Ref. No.	Job No.	Date	Parish	Street	Works	Date Completed
17	No rangers due to annual leave					14/08/2015
18	No rangers due to annual leave					17/08/2015
19	555	12/08/2015	Chelmsford non Parished	Rainsford Lane side of fire station	Cut back hedge / vegetation	18/09/2015
20	556	12/08/2015	Stock	High Street - Copt Hall to Green Wood	Cut around speed signs & warning signs school lights	18/09/2015
21	CCC raised		Chelmsford non Parished	Timsons/Springfield Road	Cut back around beacons on crossing	19/08/2015
22	CCC raised		Chelmsford non Parished	Wallasea Gardens 39	Clear weeds from footway/ edge of property	19/08/2015
23	CCC raised		Springfield	Chelmer Valley / Asda	Cut back vegetation / litter pick alleyway	19/08/2015
24	CCC raised		Springfield	Beeleigh Link	Cut back footpath	19/08/2015
25	CCC raised		Little Waltham	Main Road	Parish day - cutting back overgrown footways	20/08/2015
26	CCC raised		Springfield	Beeleigh Link	Cut back footway	21/08/2015
27	557	19/08/2015	Writtle	Church Lane	Rod & clean footway gully	21/08/2015
28	CCC raised		Chelmsford non Parished	side of 2 Little Dorrit / Barnaby Rudge	Clear overhanging foliage from footway/trees /bushes	24/08/2015
29	CCC raised		South Woodham Ferrers	Trinity Row	Clear cut back area of weeds, repair street furniture	24/08/2015
30	CCC raised		South Woodham Ferrers	207 Hullbridge road	Cut back overhanging trees/shrubs/weed sweep	25/08/2015
31	CCC raised		Bicknacre	Westerings / Bicknacre	Cut back footway & large buddleia overhanging footway	25/08/2015
32	CCC raised		South Woodham Ferrers	Fenn Close/ Fennfield road	Cut back footpath weed, sweep	25/08/2015

Chelmsford City Highway Rangers - Works Summary August - November 2015

Ref. No.	Job No.	Date	Parish	Street	Works	Date Completed
33	CCC raised		Chelmsford non Parished	Parkinson Drive cycle path	Cut back vegetation from cycle way	26/08/2015
34	CCC raised		Chelmsford non Parished	Service Road Osprey Way	Replace street name plate	26/08/2015
35	558	25/08/2015	Chelmsford non Parished	Duke Street nr cathedral	Lift drain cover identify the service utilities	26/08/2015
36	CCC raised		Bicknacre	Main Road	Cut back overgrown vegetation/hedge	27/08/2015
37	CCC raised		Chelmsford non Parished	Deerhurst Chase / Hooe Playing fields	Cut back nettles from footway	27/08/2015
38	CCC raised		Chelmsford non Parished	Lombardy Place	Reinstate street name plate	28/08/2015
39	CCC raised		Chelmsford non Parished	Drovers Way	Clean gullies	28/08/2015
40	BANK HOLIDAY					31/08/2015
41	CCC raised		Chelmsford non Parished	Cornhill	Repair padlocks/ bollards	01/09/2015
42	CCC raised		Chelmsford non Parished	Newstreet	Remove bill board Planning	01/09/2015
43	559	25/08/2015	Chelmsford non Parished	Linnet Drive 376	Hedge cutting / vegetation cut	02/09/2015
44	560	01/09/2015	Writtle/Chelmsford	Writtle/Chelmsford	Hedge / verge cutting siding of footways	02/09/2015
45	CCC raised		Little Baddow	Riffhams Chase	Parish Day - cut back hedges along footways	03/09/2015
46		CCC	Chelmsford non Parished	Falmouth Road	Replace street name plate	03/09/2015
47	560	01/09/2015	Writtle/Chelmsford	Writtle/Chelmsford	Hedge / verge cutting siding of footway	04/09/2015
48	CCC raised		Chelmsford non Parished	Depot - Freighter House	Street furniture repairs	05/09/2015

Chelmsford City Highway Rangers - Works Summary August - November 2015

Ref. No.	Job No.	Date	Parish	Street	Works	Date Completed
49	CCC raised		Galleywood	Stock Road/Slades Lane	Cut back vegetation	07/09/2015
50	CCC raised		South Woodham Ferrers	Brent Avenue / Hullbridge Road	Overgrown vegetation	07/09/2015
51	CCC raised		Chelmsford non Parished	Market Square	Remove 8 old bins from centre & re soil the holes	08/09/2015
52	CCC raised		Writtle	Ongar Road	Cut back around hammer head so sweeper can clean	09/09/2015
53	CCC raised		Chelmsford non Parished	Roxwell Road	Strim back pathways / bushes	10/09/2015
54	CCC raised		Chelmsford non Parished	Oliver Way Opp Quilp Drive	Cut back hedge encroaching footway & bus stop	10/09/2015
55	CCC raised		Chelmsford non Parished	Melbourne/West Avenue	Community action day - install litter bin & new street name plate,	11/09/2015
56	CCC raised		Chelmsford non Parished	Melbourne/West Avenue	Recycle on the go bin at shops, 1 x street name plate Merlin Place	11/09/2015
57	CCC raised		Chelmsford non Parished	Roxwell Road	Strim back pathways / bushes	14/09/2015
58	CCC raised		Chelmsford non Parished	Depot - Freighter House	Training - Tanker	15/09/2015
59	CCC raised		Springfield	Cornflower Drive	Cut back around street name plate	16/09/2015
60	CCC raised		Chelmsford non Parished	Widford	Cut back brambles / weeds from footpath	16/09/2015
61	CCC raised		Sandon	Southend Road/Howe Green	Sandon Parish day - cut back hedges along footway	17/09/2015
62	CCC raised		Broomfield	Court Road	Reinstate road sign upright.	18/09/2015
63	CCC raised		Great Baddow	Church Street	Cut back vegetation from footway	18/09/2015
64	No rangers due to annual/sick leave					21/09/2015

Chelmsford City Highway Rangers - Works Summary August - November 2015

Ref. No.	Job No.	Date	Parish	Street	Works	Date Completed
65					No rangers due to annual/sick leave	22/09/2015
66					No rangers due to annual/sick leave	23/09/2015
67					No rangers due to annual/sick leave	24/09/2015
68					No rangers due to annual/sick leave	25/09/2015
69	CCC raised		Chelmsford non Parished	Writtle Road towards new London Road	Cut back overhanging branches from footway	28/09/2015
70	CCC raised		Great Baddow	Church Street	Cut back vegetation from footway	28/09/2015
71	CCC raised		Chelmsford non Parished	Depot - Freighter House	CPC TRAINING	29/09/2015
72	CCC raised		Boreham	2 Hurrell Down	Overhanging branch	30/09/2015
73	CCC raised		Stock	Dakyn Drive	Clear weeds and brambles	30/09/2015
74	CCC raised		Chelmsford non Parished	Writtle Road towards new London Road	Cut back overhanging branches from footway	30/09/2015
75	CCC raised		Chelmsford non Parished	Henniker Gate	Cut back overhanging vegetation	01/10/2015
76	CCC raised		South Hanningfield	Church Lane	Parish Day - cut back vegetation	01/10/2015
77	CCC raised		Chelmsford non Parished	Depot - Drovers Way	Clean gullies	02/10/2015
78	561	01/10/2015	Stock	Stock Cottages & Bakers Lane Stock Road	Cut back overhanging branches obstructing sign	05/10/2015
79	CCC raised		Bicknacre	Priory Fields,	Install new specialist dog bin remove 2x standard bins and	05/10/2015
80	CCC raised		Chelmsford non Parished	Eastern Crescent	Reinstate street name plate	06/10/2015

Chelmsford City Highway Rangers - Works Summary August - November 2015

Ref. No.	Job No.	Date	Parish	Street	Works	Date Completed
81	CCC raised		Chelmsford non Parished	Fox Crescent	Reinstate street name plate	06/10/2015
82	562	01/10/2015	Chelmsford non Parished	Duke Street near cathedral	Rod & unblock all the footway gullies	06/10/2015
83	No rangers due to annual leave					07/10/2015
84	CCC raised		Great Baddow	Beehive Lane	Cut back vegetation	08/10/2015
85	CCC raised		South Woodham Ferrers	16 Victoria Road	Cut back vegetation from footway	08/10/2015
86	CCC raised		Chelmsford non Parished	Forest Drive	Reposition street name plate	09/10/2015
87	563	01/10/2015	Great Baddow	Beehive Lane	Cut back vegetation hedge & side footway	09/10/2015
88	CCC raised		Great Baddow	Church Lane / Lawn Lane	Cut back overgrown vegetation obstructing footway	12/10/2015
89	CCC raised		Broomfield	Broomfield Parade	Clear fly tip	12/10/2015
90	No rangers due to annual leave					13/10/2015
91	CCC raised		Galleywood	Homemead	Install dog bin & slab area	14/10/2015
92	CCC raised		Danbury	Gay Bowers Lane	Removal of fly tipped tyres x 3 loads	15/10/2015
93	CCC raised		Chelmsford non Parished	Beeches Road adjacent to no 21 new bus stop	Install litter bin	15/10/2015
94	CCC raised		Woodham Ferrers/Bicknacre	Various	Parish Day - cut back opp school	15/10/2015
95	CCC raised		West Hanningfield	Church Road	Cut back play area adjacent to village hall c/park branches	16/10/2015
96	CCC raised		Boreham	Brick House Lane	Cut back around street name plate	16/10/2015

Chelmsford City Highway Rangers - Works Summary August - November 2015

Ref. No.	Job No.	Date	Parish	Street	Works	Date Completed
97	CCC raised		Chelmsford non Parished	Baddow Road & Lathcoates Crescent	Cut back nettles from footway	16/10/2015
98	CCC raised		Clacton	Stephenson Road EWD	Deliver 2 x loads fly tipped tyres to recycling centre	19/10/2015
99	CCC raised		Chelmsford non Parished	Meadgate/ by school Baddow bypass	Cut back overhanging vegetation	20/10/2015
100	CCC raised		West Hanningfield	Various	Clear fly tipped green waste	20/10/2015
101	CCC raised		Chelmsford non Parished	Depot - Freighter House	Mower training	20/10/2015
102	CCC raised		West Hanningfield	West Hanningfield Road/Hall Lane	Clear fly tip	20/10/2015
103	CCC raised		Boreham	Hutton close	Cut back conifers	21/10/2015
104	CCC raised		Chelmsford non Parished	Blackley Lane	Clear fly tip	22/10/2015
105	CCC raised		Broomfield	Broomfield Parade	Install litter bin	22/10/2015
106	CCC raised		Chelmsford non Parished	A414	Cut back around street name plate clear fly tip x 2	23/10/2015
107	CCC raised		Chelmsford non Parished	Beeches road	Install litter bin on grass area, concrete base	26/10/2015
108	CCC raised		Sandon	Maldon Road	Cut back footpath	26/10/2015
109	CCC raised		South Woodham Ferrers	Thornborough Avenue / Collingwood	Cut back overgrown bushes	27/10/2015
110	CCC raised		Chelmsford non Parished	Mill Vue Road	Cut back vegetation	27/10/2015
111	CCC raised		Chelmsford non Parished	Rear of Seventh Avenue / Greenways	Cut back and clear mud where possible	27/10/2015
112	CCC raised		Chingals	Various	Clean/tighten/align signs	28/10/2015

Chelmsford City Highway Rangers - Works Summary August - November 2015

Ref. No.	Job No.	Date	Parish	Street	Works	Date Completed
113	CCC raised		Chelmsford non Parished	Drovers Way	Cut back overhanging vegetation from footway, litter pick	29/10/2015
114	CCC raised		Chelmsford non Parished	Oaklands Park	General maintenance	30/10/2015
115	CCC raised		Chelmsford non Parished	Crowsheath Lane	Clear fly tip	30/10/2015
116	CCC raised		Chelmsford non Parished	Broomfield Road	Cut back vegetation opp First Avenue	02/11/2015
117	CCC raised		Chelmsford non Parished	Henniker Gate	Cut around street name plate	02/11/2015
118	CCC raised		Springfield	Chelmer Village/Cuton Hall Lane	Cut back overhanging vegetation	03/11/2015
119	CCC raised		Chelmsford non Parished	Springfield Road, Llewelyn Close, opp Kingston Crescent	Cut back vegetation	04/11/2015
120	CCC raised		Chelmsford non Parished	Burnell Close/ Beaulieu Park	Cut back ,litter pick, sweep channels	05/11/2015
121	CCC raised		Chelmsford non Parished	The Chase	Re-place Install street name plate	05/11/2015
122	CCC raised		Chelmsford non Parished	Three Mile Hill A414	Clean sign in bus stop/ Hylands house	05/11/2015
123	CCC raised		South Woodham Ferrers	Thornborough Avenue / Anson Close	Cut back around street name plate and street lamps if possible	06/11/2015
124	564	05/11/2015	Chelmsford non Parished	Stump Lane from no7 to The Bridge	Cut back nettles & hedges on footway	06/11/2015
125	CCC raised		Chelmsford non Parished	Little Waltham Road	Install new street name plate	09/11/2015
126	CCC raised		Chelmsford non Parished	Chequers Road	Install new street name plate and put old street name plate on telegraph pole.	09/11/2015
127	CCC raised		South Woodham Ferrers	Inchbonnie Road	Install street name plate	10/11/2015
128	CCC raised		Chelmsford non Parished	Lynfords Drive	Install street name plate	10/11/2015

Chelmsford City Highway Rangers - Works Summary August - November 2015

Ref. No.	Job No.	Date	Parish	Street	Works	Date Completed
129	CCC raised		Chelmsford non Parished	Little Waltham Road	Install street name plate	10/11/2015
130	CCC raised		South Woodham Ferrers	Creekview road	Replace bin that has been damaged	11/11/2015
131	CCC raised		Galleywood	Church Lane	Move bin to position by parks bins in car park	11/11/2015
132	CCC raised		East Hanningfield	Various	Clear fallen tree branch and vegetation from stream	11/11/2015
133	CCC raised		West Hanningfield	Church Drive and Helmons Lane	Cut back hedge from footway, and trim oak tree	11/11/2015
134	No rangers due to annual leave					12/11/2015
135	CCC raised		Danbury	Woodhill Road opp Well Lane	Install street name plate Woodhill road	13/11/2015
136	CCC raised		Chelmsford non Parished	Chelmsford non Parished	Dig out aco drain and cement	13/11/2015
137	CCC raised		Little Baddow	Common Lane	Install street name plate Common Lane junction the ridge	16/11/2015
138	CCC raised		Rettendon	Chalk Street	Install street name plate Chalk Street	16/11/2015
139	CCC raised		Chelmsford non Parished	Waterloo Lane Car Park 2	Retrieve car keys from drain	16/11/2015
140	CCC raised		Chelmsford non Parished	Swiss Avenue	Install 2 x street name plate	17/11/2015
141	CCC raised		Chelmsford non Parished	Linnet Drive 210-248 400 - 438	Install 2 x street name plate	17/11/2015
142	CCC raised		Sandon	Sandon Hall Lane/Village Hall	Cut back vegetation & clear leaves	18/11/2015
143	CCC raised		Chelmsford non Parished	Savernake Road bus stop damaged	Remove broken glass and make safe area	18/11/2015
144	CCC raised		South Woodham Ferrers	Starboard View	Check street name plate make safe	19/11/2015

Chelmsford City Highway Rangers - Works Summary August - November 2015

Ref. No.	Job No.	Date	Parish	Street	Works	Date Completed
145	CCC raised		Chelmsford non Parished	Jarndyce / Melbourne	Cut back fallen tree debris from footway & clear	19/11/2015
146	CCC raised		West Hanningfield	Lower Stock Road	Remove fly tip	19/11/2015
147	CCC raised		Galleywood	Rignals Lane	Install 1 x street name plate	20/11/2015
148	CCC raised		Chelmsford non Parished	Eastern Crescent	Install 2 x street name plate	20/11/2015
149	CCC raised		Chelmsford non Parished	Mendip Road	Install 2 x street name plate	23/11/2015
150	CCC raised		Chelmsford non Parished	Fox Crescent	Install 1 x street name plate	23/11/2015
151	CCC raised		Little Baddow	Various	Clean Align/ Tighten signs	24/11/2015
152	CCC raised		Chelmsford non Parished	New London Road bus stop damage	Unbolt & remove broken bus stop panels make safe	25/11/2015
153	CCC raised		Chelmsford non Parished	High Street	Repair bins	25/11/2015
154	CCC raised		Little Baddow	Various	Clean Align/ Tighten signs	26/11/2015
155	CCC raised		Little Baddow	Postmans Lane	Install 1 x street name plate	26/11/2015
156	CCC raised		Little Baddow	Hammonds Road	Install 1 x street name plate	26/11/2015
157	CCC raised		Little Baddow	Various	Clean signs	27/11/2015
158	CCC raised		West Hanningfield	Various	Install dog bins 1 by school, 1 by village hall	27/11/2015
159	CCC raised		Little Baddow	Various	Install dog bin x1 by St. Andrews school	27/11/2015
160	CCC raised		West Hanningfield	West Hanningfield Rd	clear fly tip	30/11/2015

Chelmsford City Highway Rangers - Works Summary August - November 2015

Ref. No.	Job No.	Date	Parish	Street	Works	Date Completed
161	CCC raised		Writtle	St Johns Rd	Install street name plate	30/11/2015
162	CCC raised		Chelmsford non Parished	Tennyson Road	Install street name plate	30/11/2015

Chelmsford City Local Highways Panel

January 2016

Appendix 1 – Agenda Item 3 Matters Arising

In support of the CC LHP minutes of the 2nd September 2015 Panel meeting the following Additional Information is attached for the information of the Panel.

Page 2 - LCHE004001 – B1007 New London Road /A1060 Parkway, Chelmsford
Proposed segregated footway/cycleway – Scheme Review

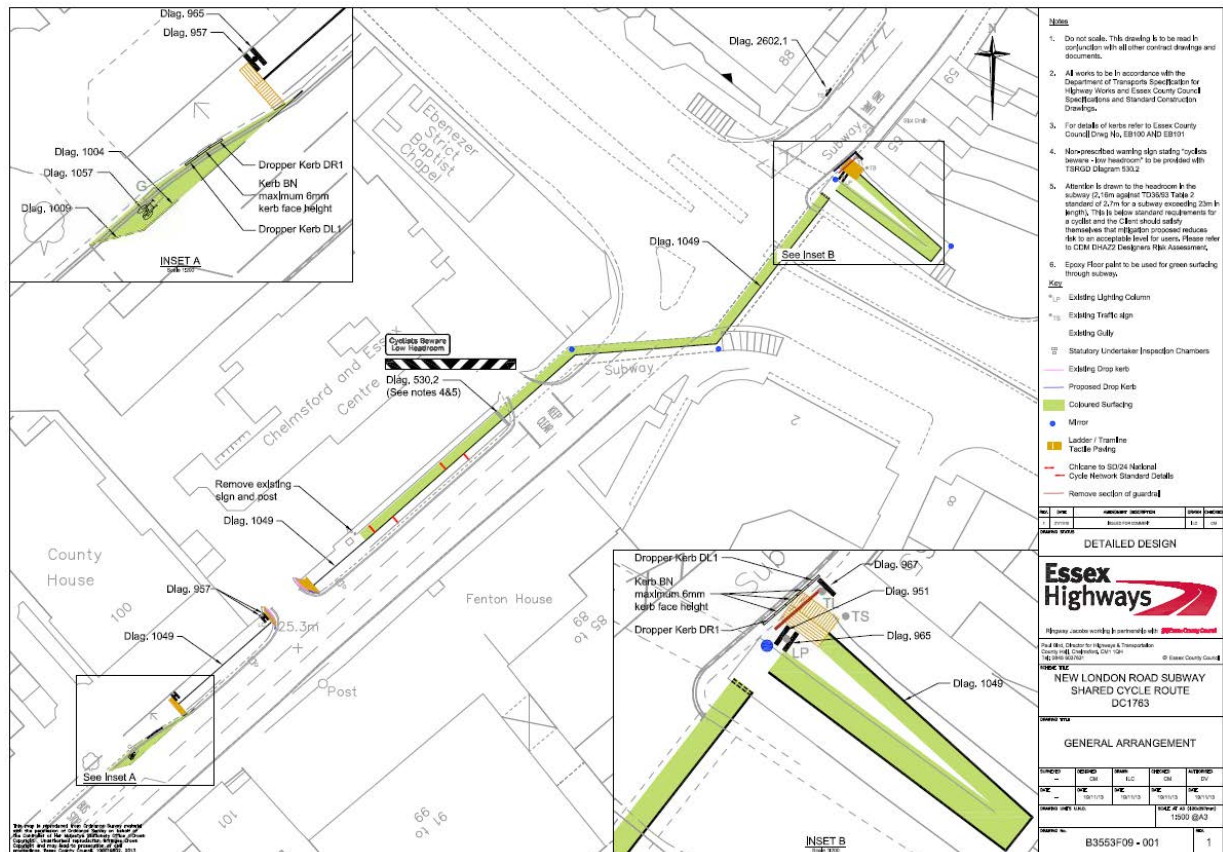
Page 7 - Traffic Regulations Orders - Note

LCHE004001 - Proposed segregated footway/cycleway – Subway at junction of B1007 New London Road with A1060 Parkway, Chelmsford – Scheme Review

1.0 Scheme Summary

A Road Safety Audit was carried out on the proposal to provide a segregated footway and cycleway within the existing subway at the junction of B1007 New London Road with A1060 Parkway in Chelmsford.

The Road Safety Audit highlighted specific problems with the proposed scheme and made recommendations around them.



LCHE004001 - Proposed segregated footway/cycleway – Subway at junction of B1007 New London Road with A1060 Parkway, Chelmsford – Scheme Review

1.1 The proposed works cover the following:

- The provision of coloured surfacing and a continuous line marking to TSRGD dia.1049 to delineate the segregation of the footway and cycleway throughout the subway including the access ramps;
- The provision of a short section of at grade off-carriageway, segregated footway/cycleway on B1007 New London Road immediately to the south-west of the subway;
- The provision of a short section of on-carriageway cycleway delineated by coloured surfacing;
- The provision of dropped kerbs at both ends of the scheme linking the proposed segregated footway/cycleway with the main carriageway;
- The removal of a short section of existing pedestrian guardrail where the proposed segregated footway/cycleway meets the main carriageway to the north-eastern end of the scheme;
- The provision of tram and ladder tactile paving at both ends of the proposed segregated facility, as well as at both sides of the vehicle access to the Chelmsford & Essex Centre on B1007 New London Road;
- The provision of traffic signs to TSRGD dia.951, dia.957, dia.965, dia.967 and dia.2602.1;
- The provision of 'Reduced headroom at hazard' sign to TSRGD dia.530.2 and un-prescribed supplementary plate stating 'Cyclists beware – Low Headroom' at the south-western entrance to the subway tunnel;
- The provision of mirrors at four locations within the subway;
- The provision of staggered barriers at two locations of the ramp to the south-western end of the subway.

2.0 Identified Problems

2.1 Location: Throughout the extents of the subway

Summary: In-sufficient head-room could result in serious head injuries to cyclists

Where it is proposed to allow cyclists to ride their bikes throughout the subway, the current headroom of approximately 2.1m is significantly beneath the design standard of 2.7m. Whilst it is proposed to attempt to mitigate this by providing a 'Reduced headroom at hazard' sign to TSRGD dia.530.2 and un-prescribed supplementary plate stating 'Cyclists beware – Low Headroom' at the south-western entrance to the subway tunnel and provide staggered barriers on this same entrance in order to reduce speeds this does not mitigate the fact that cyclists will be at serious risk of head injuries if they were to stand up on their bikes in order to speed up. During the audit site visit it was also observed that there are a number of additional isolated hazards present such as CCTV cameras that reduced available headroom even further (See photo 1 below).

LCHE004001 - Proposed segregated footway/cycleway – Subway at junction of B1007 New London Road with A1060 Parkway, Chelmsford – Scheme Review

Photo 1 showing CCTV camera



Road Safety Audit Recommendation

As such it was strongly recommended that cyclists should not be encouraged to use the subway unless the appropriate headroom can be provided in accordance with design standards.

2.2 Problem

Location: Throughout the extents of the subway

Summary: In-sufficient cycleway width and insufficient forward visibility could result in collisions between opposing flows of cyclists and/or pedestrians on the wrong side of the segregated facility

Where it is proposed to allow cyclists to ride their bikes throughout the subway, the current overall width of approximately 3m is significantly beneath the design standard of 5m for a segregated footway/cycleway. During the audit site visit it was observed that the existing walls have no curvature and appropriate forward visibility cannot be achieved. Failure to provide an appropriate width facility and/or appropriate forward visibility around all corners could result in opposing flows of cyclists colliding with each other, or cyclists colliding with pedestrians where they may be on the wrong side of the facility, or where they join the segregated facility from the footway-only adjacent subway to the northern end of the scheme (See photos 2 & 3 overleaf). Whilst it is proposed to mitigate this issue by providing mirrors at various locations throughout the subway, the audit team were not satisfied that they would be reliable enough to allow cyclists to achieve the appropriate visibility of approaching cyclists or pedestrians and such features are also particularly likely to be subject to vandalism. These mirrors would also require

LCHE004001 - Proposed segregated footway/cycleway – Subway at junction of B1007 New London Road with A1060 Parkway, Chelmsford – Scheme Review

special authorisation from the Department for Transport for use at such a location.

Photo 2 – Appropriate forward visibility around corners cannot be achieved.



Photo 3 – In-sufficient forward visibility around the corner where the adjacent footway-only subway joins towards the northern end of the scheme.



Road Safety Audit Recommendation

As such it was strongly recommended that cyclists should not be encouraged to use the subway unless the appropriate width facility and appropriate

LCHE004001 - Proposed segregated footway/cycleway – Subway at junction of B1007 New London Road with A1060 Parkway, Chelmsford – Scheme Review

forward visibility around all corners can be achieved in accordance with design standards.

2.3 Problem

Location: Where the segregated facility joins the main carriageway at both ends of the subway

Summary: Cyclists will be encouraged to re-join the main carriageway at inappropriate locations where they may be at risk of being struck by motorised traffic

Where it is proposed to provide dropped kerbs at either end of the proposed segregated footway/cycleway to allow cyclists to enter or exit the main carriageway, the audit team were concerned that cyclists are encouraged to re-enter the main carriageway at locations where it will be difficult for them to safely cross in order to be on the correct side of the road (i.e. To the nearside of with-flow traffic). At the southern end of the proposed facility, cyclists that have travelled south-west bound through the subway will be required to cross three lanes of traffic of the B1007, at what is a very busy location on the approaches to the adjacent sets of traffic signals. At the northern end of the proposed facility, cyclists that have travelled north-east through the subway will be required to cross the road close to a busy junction where they may not be able to correctly determine if motorists are turning left into B1007 New London Road as they approach along A1060 Parkway.

Road Safety Audit Recommendation

As such it was strongly recommended that cyclists should not be encouraged to re-enter the main carriageway at locations where they are at increased risk of coming into conflict with motorised traffic.

3.0 Summary

It was the recommendation of the design team that the scheme was not implemented and that an alternative solutions for cyclists should be sought.

Chelmsford City Local Highways Panel - Traffic Regulation Orders

1. Typical Problems

A Traffic Regulation Order (TRO) is a legal instrument by which Essex County Council as the traffic authority implements most traffic control on its network. A TRO is designed to regulate, restrict or prohibit the use of a road, or any part of the width of a road, by vehicular traffic or pedestrians. A TRO may take effect at all times or during specified periods and certain classes of traffic may be exempt from a TRO e.g. for access, loading or unloading. TRO's are legally enforceable.

Speed limits are set by the Department for Transport and different speed limits apply for cars, vans and towing vehicles on different types of road. A limit of 30mph usually applies to all traffic on all types of roads with street lighting unless there are signs showing otherwise. A Speed Limit Order (SLO) is similar to a TRO i.e. it is a legal instrument that ensures that the speed limit can be enforced.

Essex County Council may set speed limits for the roads which it is responsible for in accordance with Department for Transport guidance and The Essex Speed Management Strategy 2010.

In Essex, a comprehensive review of speed limits has been undertaken and changes to some are programmed for implementation.

2. Scheme Investigation

When investigating the need for a TRO/SLO it is important to identify the issue that is causing concern to determine the most appropriate response. A TRO/SLO may be implemented for one or more of the following purposes:

- Avoiding danger to persons or traffic
- Preventing damage to the road or to buildings nearby
- Facilitating the passage of traffic
- Preventing use by unsuitable traffic
- Preserving the character of a road especially suitable for pedestrians or horse riders
- Preserving the amenities of the area through which the road runs
- For any of the purpose specified within the Environment Act 1995 in relation to air quality

3. Typical Measures

TRO's may be introduced to facilitate one way systems around town centres or to restrict the use of a road by certain vehicles by applying a weight, width or length restriction. However, the presumption is that all roads are open to all traffic unless restricted as they are all maintained by the public purse. TRO's can be permanent, temporary or experimental.

4. Points to Consider

ECC has a functional route hierarchy which identifies the role that the different classifications are expected to perform.

A TRO must not have the effect of preventing pedestrian access at any time, or preventing vehicular access more than eight hours in 24 to premises on or adjacent to the road (unless agreed by the Secretary of State for Transport).

Both permanent TRO's and SLO's are subject to The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 which impose various legal requirements prior to making an order, these include:

- Publishing a notice of the proposal in a local newspaper
- Allowing potential objectors 21 days for representations
- Taking other steps to ensure adequate publicity is given to those likely to be affected by any provision of the order
- Holding a public inquiry if the TRO would prohibit loading or unloading of vehicles (1) at all times, (2) before 07.00 hours, (3) between 10:00 and 16:00; or (4) after 19:00, or if the passage of public service vehicles would be restricted

5. Costs and Timescales

The following costs are indicative only and include design and supervision costs:

- | | |
|--|-----------------------------|
| ▪ Speed Limit | £10,000 (dependent on site) |
| ▪ 7.5t weight restriction or banned turn | £5,000 (dependent on site) |

The above costs include signs, design and advertising. The actual costs can vary enormously from site to site depending on factors such as:

- The size of the scheme
- Do the signs require lighting and is there an electrical supply within the vicinity
- The number of signs required
- Speed limit – costs vary due to illumination requirements

On average a TRO or SLO can take between 9 and 12 months from when it is agreed in principle and funded, to implement. It is a lengthy procedure due to the statutory periods of advertising and consultation and the requirement to consider any representations made.

Chelmsford City Local Highways Panel

January 2016

Appendix 2 – Agenda Item 4 Approved Works Programme Updates Item B. Feasibility and Designs

In support of the Approved Works Programme the following Feasibility Study is attached for the information of the Panel.

Page 2 - LCHE142013 – King Edwards Road, South Woodham Ferrers
Feasibility Study – Traffic Management Improvements

DC3322 – King Edward’s Road, South Woodham Ferrers – Traffic Calming Feasibility Study

1.0 **Brief**

The Chelmsford Local Highways Panel (LHP) and South Woodham Ferrers Town Council have requested the Highway Improvements Design Team at SMO2 to undertake a feasibility study into whether speeding is subject along King Edward’s Road, South Woodham Ferrers. Speed cushions were previously subject as a traffic calming feature to combat speeding, which in turn lead to the bus company withdrawing their service.

The proposal is to undertake a study into whether speeding is currently an issue along King Edwards’s Road. If so, a suitable traffic calming feature should be considered for installation which will also have minimum impact upon the current bus service that operates along King Edward’s Road.

2.0 **Site Description and action points**

King Edward’s Road is located between Hullbridge Road and Hemberts Road which is positioned towards the north of South Woodham Ferrers.

There is currently footways running along both sides of King Edward’s Road, of varying width for the whole length of the road.

Throughout the road vehicle access to properties are subject other than the North Eastern end of the road.

Access to a local recreational ground and School is subject along King Edward’s Road via a pathway half way along the road.

King Edward’s Road serves as access to 5 additional roads.

The King Edward’s Road is classified as a local route in the Essex County Council (ECC) Functional Route Hierarchy. The current speed limit is 30MPH

Speed cushion were previously subject along King Edward’s Road until 2014 where they were removed in response to a consultation carried out.

Bus service has recently been reinstated since the removal of speed cushions.

Street lighting facilities are present throughout road.

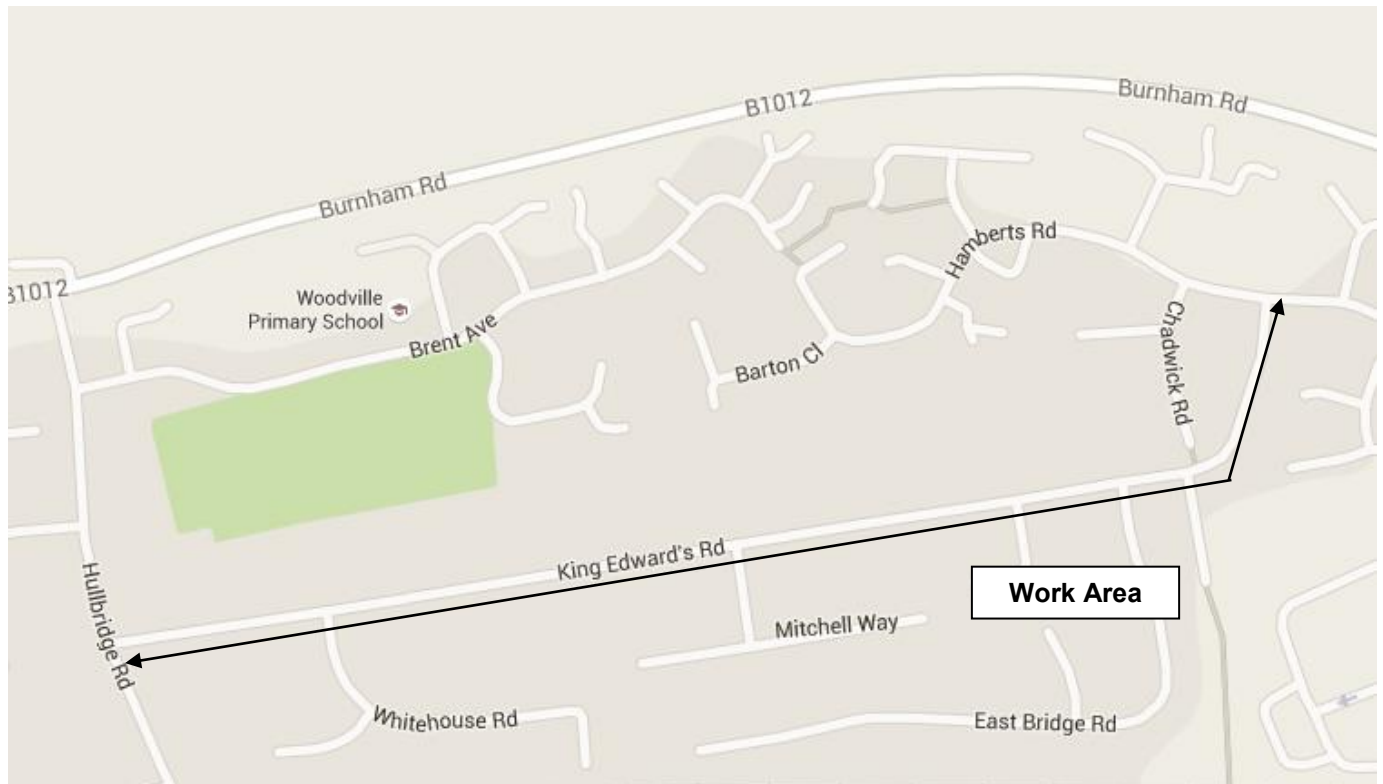
Road gullies were identified within our study area.

Action Points as outlined within the design brief

- Review scheme validation and historical information
- Site visit to confirm extent of works and site issues
- Speed survey undertaken November 2013, arrange for updated speed survey
- Liaise with Passenger Transport regarding the bus service request
- Investigate alternate option for traffic calming
- **Develop preliminary design and arrange RSA1***
- **Arrange for budget estimates to be completed***
- **Prepare final report for presentation to LHP***

*progression being that feasibility study permits

3.0 Site Location Plan



4.0 Site Observations

There is currently footways running along both sides of King Edward's Road, of varying width between 1.5m to 2.3m in width for the whole length of the road.

The current condition of the footways on both side of the carriageway is poor and could do with being resurfaced. This will be mentioned to the Maintenance and Operations Team.

Throughout the road, vehicle access to properties are present other than the North Eastern end of the road where road marking are applied to narrow the width of the road.

King Edward's Road serves as access to 5 additional roads.

The King Edward's Road is classified as a local route in the Essex County Council (ECC) Functional Route Hierarchy. The current speed limit is 30MPH

'No Waiting at Any Time', '10 - 11am Mon – Fri' (northern kerb line) and '2 – 3pm Mon – Fri' (southern kerb line) are subject at the western end of King Edward's Road. It is assumed that these restrictions are to combat commuter parking for Woodham Ferrers Rail Station.

A series of parked vehicles were subject just outside the area which has parking restrictions imposed. It is believed that these vehicles are from commuters using the rail station.

A bus service (No. 37 Asda Store – Woodham Ferrers Rail Station (Circular)) is also subject which travels from Hamberts Road to Hullbridge Road (single direction). The service currently operates at approximately 30 minute intervals. No bus stops are present throughout King Edward's Road and the service operates as Hail and Ride service

Speed cushion were previously subject along King Edward's Road until 2014 when the road was resurfaced and subsequently removed due so the bus service could be reinstated.

South Woodham Ferrers Village Hall is located in Hullbridge Road and a local Primary School is present in Brent Avenue.

No recorded accidents have happened within the proposed work area over the past 5 years according to ECC traffweb application.

Stats that were visibly present along the study area are as follows:-

- Street lighting
- UKPN overhead cables
- Road/Kerb gullies.
- BT Overhead and Underground apparatus.
- Water mains
- Gas mains
- Foul and Surface water sewer

5.0	<p><u>Supporting Evidence</u></p> <p>Prior to the Traffic Calming feature (speed cushions) being removed in 2014, a 2 day speed survey was carried out in November 2011. The information indicated that on average speeding was not an issue with the average of traffic travelling in an easterly direction being an average speed of 24.2 MPH and traffic travelling in a westerly direction being an average speed of 23.9 MPH.</p> <p>See Appendix B – Speed Survey Data November 2011.</p> <p>Following the speed survey data carried out in January 2011, a consultation was carried out in 2013 with local resident and a new bus operator in an effort to understand what services are preferred in the area. The results from the consultation indicated that 89% of residents were in favour of the speed cushions being removed and 79% of residents were in favour of the bus service being reinstated. In response to the consultation, the favoured options were reinstated.</p> <p>After a period of monitoring the site with the new arrangement following the removal of the Traffic Calming features, a new 7 day speed survey was carried out in January 2015. The information indicated that on average speeding was marginally an issue in one direction and not in the other. The data showed that the speed of traffic travelling in an easterly direction being an average of 30.2 MPH and traffic travelling in a westerly direction being an average of 29.4 MPH.</p> <p>See Appendix C – Speed Survey Data January 2015.</p>
6.0	<p><u>Conclusion</u></p> <p>Considering this information, I conclude that no further action is required in terms of installing any form of Traffic Calming feature at this time as this falls short of any Traffic Calming criteria currently in place and based on the supporting evidence and existing features along King Edward’s Road no suitable alternative Traffic Calming measure would fit without severe implications on local residents.</p> <p>A suggestion of installing 1 or 2 formal bus stops along King Edward’s Road was mentioned to Passenger Transport to which they declined as the service is registered as ‘Hail and Ride’.</p>
7.0	<p><u>Network Management Comments</u></p> <p>Didn’t wish to make any comments.</p>

Prepared by:	James Leggett	Date:	7 th March 2015
Approved by:	Mike Shearcroft	Date:	8 th March 2015

Appendix A: Photographs



Facing east into King Edward's Road from Hullbridge Road



Facing east – showing existing parking restrictions



Facing east – outside parking restrictions showing extent of commuter parking



Facing east – showing parked vehicles, vehicle crossings and overhead cables



Facing east – highlighting the extent of vehicle crossings throughout.



Facing east – towards the eastern end of King Edward’s Road showing access for adjoining roads



Facing north – showing junction with Hamberts Road and carriageway narrowing (lining)



Facing south – looking into King Edward’s Road from Hamberts Road showing carriageway narrowing

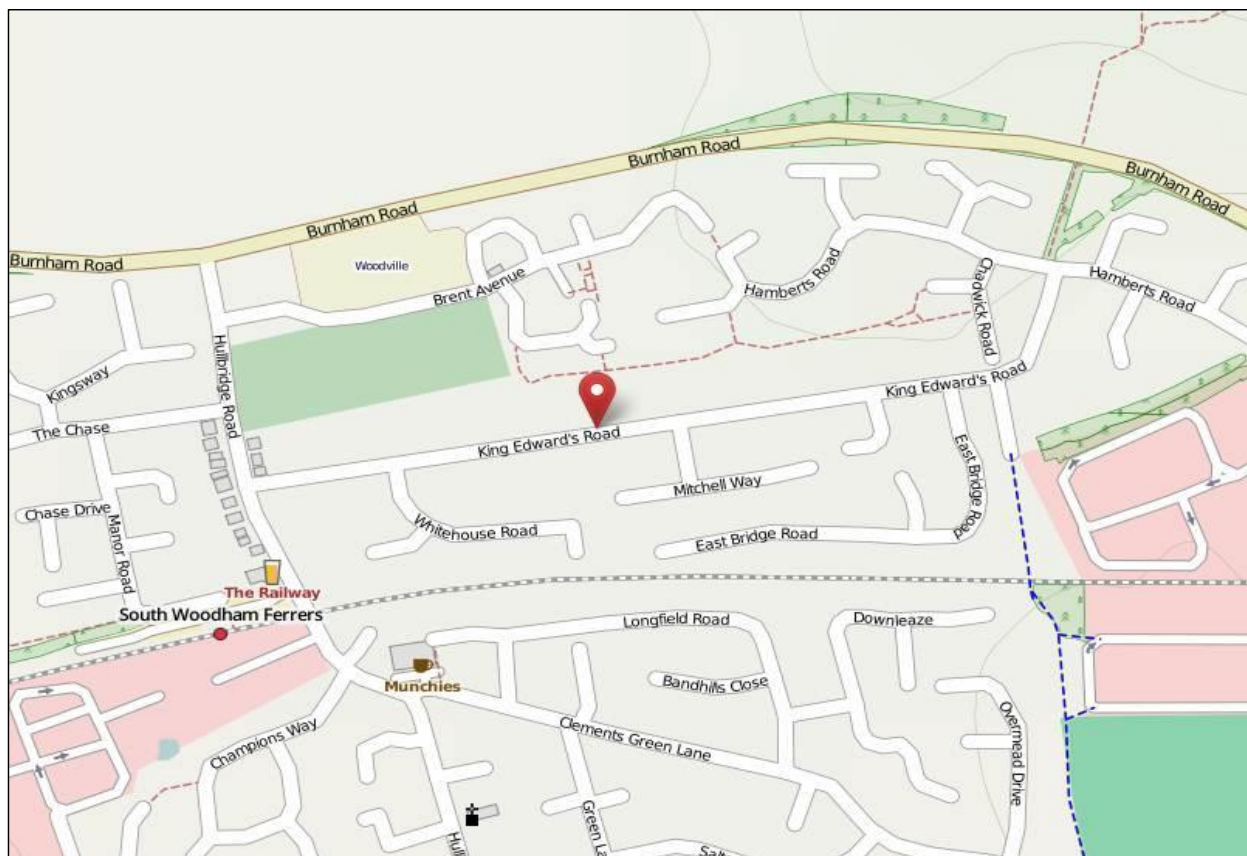


Hamberts Road – Sign left once cushions removed (to be removed)

Appendix B: Speed Survey Data – November 2011

Appendix C: Speed Survey Data – January 2015

LOCATION KING EDWARDS RD, STH WOODHAM F 84m SW Mitchell Way
OSGR 580770, 197963
SITE No. 02008938
START DATE Wednesday 02 November, 2011
DURATION 2 days
SURVEY TYPE Speed & volume



Produced by	Paul Dolphin	Date	
Checked by	Paul Dolphin	Date	
Authorised by	Chris Britton	Date	



Site No: 02008938

Posted limit: 30 mph

Selected date/dir: Northeast Bound

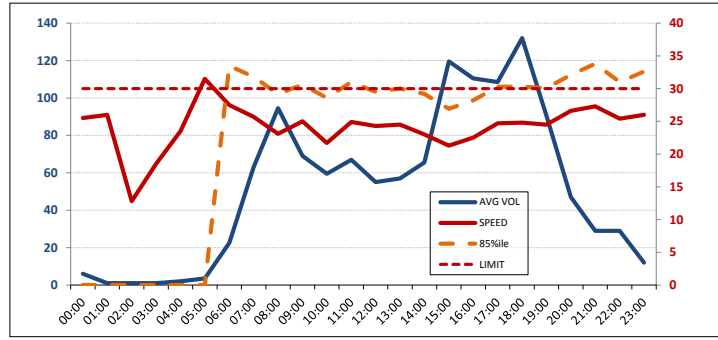
KING EDWARDS RD, STH WOODHAM F 84m

Select direction:

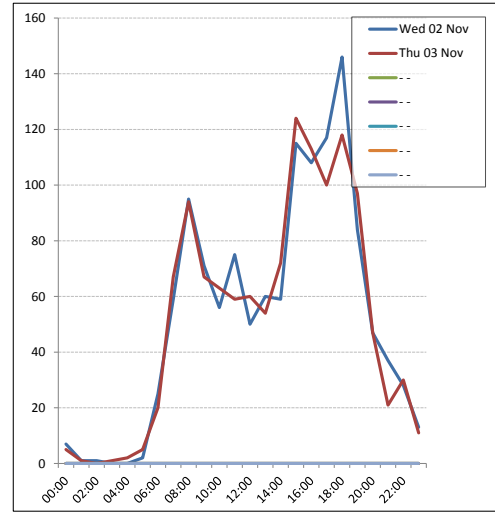
Northeast Bound

In an average 12hr period between 0700 and 1900 taken over seven days, 1001 vehicles were recorded travelling king edwards rd, sth woodham f 84m sw mitchell way. The average speed during this period was 23.8mph.

The average 24-hour flow was 1245.5 vehicles.



VEHICLE VOLUME - KING EDWARDS RD, STH WOODHAM F 84M SW MITCHELL WAY									
TIME	TOTAL	Wed 02 Nov	Thu 03 Nov	--	--	--	--	--	AVG
00:00	12	7	5	0	0	0	0	0	1.7
01:00	2	1	1	0	0	0	0	0	0.3
02:00	1	1	0	0	0	0	0	0	0.1
03:00	1	0	1	0	0	0	0	0	0.1
04:00	2	0	2	0	0	0	0	0	0.3
05:00	7	2	5	0	0	0	0	0	1.0
06:00	45	25	20	0	0	0	0	0	6.4
07:00	126	59	67	0	0	0	0	0	18.0
08:00	189	95	94	0	0	0	0	0	27.0
09:00	138	71	67	0	0	0	0	0	19.7
10:00	119	56	63	0	0	0	0	0	17.0
11:00	134	75	59	0	0	0	0	0	19.1
12:00	110	50	60	0	0	0	0	0	15.7
13:00	114	60	54	0	0	0	0	0	16.3
14:00	131	59	72	0	0	0	0	0	18.7
15:00	239	115	124	0	0	0	0	0	34.1
16:00	221	108	113	0	0	0	0	0	31.6
17:00	217	117	100	0	0	0	0	0	31.0
18:00	264	146	118	0	0	0	0	0	37.7
19:00	181	84	97	0	0	0	0	0	25.9
20:00	94	47	47	0	0	0	0	0	13.4
21:00	58	37	21	0	0	0	0	0	8.3
22:00	58	28	30	0	0	0	0	0	8.3
23:00	24	13	11	0	0	0	0	0	3.4
12hr total	2002	1011	991	N/A	N/A	N/A	N/A	N/A	286.0
24hr TOTAL	2487	1256	1231	N/A	N/A	N/A	N/A	N/A	355.3



KING EDWARDS RD, STH WOODHAM F 84m SW Mitchell Way

TIME	AVG VOL	AVERAGE WEEKLY VEHICLE SPEED BINS (mph)												
		<16Mph	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
00:00	6	6.0	2.0	1.5	1.0	2.0	1.0	1.0						
01:00	1			1.0	1.0									
02:00	1	1.0												
03:00	1		1.0											
04:00	2		1.0		1.0									
05:00	3.5			1.0	2.0		1.0							
06:00	22.5	2.0	3.0	4.5	9.0	3.0	1.5	1.0						
07:00	63	6.0	6.5	16.5	22.5	10.5	1.0							
08:00	94.5	11.5	19.5	35.5	21.0	6.5	1.0							
09:00	69	5.5	7.0	26.5	21.0	9.0								
10:00	59.5	13.5	14.0	17.0	10.5	3.5	1.0							
11:00	67	6.5	7.0	26.5	17.5	8.0	1.5							
12:00	55	5.0	6.5	24.0	14.5	4.0	2.0							
13:00	57	5.5	9.0	16.0	22.0	3.5	1.0							
14:00	65.5	7.0	14.0	27.0	13.0	4.5								
15:00	119.5	19.5	34.5	44.5	18.5	5.0								
16:00	110.5	17.0	27.0	37.0	22.0	4.5	2.0	2.0						
17:00	108.5	10.5	14.0	38.5	32.5	8.5	3.0	3.0						
18:00	132	10.5	14.0	55.0	38.0	12.0	2.0	1.0						
19:00	90.5	5.5	17.0	32.5	26.0	8.0	3.0							
20:00	47	2.0	6.0	13.5	17.5	7.0	2.0							
21:00	29	2.0	3.0	4.5	11.0	6.0	2.5							
22:00	29	2.0	5.5	6.5	10.5	3.5	1.0							
23:00	12	1.0	3.0	5.0	3.0	3.5								
12hr total	1001	118	173	364	253	79.5	14.5	6	0	0	0	0	0	0
24hr TOTAL	1246	139.5	214.5	434	335	112.5	26.5	8	0	0	0	0	0	0
Total %		11%	17%	35%	27%	9%	2%	1%	0%	0%	0%	0%	0%	0%

SPEED	
Mean	85%ile
25.5	
26	
12.8	
18.5	
23.5	
31.5	
27.5	33.5
25.7	31.8
23.1	29.2
25	30.6
21.7	28.6
24.9	31
24.3	29.5
24.5	30
23	29.2
21.3	26.9
22.5	28.2
24.7	30.3
24.8	30.3
24.5	30.1
26.6	32.1
27.3	33.8
25.4	31
26	32.6
23.8	29.6
24.2	30.5

Site No: 02008938

Posted limit: 30 mph

Selected date/dir: Southwest Bound

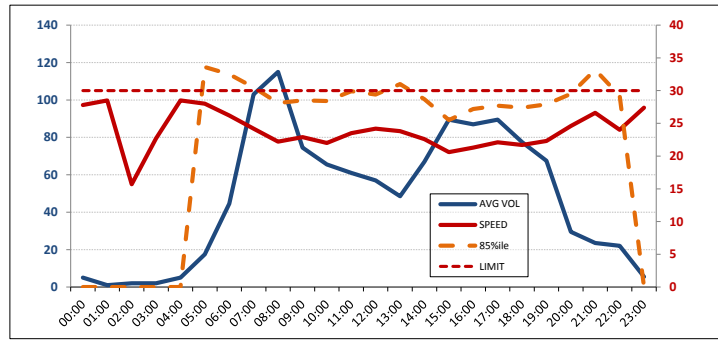
KING EDWARDS RD, STH WOODHAM F 84m

Select direction:

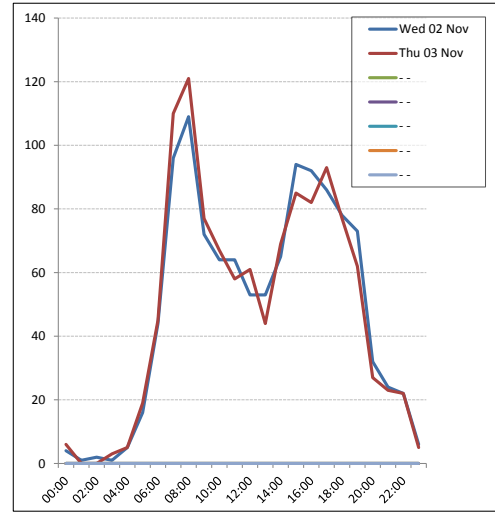
Southwest Bound

In an average 12hr period between 0700 and 1900 taken over seven days, 935 vehicles were recorded travelling king edwards rd, sth woodham f 84m sw mitchell way. The average speed during this period was 22.6mph.

The average 24-hour flow was 1160 vehicles.



VEHICLE VOLUME - KING EDWARDS RD, STH WOODHAM F 84M SW MITCHELL WAY									
TIME	TOTAL	Wed 02 Nov	Thu 03 Nov	--	--	--	--	--	AVG
00:00	10	4	6	0	0	0	0	0	1.4
01:00	1	1	0	0	0	0	0	0	0.1
02:00	2	2	0	0	0	0	0	0	0.3
03:00	4	1	3	0	0	0	0	0	0.6
04:00	10	5	5	0	0	0	0	0	1.4
05:00	35	16	19	0	0	0	0	0	5.0
06:00	89	44	45	0	0	0	0	0	12.7
07:00	206	96	110	0	0	0	0	0	29.4
08:00	230	109	121	0	0	0	0	0	32.9
09:00	149	72	77	0	0	0	0	0	21.3
10:00	131	64	67	0	0	0	0	0	18.7
11:00	122	64	58	0	0	0	0	0	17.4
12:00	114	53	61	0	0	0	0	0	16.3
13:00	97	53	44	0	0	0	0	0	13.9
14:00	134	65	69	0	0	0	0	0	19.1
15:00	179	94	85	0	0	0	0	0	25.6
16:00	174	92	82	0	0	0	0	0	24.9
17:00	179	86	93	0	0	0	0	0	25.6
18:00	155	78	77	0	0	0	0	0	22.1
19:00	135	73	62	0	0	0	0	0	19.3
20:00	59	32	27	0	0	0	0	0	8.4
21:00	47	24	23	0	0	0	0	0	6.7
22:00	44	22	22	0	0	0	0	0	6.3
23:00	11	6	5	0	0	0	0	0	1.6
12hr total	1870	926	944	N/A	N/A	N/A	N/A	N/A	287.1
24hr TOTAL	2317	1156	1161	N/A	N/A	N/A	N/A	N/A	331.0



KING EDWARDS RD, STH WOODHAM F 84m SW Mitchell Way

TIME	AVG VOL	AVERAGE WEEKLY VEHICLE SPEED BINS (mph)												
		<16Mph	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	=>71
00:00	5	2.0	1.0	1.0	1.0		1.0			1.0				
01:00	1				1.0									
02:00	2	1.0	1.0											
03:00	2		1.0	1.5										
04:00	5		1.0	1.5	2.0		1.0	1.0						
05:00	17.5		2.0	6.5	5.0	4.0	1.0	1.0						
06:00	44.5	4.5	5.5	9.0	16.5	6.0	2.5			1.0				
07:00	103	9.5	19.5	37.0	24.0	10.5	2.5							
08:00	115	16.5	25.5	45.0	24.5	3.5								
09:00	74.5	9.5	14.5	28.5	18.5	3.0	1.0							
10:00	65.5	12.0	17.0	21.0	10.5	4.0	1.0	1.0						
11:00	61	6.0	15.0	19.5	14.0	6.0	1.0							
12:00	57	4.0	11.0	23.0	14.0	3.5	1.5							
13:00	48.5	5.0	12.5	12.0	11.0	8.0								
14:00	67	7.0	20.5	20.5	15.0	4.0								
15:00	89.5	14.5	33.5	31.0	9.0	3.0								
16:00	87	17.0	24.5	27.5	14.5	2.5	1.0							
17:00	89.5	12.0	26.5	29.5	17.5	3.0	2.0							
18:00	77.5	12.5	23.0	25.0	13.0	3.5	1.0							
19:00	67.5	8.0	18.5	26.5	10.5	3.0	1.0							
20:00	29.5	3.0	4.5	12.0	9.5	1.5	1.0							
21:00	23.5	2.5	1.0	7.5	8.0	2.0	3.0	1.0						
22:00	22	2.5	5.0	7.0	4.0	2.0	1.5							
23:00	5.5	1.0	1.0	1.5	1.0	1.0	2.0							
12hr total	935	125.5	243	319.5	185.5	54.5	11	1	0	0	0	0	0	0
24hr TOTAL	1160	150	284.5	393.5	244	74	25	4	0	2	0	0	0	0
Total %		13%	25%	34%	21%	6%	2%	0%	0%	0%	0%	0%	0%	0%

SPEED	
Mean	85%ile
27.8	
28.5	
15.7	
22.7	
28.5	
28	33.6
26.2	32.5
24.2	30.5
22.2	28.1
22.9	28.5
22	28.4
23.5	29.9
24.2	29.4
23.8	31
22.6	28.7
20.6	25.5
21.3	27.2
22.1	27.7
21.7	27.4
22.3	27.9
24.6	29.5
26.6	33.2
24	29.2
27.4	
22.6	28.5
23.9	29.3



PROJECT 15103 STH WOODHAM FERRERS
LOCATION ATC01 - King Edward Rd, Sth Woodham Ferrers
LOC. DESC. 80m W of Mitchell Way
START DATE Tue 20 Jan, 2015
END DATE Mon 26 Jan, 2015
SPEED LIMIT 30mph
BUS ROUTE No
SURVEY TYPE 7-day ATC, 15min periods, 10 veh. classes

A 7-day automatic traffic count on King Edward Rd, Sth Woodham Ferrers, commencing Tue 20 Jan 2015, recorded 8,276 vehicles travelling eastbound and 7,999 westbound vehicles. The posted speed limit of 30mph was exceeded by 44.2% of eastbound vehicles and 41.2% of westbound vehicles. The seasonally adjusted, combined AADT value is 2,718 vehicles (see Equipment & Methodology below).

SUMMARY

COMBINED

Total recorded volume	16,275.0
Avg daily volume (based on 7 days)	2,325.0
Average daily speed (7 days)	29.8mph
Average daily 85%ile (7 days)	33.6mph
AADT (annual average daily traffic)	2,718

Avg weekday volume (Mon-Fri, 24hrs)	2,506.6
Avg weekday speed (Mon-Fri, 24hrs)	29.4mph
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	28.3mph

EASTBOUND

Total recorded volume	8,276.0
Avg daily volume (based on 7 days)	1,182.3
Average daily speed (7 days)	30.2mph
Average daily 85%ile (7 days)	33.7mph
% of vehicles exceeding 30mph	44.2%

Avg weekday volume (Mon-Fri, 24hrs)	1,281.2
Avg weekday speed (Mon-Fri, 24hrs)	29.7mph
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	28.8mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	33.1mph
Percentage of HGVs	0.1%

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions (eastbound & westbound) from all the recorded data.

Speeding vehicles are defined as those travelling 31mph and above.

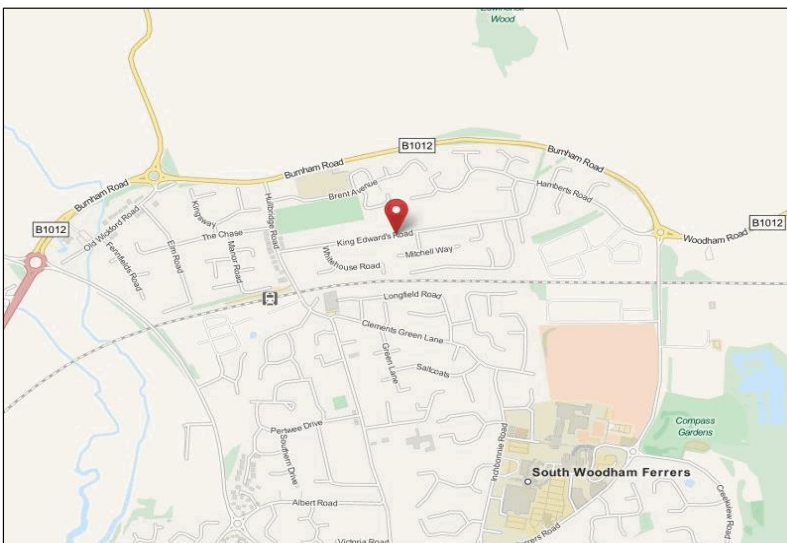
The summaries below provide directionalised details including speeding percentages and potential HGV traffic.

WESTBOUND

Total recorded volume	7,999.0
Avg daily volume (based on 7 days)	1,142.7
Average daily speed (7 days)	29.4mph
Average daily 85%ile (7 days)	33.5mph
% of vehicles exceeding 30mph	41.2%

Avg weekday volume (Mon-Fri, 24hrs)	1,225.4
Avg weekday speed (Mon-Fri, 24hrs)	29.0mph
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	27.8mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	32.7mph
Percentage of HGVs	0.5%

SITE LOCATION

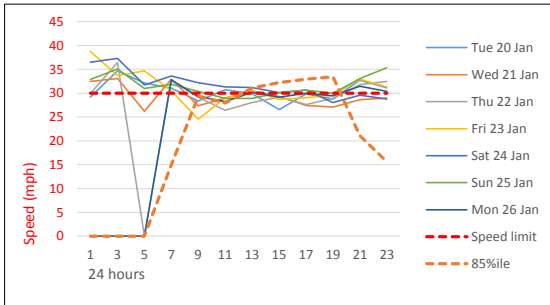


Location	King Edward Rd, Sth Woodham Ferrers
Desc.	80m W of Mitchell Way
OSGR	580788, 197960
Lat, lng.	51.651361, 0.611944
Site no.	ATC01
PSL	30mph

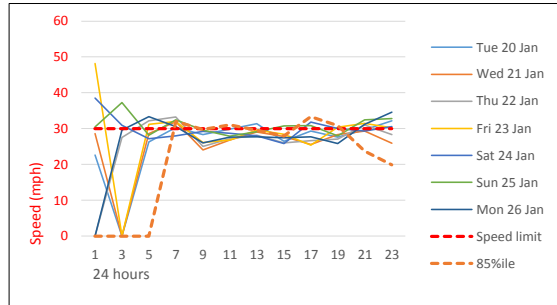
Generated Tue 03 Feb 2015

DAILY SPEEDS

EASTBOUND



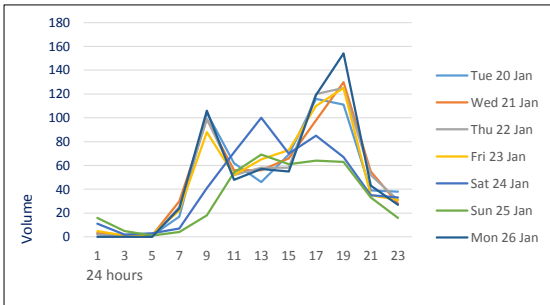
WESTBOUND



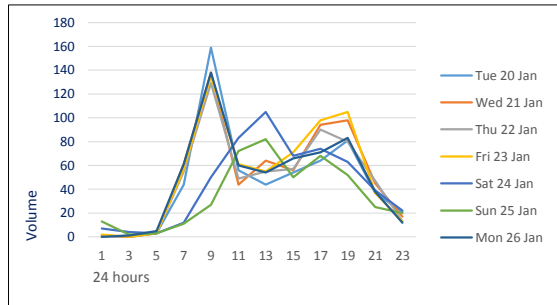
Average daily eastbound 5-day avg and westbound 5-day avg speeds (solid thin colours) and 85%ile (dashed orange) compared against 30mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight 85%ile values may be zero.

HOURLY VOLUMES

EASTBOUND



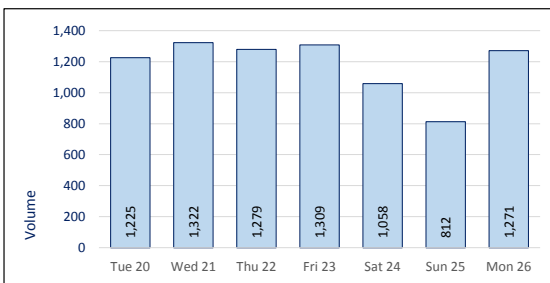
WESTBOUND



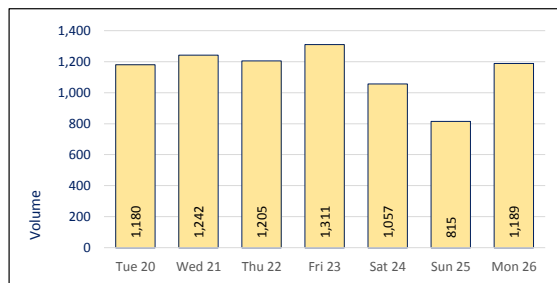
Hourly eastbound and westbound traffic volumes over each 24hr period for 7 days from all available data.

DAILY VOLUMES

EASTBOUND



WESTBOUND



Daily eastbound and westbound traffic volumes over 7 consecutive days from all available data.

5-DAY AVERAGE CLASSES

EASTBOUND 5-DAY AVG

TIME	Motor cycles	Cars / Taxis	LGV / MGV	HGV [≠] / Rigid	HGV / Artic	TOTAL
0000	0.2	2.4	0.0	0.0	0.0	2.6
0100	0.0	1.0	0.2	0.0	0.0	1.2
0200	0.0	0.8	0.0	0.0	0.0	0.8
0300	0.0	0.2	0.0	0.0	0.0	0.2
0400	0.0	0.8	0.0	0.0	0.0	0.8
0500	0.0	3.2	0.4	0.0	0.0	3.6
0600	0.0	22.2	1.2	0.2	0.0	23.6
0700	1.4	62.6	2.2	0.0	0.0	66.2
0800	0.8	93.0	5.4	0.0	0.0	99.2
0900	0.4	75.4	4.8	0.0	0.0	80.6
1000	0.6	48.8	4.4	0.2	0.0	54.0
1100	0.2	58.2	3.8	0.0	0.0	62.2
1200	1.2	50.0	5.2	0.0	0.0	56.4
1300	1.6	66.0	2.4	0.0	0.0	70.0
1400	0.8	60.0	3.4	0.0	0.0	64.2
1500	1.0	106.8	6.2	0.0	0.0	114.0
1600	1.2	107.2	4.2	0.0	0.0	112.6
1700	2.0	120.2	6.8	0.0	0.0	129.0
1800	1.6	122.2	5.2	0.0	0.0	129.0
1900	0.6	87.0	1.6	0.0	0.0	89.2
2000	0.0	43.4	1.4	0.0	0.0	44.8
2100	0.2	32.4	0.4	0.2	0.0	33.2
2200	0.0	30.6	0.4	0.0	0.0	31.0
2300	0.0	12.6	0.2	0.0	0.0	12.8
12hr TTL	12.8	970.4	54.0	0.2	0.0	1037.4
24hr TTL	13.8	1207.0	59.8	0.6	0.0	1281.2
	1%	94%	5%	0%	0%	

WESTBOUND 5-DAY AVG

TIME	Motor cycles	Cars / Taxis	LGV / MGV	HGV [≠] / Rigid	HGV / Artic	TOTAL
0000	0.0	0.4	0.4	0.0	0.0	0.8
0100	0.0	0.4	0.2	0.0	0.0	0.6
0200	0.0	0.4	0.0	0.0	0.0	0.4
0300	0.0	1.2	0.0	0.0	0.0	1.2
0400	0.0	3.4	0.0	0.0	0.0	3.4
0500	0.0	20.2	1.4	0.0	0.0	21.6
0600	2.6	45.6	7.2	0.2	0.0	55.6
0700	1.6	114.2	12.0	1.8	0.0	129.6
0800	1.8	126.8	9.8	1.4	0.0	139.8
0900	1.0	59.0	6.0	0.8	0.0	66.8
1000	1.4	44.6	7.2	0.8	0.0	54.0
1100	0.8	60.4	9.2	0.0	0.0	70.4
1200	0.6	46.6	6.6	0.6	0.0	54.4
1300	0.8	55.4	4.6	0.2	0.0	61.0
1400	0.2	57.4	3.0	0.2	0.0	60.8
1500	0.8	76.4	7.8	0.6	0.2	85.8
1600	2.0	75.2	6.2	0.0	0.0	83.4
1700	0.2	78.6	5.8	0.4	0.0	85.0
1800	0.4	85.0	4.0	0.0	0.0	89.4
1900	0.0	68.2	2.2	0.0	0.0	70.4
2000	0.2	39.2	1.4	0.0	0.0	40.8
2100	0.0	26.0	0.8	0.0	0.0	26.8
2200	0.2	14.6	0.4	0.0	0.0	15.2
2300	0.0	8.2	0.0	0.0	0.0	8.2
12hr TTL	11.6	879.6	82.2	6.8	0.2	980.4
24hr TTL	14.6	1107.4	96.2	7.0	0.2	1225.4
	1%	90%	8%	1%	0%	

Five-day average eastbound and westbound volumes by class (condensed to the AQMA scheme), including totals for 0700-1900 and overall average percentages. Calculated from all available data over all non-weekend days.

7-DAY AVERAGE CLASSES

EASTBOUND 7-DAY AVG

TIME	Motor cycles	Cars / Taxis	LGV / MGV	HGV [≠] / Rigid	HGV / Artic	TOTAL
0000	0.3	5.4	0.0	0.0	0.0	5.7
0100	0.0	2.9	0.1	0.0	0.0	3.0
0200	0.0	1.4	0.1	0.0	0.0	1.6
0300	0.0	1.1	0.0	0.0	0.0	1.1
0400	0.0	1.0	0.1	0.0	0.0	1.1
0500	0.0	3.1	0.3	0.0	0.0	3.4
0600	0.0	17.4	0.9	0.1	0.0	18.4
0700	1.0	47.7	1.6	0.0	0.0	50.3
0800	0.9	74.1	4.3	0.0	0.0	79.3
0900	1.1	65.4	4.6	0.0	0.0	71.1
1000	0.9	51.1	4.3	0.1	0.0	56.4
1100	0.7	63.1	3.9	0.0	0.0	67.7
1200	1.4	58.7	4.3	0.0	0.0	64.4
1300	1.9	71.0	2.3	0.1	0.0	75.3
1400	1.1	60.9	2.6	0.0	0.0	64.6
1500	0.9	97.4	5.4	0.0	0.0	103.7
1600	1.1	96.9	3.7	0.0	0.0	101.7
1700	1.4	105.4	5.4	0.0	0.1	112.4
1800	1.3	105.1	4.3	0.0	0.0	110.7
1900	0.6	74.4	1.1	0.0	0.0	76.1
2000	0.0	40.7	1.0	0.0	0.0	41.7
2100	0.3	29.4	0.4	0.1	0.0	30.3
2200	0.1	28.6	0.4	0.0	0.0	29.1
2300	0.1	12.4	0.3	0.0	0.0	12.9
12hr TTL	13.7	897.0	46.6	0.3	0.1	957.7
24hr TTL	15.1	1115.0	51.4	0.6	0.1	1182.3
	1%	94%	4%	0%	0%	

WESTBOUND 7-DAY AVG

TIME	Motor cycles	Cars / Taxis	LGV / MGV	HGV [≠] / Rigid	HGV / Artic	TOTAL
0000	0.0	2.9	0.6	0.0	0.0	3.4
0100	0.0	1.3	0.1	0.0	0.0	1.4
0200	0.0	1.1	0.0	0.0	0.0	1.1
0300	0.0	1.7	0.0	0.0	0.0	1.7
0400	0.0	3.3	0.0	0.0	0.0	3.3
0500	0.0	15.3	1.3	0.0	0.0	16.6
0600	1.9	35.7	5.3	0.1	0.0	43.0
0700	1.3	85.7	9.1	1.3	0.0	97.4
0800	1.6	100.4	7.9	1.0	0.0	110.9
0900	2.0	59.9	5.0	0.6	0.0	67.4
1000	1.4	52.3	6.4	0.6	0.0	60.7
1100	1.0	63.7	7.0	0.0	0.0	71.7
1200	1.1	58.3	5.6	0.6	0.0	65.6
1300	1.1	60.0	3.9	0.3	0.0	65.3
1400	0.4	57.0	2.7	0.1	0.0	60.3
1500	0.6	73.9	6.1	0.4	0.1	81.1
1600	1.4	73.3	5.1	0.0	0.0	79.9
1700	0.1	74.0	4.6	0.4	0.0	79.1
1800	0.6	76.7	3.0	0.0	0.0	80.3
1900	0.0	61.4	2.0	0.0	0.0	63.4
2000	0.1	37.0	1.1	0.0	0.0	38.3
2100	0.0	25.0	0.7	0.0	0.0	25.7
2200	0.1	16.3	0.4	0.0	0.0	16.9
2300	0.0	8.1	0.0	0.0	0.0	8.1
12hr TTL	12.7	835.1	66.4	5.3	0.1	919.7
24hr TTL	14.9	1044.3	78.0	5.4	0.1	1142.7
	1%	91%	7%	0%	0%	

Average daily eastbound and westbound volumes by class (condensed to the AQMA scheme), including totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4: Traffic Input To COBA.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, Essex Highways cannot be held responsible for the forecast accuracy.

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and Essex Highways cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and Essex Highways cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Roadworks & events

Where possible, roadworks checks are made 10 days before, and 48 hours before, the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

CLASS	ABBREV.	DESCRIPTION	LENGTH	AQMA	MANUAL
1	MC	Motorcycle	SHORT Up to 5.5m	MC	MC
2	SV	Cars, taxis, 4WD, vans		CAR	CAR & LGV1
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	LGV & MGV	LGV2 & PSV
4	TB2	2 axle truck / bus			MGV & PSV
5	TB3	3 axle truck / bus		HGV RIGID	HGV1
6	T4	4 axle truck			
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	HGV ARTIC	HGV2
8	ART4	4 axle articulated			
9	ART5	5 axle articulated			
10	ART6	6+ axle articulated			

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the AQMA (air quality management standard) and the Essex 9-class, as used in manual junction counts undertaken by Essex Highways.

Disclaimer

Although every attempt is made to achieve accuracy, neither Essex County Council nor Essex Highways may be held liable for errors of fact or interpretation.

Chelmsford City Local Highways Panel

January 2016

Appendix 3 – Agenda Item 5 Potential Schemes

In support of the Potential Schemes List the following Safer Roads Scheme reports are attached for the information of the Panel.

Page 2 - LCHE151011 – B1137 Main Road, j/w Church Road, Boreham
Safer Roads Schemes 2016/17- Proposed Speed limit and traffic calming review

Page 6 - LCHE151012 – A1060 Parkway/Moulsham Street Crossing, Chelmsford
Safer Roads Schemes 2016/17 - Proposed Adjustment of signal timings

Page 9 - LCHE151013 – A1060 Parkway/Odeon Roundabout, Chelmsford
Safer Roads Schemes 2016/17 - Proposed Cycling Improvements

Page 13 - LCHE151014 – A131 Braintree Road Roundabout with The Crescent,
Main Road, Goodmans Lane Great Leighs
Safer Roads Schemes 2016/17 - Proposed Survey work and review of
approach/departure signing/lining

Page 17 - LCHE151015 – A132 Runwell Road j/w A130 On/Off Slip Road, Runwell
Safer Roads Schemes 2016/17 - Proposed Investigation of signal timings

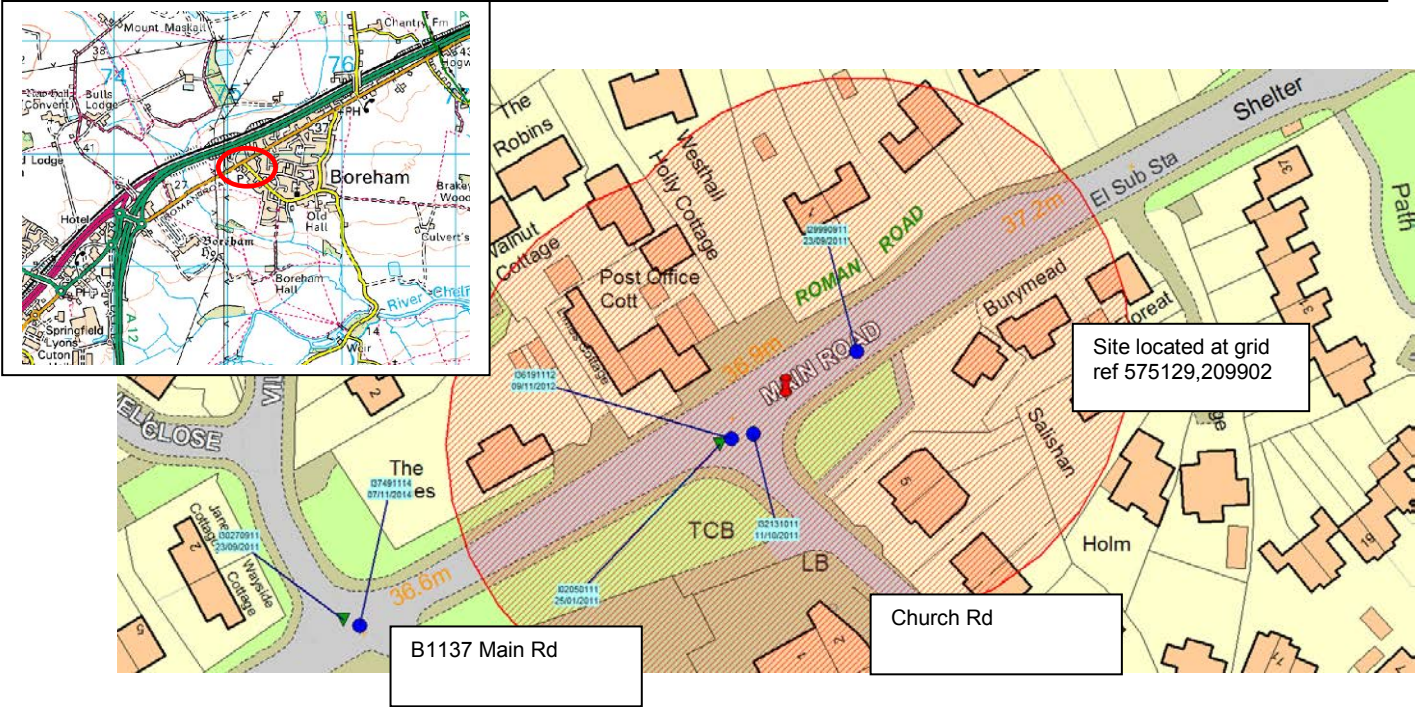
Page 21 - LCHE151016 – Lordship Road, Writtle
Safer Roads Schemes 2016/17 – Proposed Improved signs to College/Tea Shop

Site Report Essex Highways Casualty Reduction Site Report 2016/17



Location: B1137 Main Rd Boreham Jw Church Rd
 Collision Investigation Period: 01/06/2010 – 31/05/2015

1.0 Site Plan with Collision Plot



2.0 Site Description & Observations

Details	Description/Observations
Road Name (s)	B1137 Main Rd junction with Church Rd
Speed Limit	40mph
Street Lit	Yes
Carriageway type	Single carriageway with dedicated right turn facility into Church Rd
Gradient	None
Traffic Management	None
Road Surface	Appeared to be in a poor condition in the dedicated right turn lane
Signing	Side Road junction ahead warning signs on both approaches
Road Markings	NE bound, dedicated right turn arrow has worn away (maintenance have been contacted) all other road markings are in a good condition
Visibility	Good forward visibility on both approaches
Vegetation	None
Other	During the site inspection it was observed that there was good forward visibility along both the NE and SW bound approaches to the junction with Church Rd. Road users approaching from a NW direction previously travel through a de-restricted section, and it was observed that speeds tended to be high on the junction approach.



	<p>Additionally road users travelling SW bound are able to see the de-restricted signing in the distance and road user speeds tended to increase after the departure from the junction with Church Road.</p> <p>Assessing the length of the B1137 Main Rd between Church Rd and Shearers Way and nature and environment (following DfT circular guidelines on setting appropriate speed limits) deems to be more suited to a 30mph limit.</p>
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3.0 Personal Injury Collision Analysis

Collision details	Number
Total no. of Collisions	6 (4 serious, 2 slight)
Total no. of Casualties	7 (4 serious, 3 slight)
Number of collisions in hours of darkness	1 (16.6%)
Number of collisions in wet/damp conditions	1 (16.6%)
Collisions involving vulnerable road users	2 (33%)

Identified Collision Pattern(s)	No of Collisions
NE bound road users turning across the path of SW bound road users	2 collisions at junction of Church Rd and 1 Collision at entrance of Lion Inn PH

4.0 Site Photographs

	
<p>Image 1 – B1137 Main Rd Dedicated right turn lane</p>	<p>Image 2 – B1137 worn out carriageway markings</p>

5.0 Recommendations

Remedial Measures

STAGE 1:

- 1) Following consultation with Network Management, request that various speed surveys (4 minimum) to be carried out throughout the length of B1137 Main Road at pre-determined locations.

STAGE 2:

- 2) Following review of speed survey results determine whether the speed limit needs to be adjusted to 30mph. (mean speeds are show to be at / below ACPO enforcement threshold for a 30mph limit) If the 30mph limit is to be proceeded the following measures would need to be introduced.

The provision of 'gateway features' signing and carriageway markings at either ends of the limit and the possible inclusion of a buffer limit of 40mph leading into the proposed 30mph limit. Any proposals need to be tied in with any potential housing development proposals that may be introduced along B1137 Boreham Rd.

STAGE 3a and 3b:

- 3) If the speed limit is reduced, stage 3a is a monitoring of compliance of speed limit in first 6-12 months (speed surveys), and then if the level of non-compliance is found to be excessive, then undertake Stage 3b feasibility study into traffic calming/speed reduction measures

6.0 Estimated Costs

Stage 1: Speed Survey (Design and project management)	£ 3,000
Stage 1 Total	£3,000
IF STAGE 1 CRITERIA IS MET	
Stage 2: Survey Design and project management	£ 5,000
Stage 2: Estimated Construction Costs	£ 20,000
Stage 2 Total	£ 25,000
IF STAGE 2 CRITERIA IS MET	
Stage 3a: Speed Surveys	£ 3,000
Stage 3b: Feasibility Study into traffic calming/speed reduction	£ 7,000

measures	
Stage 3a and 3b Total	£10,000

7.0 Other engineering options for consideration

Stage 3b Options: Speed limit enforcement through camera enforcement (average time over distance or fixed cameras)	
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8.0 Scheme Approval

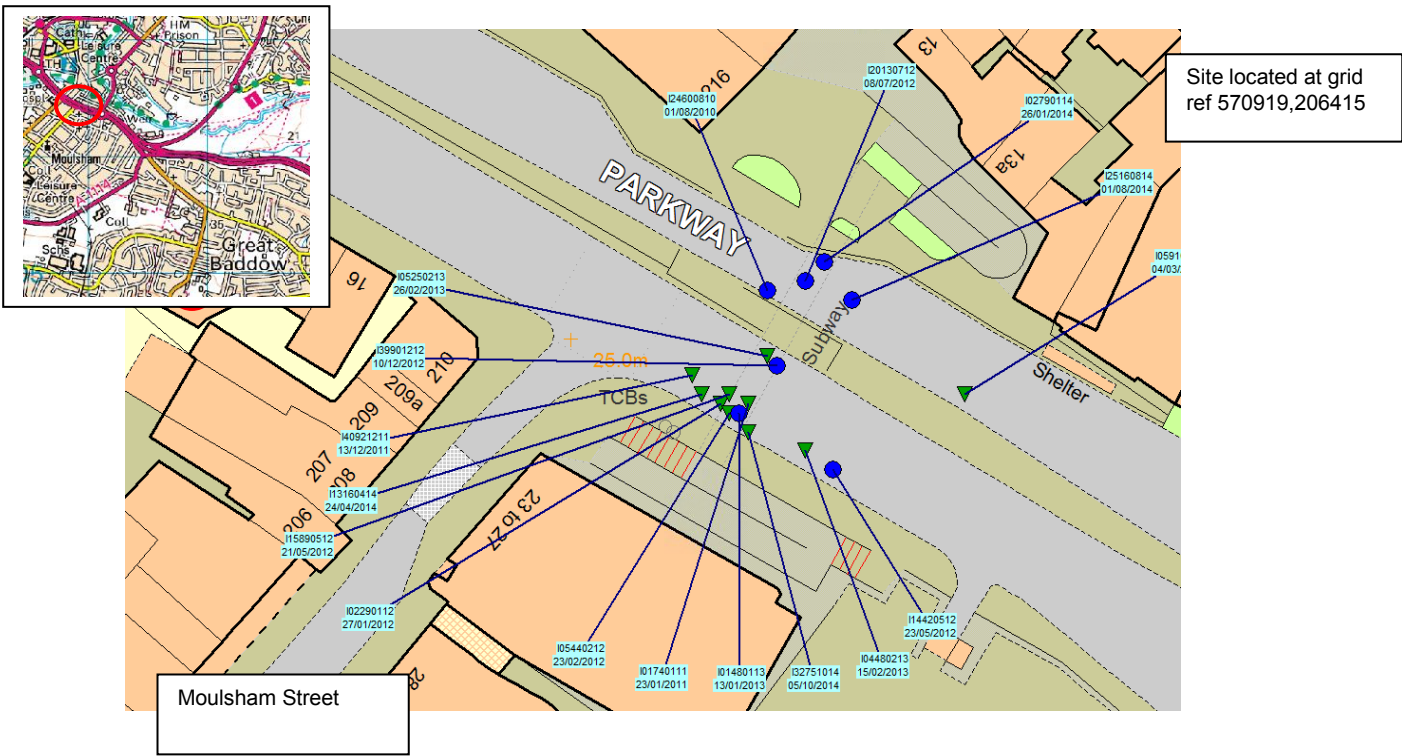
Safety Engineering Team:	Tel No.	Date
Safety Engineer: Ian Henderson		31/08/2015
Senior Safety Engineer: Jenny Hill		31/08/2015

Site Report Essex Highways Casualty Reduction Site Report 2016/17



Location: A1060 Parkway / Moulsham St Crossing
Collision Investigation Period: 01/06/2010 – 31/05/2015

1.0 Site Plan with Collision Plot



2.0 Site Description & Observations

Details	Description/Observations
Road Name (s)	A1060 Parkway / Moulsham Street signalised crossing
Speed Limit	40mph
Street Lit	Yes
Carriageway type	Two Lane Dual carriageway (southeast bound) , Three lane carriageway (northwest bound)
Gradient	None
Traffic Management	Two signalised puffin crossings. Separate crossings for each carriageway.
Road Surface	Good condition – high friction surfacing on both approaches
Signing	Southeast bound, yellow backed traffic signals ahead warning signs. Southeast bound (central reserve – get in lane yellow signing) Northwest bound, yellow backed traffic signals ahead warning signs
Road Markings	Good condition
Visibility	Good visibility on both approaches



Vegetation	None
Other	Historic collision site. Crossing location is soon to have pedestrian count-down timers installed, along with the adjustment and repositioning of the stop lines (4m further back on both approaches).

3.0 Personal Injury Collision Analysis

Collision details	Number
Total no. of Collisions	17 (7 serious, 10 slight)
Total no. of Casualties	17 (7 serious, 10 slight)
Number of collisions in hours of darkness	9 (53%)
Number of collisions in wet/damp conditions	3 (17.6%)
Collisions involving vulnerable road users	14 (82%)

Identified Collision Pattern(s)	No of Collisions
Pedestrian crossing collisions between the hours of 22:00 and 04:00 at the weekend (predominantly early hours of Sunday morning 5 collisions, and one Friday at 22.22)	6 (35%)

4.0 Site Photographs

	
Image 1 – A1060 Parkway NW bound approach	Image 2 – A1060 Parkway SE bound approach

5.0 Recommendations

Remedial Measures

- 1) A trial adjustment (of signal phasing as per point 2) to begin with, only to be implemented between the hours of 23:00pm and 04:00am on Friday evenings (into Saturday morning) and Saturday evening (into Sunday morning)
- 2) Either an adjustment of the Traffic Signal control function, to allow pedestrians to be given a continuous green signal, and road users approaching from either direction will have a permanent red signal, and will have to physically force the green signal.
- 3) Or have a red signal for both pedestrians and road users, and each has to force the green signal respectively – detailed consultation with ITS will be required

- 4) Consultation will be required with local taxi drivers / moulsham street traders / general Chelmsford public and will also require Cabinet Member approval as well

6.0 Estimated Costs

Survey Design and project management	£ 7,500
Estimated Construction Costs	£ 2,500
Total	£ 10,000

7.0 Other engineering options for consideration

1) Remove crossing completely and promote subway use	
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8.0 Scheme Approval

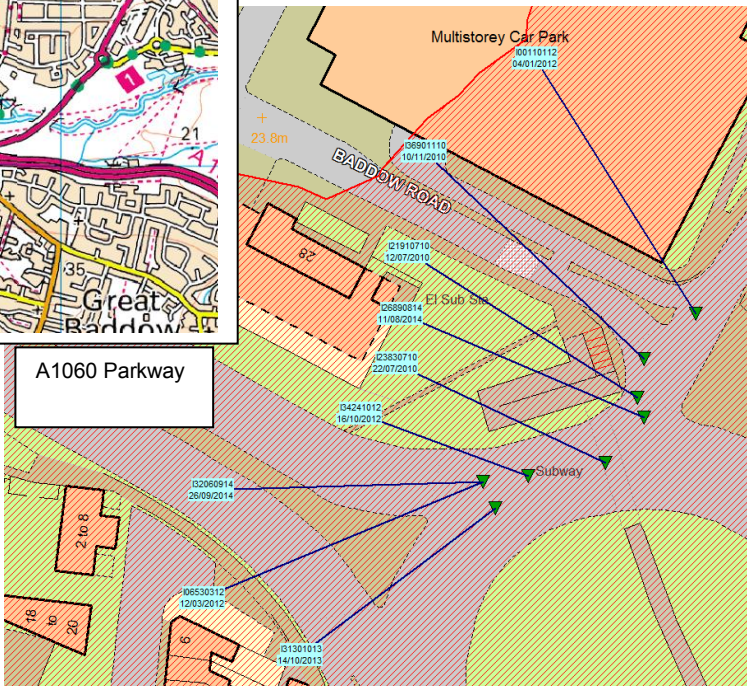
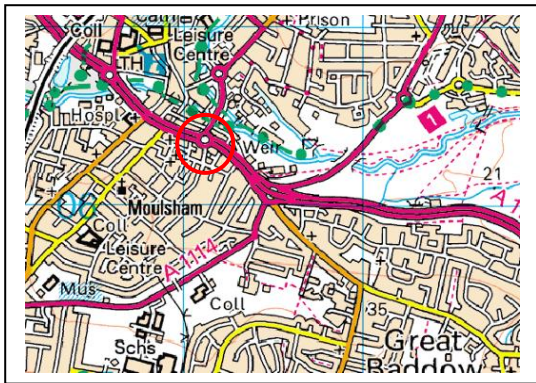
Safety Engineering Team:	Tel No.	Date
Safety Engineer: Ian Henderson		31/08/2015
Senior Safety Engineer: Jenny Hill		31/08/2015

Site Report Essex Highways Casualty Reduction Site
Report 2016/17



Location: A1060 Parkway / Odeon Roundabout
Collision Investigation Period: 01/06/2010 – 31/05/2015

1.0 Site Plan with Collision Plot




Highbridge Road

Site located at grid ref 571099,206368

A1060 Parkway

2.0 Site Description & Observations

Details	Description/Observations
Road Name (s)	A1060 Parkway, Odeon roundabout junction
Speed Limit	40mph
Street Lit	Yes
Carriageway type	Two lane circulatory around the roundabout
Gradient	None
Traffic Management	Junction experiment in place NW bound road users cant access meadows car park from Odeon Roundabout, instead have to travel to along to Multi-storey roundabout and back again, this would also be applicable to pedal cyclists using the roundabout circulatory
Road Surface	Carriageway appeared in adequate condition, Latest scrim data survey indicates a 'below investigatory' level condition (as per below)

	
Signing	There is an existing shared cycle/pedestrian facility along A1060 Parkway NW bound nearside. There is advance signing to indicate that there is off-road cycle facility under the roundabout. There is also cycle signing along A1060 Parkway SE bound approach indicating a with flow cycle lane ahead.
Road Markings	Good condition
Visibility	Limited forward visibility negotiating the roundabout circulatory.
Vegetation	None
Other	<p>Site observations indicated that there is an existing shared pedestrian / cycle facility along A1060 NW bound approach to Odeon Roundabout. There is then an off-road cycle facility as part of the subway present under the roundabout bringing cyclists up in Baddow Road (access road to Meadows Car park)</p> <p>Cyclists who may be travelling on carriageway along the A1060 parkway NW bound approach, have difficulty accessing the subway facility as the subway access is positioned further past the give-way markings, which requires a sharp deviation in route (please see Image 1).</p> <p>Cyclists travelling along A1060 Parkway SE bound (as per image 4) also have no prior signing to indicate that there is an off-road cycle facility under the subway (there is only a 'with-flow' cycle lane sign. Accessing this facility from the main carriageway also requires a sharp deviation in route.</p>

3.0 Personal Injury Collision Analysis

Collision details	Number
Total no. of Collisions	9 (9 slight)
Total no. of Casualties	11 (11 slight)
Number of collisions in hours of darkness	1 (11.1%)
Number of collisions in wet/damp conditions	2 (22.2 %)
Collisions involving vulnerable road users	5 (62.5%)

Identified Collision Pattern(s)	No of Collisions
Pedal Cyclists negotiating the northern quadrant of the roundabout circulatory, colliding with road users exiting A1060 Parkway (SE bound) or entering the slip road to access the Meadows Car Park	5 (62.5%)

4.0 Site Photographs



Image 1 – Existing access to the shared facility (subway) under Odeon Roundabout



Image 2 – A1060 Parkway NW bound approach to Odeon roundabout



Image 3 – Existing shared facility along A1060 Parkway NW bound approach



Image 4 – A1060 Parkway SE bound approach to Odeon Roundabout, access to cycle facility



Image 5 – A1060 Parkway NW bound approach indicating subway ‘shared facility’	Image 6 – Existing traffic management present along access road into Baddow Road (Meadows Car park)
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5.0 Recommendations

Remedial Measures

- 1) A1060 NW bound approach to Odeon roundabout, provide a dropped kerb and cycle scoop facility (at the end of the existing guard railing in Image 3 & 5 above) to facilitate the movement of cyclists onto the shared facility. (or remove a section of guard railing further north towards the give-way markings – and provide the same cycle scoop/dropped kerb arrangement along Parkway south-east bound approach
- 2) Provide a carriageway cycle symbol with direction arrow to indicate ‘cycle scoop facility’ along A1060 NW bound carriageway
- 3) Improve the location and conspicuity of the cycle route signing shown in image 5.
- 4) Provide a carriageway cycle symbol with direction arrow to indicate ‘shared cycle facility’ along A1060 SE bound carriageway (as per Image 4)

6.0 Estimated Costs

Survey Design and project management	£ 4,000
Estimated Construction Costs	£ 10,000
Total	£ 14,000

7.0 Other engineering options for consideration

NA	
NA	
NA	

8.0 Scheme Approval

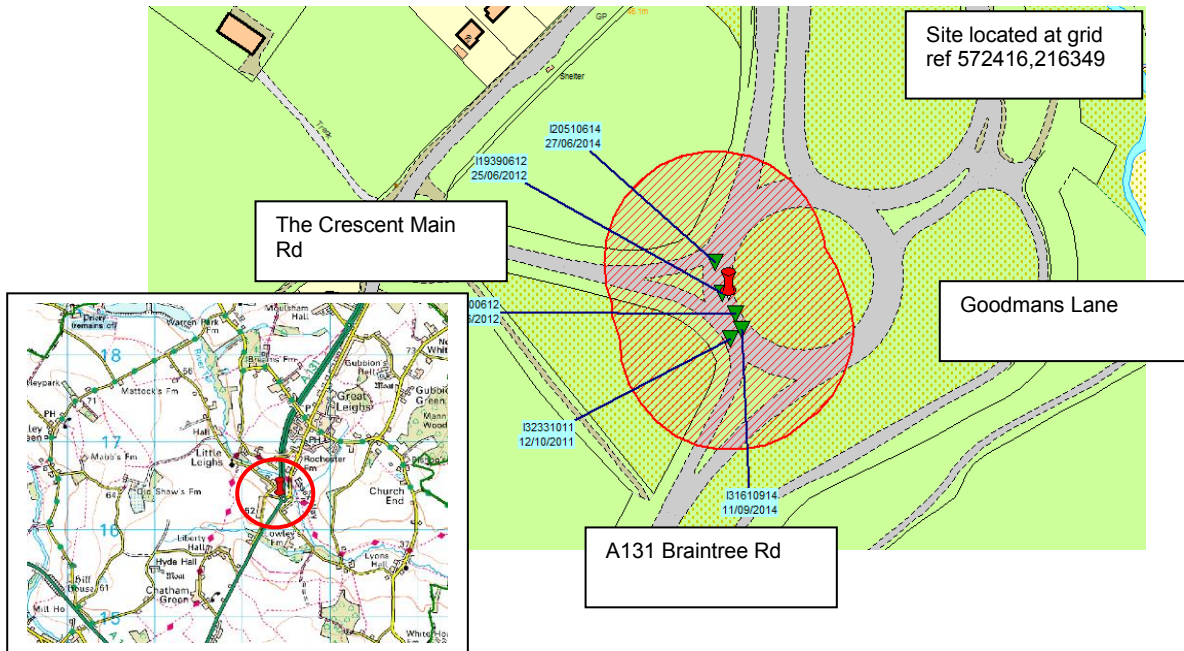
Safety Engineering Team:	Tel No.	Date
Safety Engineer: Ian Henderson		31/08/2015
Senior Safety Engineer: Jenny Hill		31/08/2015

Site Report Essex Highways Casualty Reduction Site
Report 2016/17



Location: A131 Braintree Rd, roundabout with The Crescent Main Rd/ Goodmans Lane
Collision Investigation Period: 01/06/2010 – 31/05/2015

1.0 Site Plan with Collision Plot



2.0 Site Description & Observations

Details	Description/Observations
Road Name (s)	A131 Braintree Road roundabout junction with The Crescent Main Road and Goodmans Lane
Speed Limit	Derestricted
Street Lit	Yes
Carriageway type	A131 NB single lane approach to roundabout, widening to 2 lanes on roundabout circulatory and 2 lanes on the A131 NB entry slip.
Gradient	None
Traffic Management	Roundabout
Road Surface	
Signing	ADS present on the A131 NB approach
Road Markings	Clear
Visibility	Adequate forward visibility on A131 NB roundabout approach, however road users travelling in the nearside lane of circulatory (NB) may potentially not see other road users who have adoped the offside lane of the circulatory in order to travel NB on the A131.
Vegetation	None

Other	From the site observations it was apparent that road users travelling along A131 NB, approach the roundabout in a single lane. (See image 1). As road users exited onto the roundabout circulatory this immediately increases to two lanes (as per image 2). The majority of road users were observed adopting the 'racing line' through the circulatory as per Image 3 which meant they would straddle the roundabout circulatory markings. However some road users on the roundabout circulatory – would adopt the offside lane alignment (as per Image 2) and would end up side by side with other road users entering the A131 on slip.
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3.0 Personal Injury Collision Analysis

Collision details	Number
Total no. of Collisions	5 (5 slight)
Total no. of Casualties	9 (9 slight)
Number of collisions in hours of darkness	2 (40%)
Number of collisions in wet/damp conditions	0 (0 %)
Collisions involving vulnerable road users	0 (0%)

Identified Collision Pattern(s)	No of Collisions
Collisions between two northbound road users on the roundabout circulatory	4 (80%)

4.0 Site Photographs



	
Image 1 – A131 NB single lane approach to roundabout	Image 2 – A131 NB – two lanes on the roundabout circulatory



Image 3 – A131 NB road users straddling the roundabout circulatory markings



Image 4 – A131 NB (view from The Crescent Main Rd)

5.0 Recommendations

Remedial Measures

STAGE 1:

Undertaken video surveys of A131 roundabout circulatory including A131 northbound approach and departure on the roundabout and A131 southbound approach and departure on the roundabout.

STAGE 2:

Following analysis of the video surveys undertake a review of all approach / departure and circulatory carriageway lining and signing and implement potential design options.

- 1) Potential options: only have single lane through the roundabout circulatory (flare hatching around island of The Main Rd Crescent and increase hatching around roundabout itself
- 2) Or alternatively provide 2 lanes on the A131 NB approach to the roundabout and adjust the circulatory lining accordingly.
- 3) The provision of a 'dual carriageway ahead' with distance sign to diagram 818.1 on the A131 NB approach.

6.0 Estimated Costs

Stage 1: Video Surveys Totals	£ 5,000
Stage 1: Totals	£ 5,000
STAGE 2: Survey Design and project management	£ 10,000
STAGE 2: Estimated Construction Costs	£ 20,000
STAGE 2: Total	£ 30,000

7.0 Other engineering options for consideration

NA	
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8.0 Scheme Approval

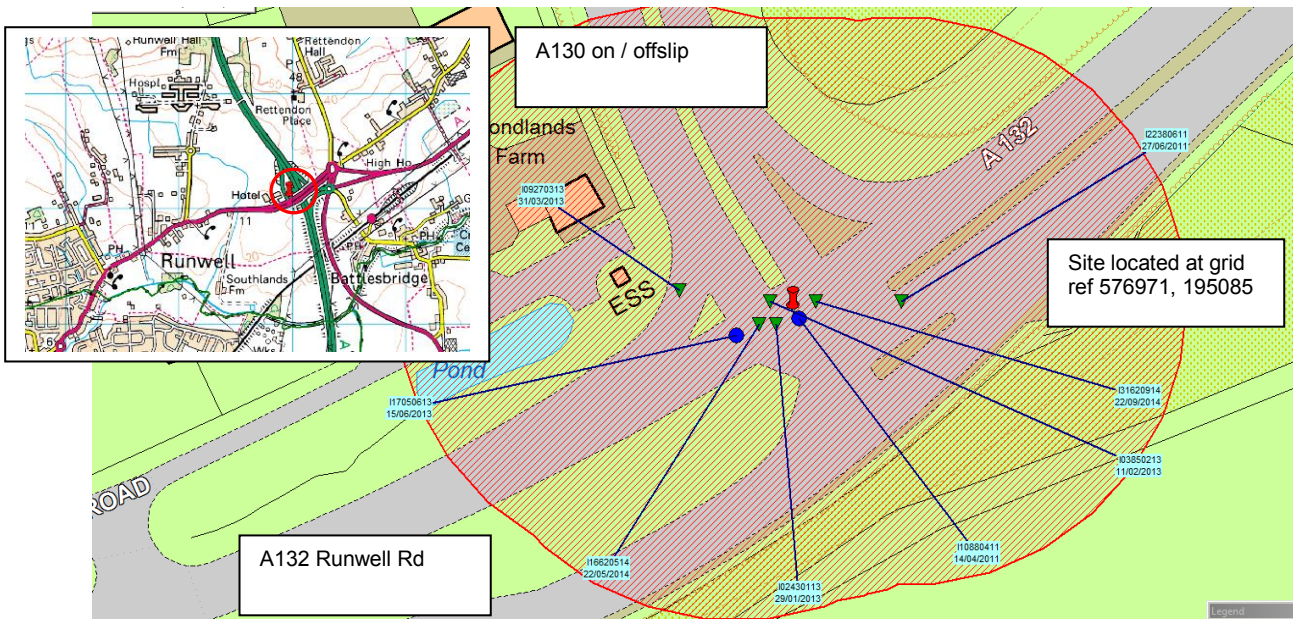
Safety Engineering Team:	Tel No.	Date
Safety Engineer: Ian Henderson		31/08/2015
Senior Safety Engineer: Jenny Hill		31/08/2015

Site Report Essex Highways Casualty Reduction Site
Report 2016/17




Location: A132 Runwell Rd Jw A130 on/off slip
Collision Investigation Period: 01/06/2010 – 31/05/2015

1.0 Site Plan with Collision Plot



2.0 Site Description & Observations

Details	Description/Observations
Road Name (s)	A132 Runwell Rd jw A130 on / off slip
Speed Limit	Derestricted
Street Lit	Yes
Carriageway type	Dual carriageway – both approaches to the junction
Gradient	None
Traffic Management	Signalised Junction
Road Surface	Carriageway appeared in good condition, latest SCRIM data indicates that the NE bound approach to signals currently has a 'warning' level as per below:

	
Signing	ADS on both approaches
Road Markings	Good condition
Visibility	Good visibility on both north-east and south-west bound approaches to the junction
Vegetation	None
Other	

3.0 Personal Injury Collision Analysis

Collision details	Number
Total no. of Collisions	8 (2 serious, 6 slight)
Total no. of Casualties	11 (2 serious, 9 slight)
Number of collisions in hours of darkness	1 (12.5%)
Number of collisions in wet/damp conditions	3 (37.5%)
Collisions involving vulnerable road users	0 (0%)

Identified Collision Pattern(s)	No of Collisions
Three collisions have been identified as north-eastbound road users failing to comply with Automatic Traffic Signals and colliding with south-westbound road users turning north onto the A130 on-slip to Chelmsford.	3 (37.5%)

4.0 Site Photographs



Image 1 – A132 NE bound approach to traffic signals



Image 2 – A132 SW bound approach to traffic signals



Image 3 – A132 NE bound advanced approach to traffic signals



Image 4 – A132 SW bound advanced approach to traffic signals

5.0 Recommendations

Remedial Measures

- 1) Provision of a red light camera on the north-east bound approach signals (to be positioned in the central reserve)
- 2) Slot Cutting would be required as part of the camera installation
- 3) Essex Safety Camera Partnership have already been consulted regarding the installation and would support it with the provision that the equipment purchased already matches that owned by the safety camera operation (manufactured by Gatso and supplied by Cubic ITS)

Once red light camera is installed ongoing maintenance would be covered by revenue funding from Safer Essex Roads Partnership (SERP)

6.0 Estimated Costs

Estimated Construction Costs	£25,000
Survey Design and project management	£5,000
Total	£30,000

7.0 Other engineering options for consideration

N/A	
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8.0 Scheme Approval

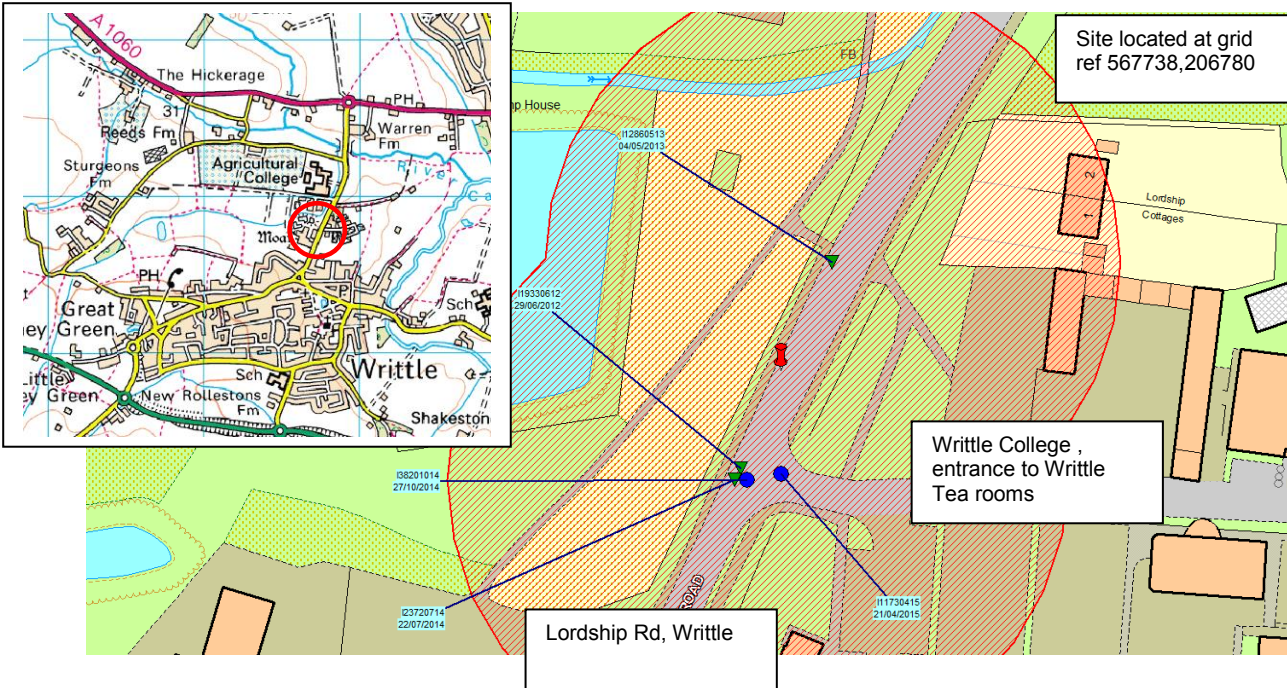
Safety Engineering Team:	Tel No.	Date
Safety Engineer: Ian Henderson		31/08/2015
Senior Safety Engineer: Jenny Hill		31/08/2015

Site Report Essex Highways Casualty Reduction Site
Report 2016/17



Location: Lordship Rd Writtle, Chelmsford
Collision Investigation Period: 01/06/2010 – 31/05/2015

1.0 Site Plan with Collision Plot



2.0 Site Description & Observations

Details	Description/Observations
Road Name (s)	Lordship Road, Writtle, Chelmsford
Speed Limit	30mph
Street Lit	Yes
Carriageway type	Single carriageway
Gradient	Slight uphill gradient as road users travel north towards College/ tea rooms entrance
Traffic Management	None
Road Surface	Carriageway appeared to be polished on northbound approach to College Entrance (No Scrim data available, but most recent condition survey indicates a 'sound' surface condition.
Signing	Northbound approach there is no prior signing to indicate the presence of the college / tea rooms on the offside, the only sign present is a 'staggered junction' warning sign positioned just past the entrance to the College/ tea rooms.
Road Markings	Good condition
Visibility	Forward Visibility of College entrance and tea rooms (when travelling northbound) is slightly obscured due to alignment of the carriageway and

	vegetation present.
Vegetation	Vegetation present on the northbound offside approach to the junction
Other	From the site inspection, it was apparent that northbound road users, have no advanced signing / warning of the presence of the College and tea rooms on the off-side. The first indication of any signing is when road users are physically parallel with the junction entrance/ exit.

3.0 Personal Injury Collision Analysis

Collision details	Number
Total no. of Collisions	5 (2 serious, 3 slight)
Total no. of Casualties	6 (2 serious, 4 slight)
Number of collisions in hours of darkness	0 (0%)
Number of collisions in wet/damp conditions	0 (0%)
Collisions involving vulnerable road users	0 (0%)

Identified Collision Pattern(s)	No of Collisions
Northbound nose-to-tail collisions with road users waiting to turn right into College / tea rooms	3 (60%)

4.0 Site Photographs



	
Image 1 – Entrance to College / tea rooms	Image 2 – Lordship Road advanced approach to College / tea rooms



Image 3 – Lordship Road – approaching northbound road users



Image 4 – Lordship Road northbound approach, existing signing outside College/ tea rooms

5.0 Recommendations

Remedial Measures

- 1) Provide advanced signing for northbound road users to indicate the presence of the College and tea rooms.
- 2) Identify if the verge indicated in Image 3 above is owned by the College and the extents of the highway land ownership.
- 3) As per image 3 above, there is land available to site the potential sign. Network management have initially been consulted and they would be in agreement to provide a 'black and white' backed sign to indicate the presence of the 'College and tea rooms' on the northbound offside.

6.0 Estimated Costs

Survey Design and project management	£1,500
Estimated Construction Costs	£5,000
Total	£6,500

7.0 Other engineering options for consideration

NA

8.0 Scheme Approval

Safety Engineering Team:	Tel No.	Date
Safety Engineer: Ian Henderson		31/08/2015
Senior Safety Engineer: Jenny Hill		31/08/2015