



# ESSEX COUNTY COUNCIL WITH BOROUGH OF BRENTWOOD LOCAL HIGHWAY PANEL – 10<sup>th</sup> April 2014

Date: Thursday 10<sup>th</sup> April 2014  
Time 19:00 hrs  
Venue: Council Chamber, Brentwood Borough Council




**Chair** Cllr Keith Parker BC Member.


**Panel Members** Cllr Naylor CC Member (Deputy Chair), Cllr Aspinell CC Member, Cllr Kendall CC Member, Cllr Hirst CC Member Cllr Hossack BC Member, Cllr Sparling BC Member and Cllr Russell BC Member.


**Other Attendees** Cllr Johnson CC Member (Deputy Cabinet Member for Highways), Adrian Tidbury (BBC), Jean Sharp (BBC) Hannah Neve (ECC) Chris Stoneham (ECC) and Peter Wright (Essex Highways)


Time	Item	Lead:	Papers:
1	<b>Welcome and Introductions</b>	Chair	Verbal
2	<b>Declarations of Interest</b>	All	Verbal
3	<b>Apologies for absence</b>	All	Verbal
4	<b>Minutes from Previous Meeting</b>		
5	<b>Delegated Authority</b>	Chair	Verbal
6	<b>Update on schemes approved</b> <ul style="list-style-type: none"> <li>o Schemes Recommended 2012-13</li> <li>o Schemes Recommended 2013-14</li> </ul>	CS	Report 1 Report 2
7	<b>Schemes to Consider for Funding</b> <ul style="list-style-type: none"> <li>o Schemes for Funding Report</li> </ul>	CS	Report 3
8	<b>Public Right of Way Reports</b> <ul style="list-style-type: none"> <li>o Potential Scheme Requests (x3)</li> </ul>	CS	Report 4
9	<b>Ashwells Road</b> <ul style="list-style-type: none"> <li>o Update/ Options</li> </ul>	PW	
10	<b>Feasibility Study (REPORT TO FOLLOW)</b> <ul style="list-style-type: none"> <li>o Tabors Corner traffic signals</li> </ul>	CS	Report 5
11	<b>Scheme Requests</b> <ul style="list-style-type: none"> <li>o Scheme Request Report</li> </ul>	CS	Report 6
12	<b>Great Ropers Lane</b>	CS	Report 7
13	<b>Rayleigh Road/ Poplar Drive traffic signals</b>	CS	Report 8
14	<b>Brentwood Station</b>	CS	Report 9
15	<b>Highway Rangers Report</b>	CS	Report 10
16	<b>Capital Maintenance Programme (for information)</b>	CS	Verbal
17	<b>Items for Future Meeting</b>	Chair	Verbal
18	<b>Any other business</b>	Chair	Verbal
19	<b>Date of next meeting: TBC</b>	Chair	



scheme code	Design code	Town	Location	Description	Budget	Recommend date	CM Approval	Expected complete (WP)	Status
<b>CAPITAL SCHEMES in PROCESS (2012-13)</b>									
<b>Minor Schemes</b>									
LBRE0 02002	DC1470	Thorndon	Country Park entrance. A128 Brentwood Rd	Bellmouth improvement	£20,000	Oct 2012	14.10.12	Complete Mar 2014	
LBRE0 07001	ITS	Hutton	Rayleigh Road j/w Poplar Drive	Traffic Signal adjustment investigation for congestion at peak times	£6,000	Nov 2012	4.12.12	Part complete Mar 2014	The timings have been altered for Poplar Drive on a temporary setting; initial view is that they are working well and can be made permanent in 2014/15.
LBRE1 32016	DC1883	West Horndon	Station Rd	Guard rails - extend by approx. 6 panels at existing ped. Crossing	£600	Sept 2012	2.10.12	Complete Mar 2014	
LBRE1 32013	DC1877	Mountnessing	Old Church Rd (River Wid end)	Give way and side road ahead signs	£2,300	Feb 2013 (£1k) 22.10.13 (£1.3k)	28.2.13 (£1k) 31.10.13 (£1.3k)	Complete Feb 2014	
LBRE1 32014	DC1884	Warley	Warley Hill j/w Pastoral Way	3 bollards to prevent parking near mini roundabout	£750	Feb 2013	28.2.13	2014/15	The double yellow lines have recently been extended in this area and the problem seems to have improved as a result; it was wondered whether the Panel wanted to proceed with these bollards in light of this information?
					<b>£29,650</b>	<b>5</b>			

scheme code	Design code	Town	Location	Description	Budget	Recommend date	CM Approval	Expected complete (WP)	Status
<b>Bus Stop Improvements</b>									
LBRE0 05001	DC1512 a	Brentwood	Garden Centre stop, A128 Ongar Rd, near Langford Bridge over river Roding	Raised and dropped kerbs. New hardstand.	£8,500	July 2012	4.12.12	2014/15	Provisionally approved last year but has been deferred to 14/15 because it could not be implemented in 13/14 financial year.
LBRE0 05001	DC1512 b	Ingatestone	Whadden Chase stop. Roman Road	Wooden shelter & raised kerbs	£10,500	July 2012	4.12.12	Complete Feb 2014	
LBRE0 05001	DC1512 c	Pilgrims Hatch	Shops stop, Danes Way	Move stop because resident objected to existing stop and threatened legal action	£1,000	July 2012	4.12.12	Cancelled	There is a new proposal that has been included in the potential schemes list that can be considered for this location.
LBRE0 05003	BSI	Brentwood	Hornbeam Close, Pondfield Lane, East ham Estate	Bus cage markings to discourage parking at stop	£1,000	Jan 2013	1.3.13	On Hold	#####
					<b>£21,000</b>	<b>4</b>			

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<b>Casualty Reduction Schemes</b>									
LBRE0 01002	DC1750	Brentwood	Hanging Hill Lane/Pondfield Lane	(1) Signing and road markings improvements. (2) Solar VAS signs (bend warning with slow down) outside nos. 88/90 & north of bus stop. (3) Proposal to widen inside of bend (BT apparatus might need costly diversion). <b>VAS signs need to be installed.</b>	£60,000	Jan 2013	12.2.13	Part complete Mar 2013	
LBRE0 01001	DC1511	South Weald	Weald Road	Reflector posts to delineate the bends "Where You Look is Where You Go treatment"	£5,000	July 2012	4.12.12	Complete Jan 2014	Design progressing. Road safety audit recommended that road is too narrow for existing double solid centre line, therefore broken hazard line to be installed. Design circulated to LHP 14.10.13
					<b>£65,000</b>	<b>2</b>			
<b>Cycling</b>									
LBRE0 03003	DC1522	Brentwood	Borough wide	Cycling study. Cycle ways and facilities.	£25,000	Nov 2012	4.12.12	2014/15	#####
					<b>£25,000</b>	<b>1</b>			
<b>Total Capital recommendations for Brentwood - In progress (2012-13)</b>					<b>£140,650</b>	<b>12</b>			

scheme code	Design code	Town	Location	Description	Budget	Recommend date	CM Approval	Expected complete (WP)	Status
<b>CAPITAL SCHEMES COMPLETE (2012-13)</b>									
<b>Minor Schemes</b>									
LBRE0 02003	DC392	Brentwood	Crown St	Pedestrianisation, new signs, bollards, power connections and TRO	£21,000	Jan 2013	7.5.13	Complete Aug 2013	#####
					<b>£21,000</b>		<b>1</b>		
<b>Walking</b>									
LBRE0 03002	DC1330	Herongate	Billericay Rd, near Olde Dog PH	New footway	£17,000	July 2012	14.8.12	Complete Mar 2013	COMPLETE
					<b>£17,000</b>		<b>1</b>		

scheme code	Design code	Town	Location	Description	Budget	Recommend date	CM Approval	Expected complete (WP)	Status
<b>Bus stop improvements</b>									
LBRE0 05002	BSI	Brentwood	Fen Close stop. Chelmsford Road (A1023)	New stop opposite existing stop	£1,000	Jan 2013	1.3.13	Complete 28.2.13	New bus stop pole and flag formally marks site. Sited to reduce impact on residences. Bus timetables do not coincide with opposite direction (provided on time).
LBRE0 05004	BSI	Warley	Crescent Road stop. Vaughan Williams Way	Pole and flag to formally mark existing stop	£1,000	Jan 2013	1.3.13	Complete 12.12.13	COMPLETE
					<b>£2,000</b>	<b>2</b>			
<b>Public Rights of Way</b>									
LBRE0 08001	PRoW	Ingatestone	PRoW 38. Church to Station	Tarmac overlay and widening. Station car park - landowner (NCP) would not give permission.	£55,000	Jan 2013	28.2.13	Complete Sept 2013	Station car park end - landowner (National Rail) would not give permission for widening works.
					<b>£55,000</b>	<b>1</b>			

scheme code	Design code	Town	Location	Description	Budget	Recommend date	CM Approval	Expected complete (WP)	Status
<b>Cycling</b>									
LBRE004001	DC1331	Shenfield	Shenfield Station	Cycle storage	£23,000	July 2012	4.12.12	Complete Mar 2012	Complete
					<b>£23,000</b>	<b>1</b>			
<b>Total Capital recommendations for Brentwood - Complete (2012-13)</b>					<b>£118,000</b>	<b>6</b>			
<b>TOTAL RECOMMENDATIONS</b>		<b>CAPITAL</b>	<b>In process &amp; complete</b>	<b>£258,650</b>	<b>18</b>	<b>(funds approved by CM)</b>			


- old info
- new info
- complete
- action
- CM Cabinet Member
- TRO Traffic Regulation Order
- D&C Design & Consultancy
- HLO Highways Liaison Officer
- PIC Personal Injury Collisions
- VAS Vehicle Activated Sign
- SID Speed Indicator Device



scheme code	Design code	Town	Location	Description	Budget	Recommend date	CM Approval	Expected complete (WP)	Status
<b>CAPITAL SCHEMES in PROCESS (2013-14)</b>									
<b>Minor Schemes</b>									
LBRE1 32001	DC1864	Brentwood	Hartwood Rd, near Woodman Rd	VAS sign to reduce speeds	£8,500	1.7.13	10.7.13	2014/15	In design. Resident strongly objected to proposed location. Site visit with Solagen to assess new location was undertaken in December. Due to these problems there has been a delay in progressing the request but is on track to be delivered in 2014/15.
LBRE1 32002	DC1865	Hutton	Hanging Hill Ln, nr St Martin's School	2 speed activated VAS where crossing against policy	£17,000	1.7.13	10.7.13	2014/15	In design. Site visits done. Required an additional Cabinet Decision on policy exception which has been resolved and can now proceed.
LBRE1 32006	DC1867	Shenfield	Priests Lane, between Woodway and approx. no. 147	Feasibility study, prelim. designs & costs to reduce speeds, improve visibility & improve footway (IT090)	£5,000	1.7.13	10.7.13	May 2014	In design; study to be finalised at the beginning of 2014/15 financial year.
LBRE1 32003	DC1866 DC1875	Mountnessing	St Annes Rd	Detailed designs for signing & lining improvements and initial drainage investigation. Accidents involving cars in pond and damaging property.	£2,500	1.7.13	10.7.13	2014/15	In design. Separated into 2 schemes. DC1866 for traffic management. DC1875 for drainage. £1250 ea.
LBRE1 32003	DC1866 DC1875	Mountnessing	St Annes Rd	WORKS for signing & lining improvements and initial drainage investigation. Accidents involving cars in pond and damaging property.	£5,000	1.7.13	TBC	2014-15	CM to approve Q1 2014-15.
LBRE1 32007	DC1841	Kelvedon Hatch	A128 Ongar Rd, near Eagle Lane	Detailed designs for pedestrian refuge for Eagle Ln residents having problems accessing shops and bus stop, incl. investigate BT apparatus	£2,000	1.7.13	10.7.13	May 2014	In design; should be completed by the end of May 2014.
LBRE1 32008	DC1842	Brentwood	Orchard Ave j/w Ingrave Rd	Feasibility study & detailed design for improvement to inadequate pedestrian refuge and bell mouth junction	£5,000	1.7.13	10.7.13	June 2014	In design; should be completed by the end of June 2014. The cost of these works is estimated to be in region of £8k. The detailed design and estimate will be brought back to the Panel once this is completed.
LBRE1 32008	DC1842	Brentwood	Orchard Ave j/w Ingrave Rd	WORKS for improvement to inadequate pedestrian refuge and bell mouth junction	£8,000	1.7.13	TBC	2014-15	CM to approve 2014-15 once the outcome of the feasibility is known.

scheme code	Design code	Town	Location	Description	Budget	Recommend date	CM Approval	Expected complete (WP)	Status
LBRE1 32009	DC1868	Pilgrims Hatch	Ashwells Rd & j/w A128 Ongar Rd & Mores Lane	Feasibility study & detailed designs for solutions associated with parking and congestion at Bentley St Pauls school. Initial focus on creation of extra parking laybys and footways in Ashwells Rd, extending parking restrictions at junction, improving signing and lining at junction, extending 40mph limit on A128 south, flashing school lights/VAS.	£20,000	1.7.13	10.7.13	02.04.14	A separate report has been provided for this scheme request (Report ).
LBRE1 32005	DC1840	Brentwood	Honeypot Lane	Designs and legal costs (Traffic Order) to change 20mph zone to 20 mph limit	£2,700	1.7.13	10.7.13	2014/15	In design; requires a separate Cabinet Decision prior to the traffic Order being advertised, currently being processed.
LBRE1 32005	DC1840	Brentwood	Honeypot Lane	WORKS to change 20mph zone to 20 mph limit	£5,000	1.7.13	TBC	2014-15	CM to approve 2014-15 once the formal consultation is completed.
LBRE1 32017	TBC	Brentwood	Hogarth Estate (Hogarth Ave, Riseway, Shenfield Cres) - used as a shortcut between Priests Lane and A128 Ingrave Rd	Detailed study/design and TRO. Pilot for 20 limit on residential estate (local roads) which Brentwood BC would like to promote across the borough. Estate includes school. 3 estates were requested supported by local petition. Pilot to test the before and after impacts on 1 estate. 3 speed surveys (on streets above) with a combined mean of 23.3 mph for 12 hour 5 weekday results.	£5,000	22.10.13	31.10.13	2014-15 Delivery	In design; requires a separate Cabinet Decision prior to the traffic Order being advertised, currently being processed.
LBRE1 32015	TBC	Kelvedon Hatch	School Rd, Kelvedon Hatch	Detailed study/design and TRO. Pilot for 20 limit on local road with school which Brentwood BC would like to promote across the borough. Pilot to test the before and after impacts. ECC policy is mean speeds must be below 29mph. Speed surveys met this criteria with a combined mean of 24.2 mph for 12 hour 5 weekday results.	£4,000	22.10.13	31.10.13	2014-15 Delivery	In design; requires a separate Cabinet Decision prior to the traffic Order being advertised, currently being processed.
LBRE1 32018	TBC	Shenfield	Hall Lane, Shenfield	Detailed study/design and TRO for pilot extending 30 limit on local road with school to incorporate residential properties outside the existing 30 and assess village gateway option.	£4,000	22.10.13	31.10.13	2014-15 Delivery	In design; Traffic Order being processed for formal consultation process.

scheme code	Design code	Town	Location	Description	Budget	Recommend date	CM Approval	Expected complete (WP)	Status
LBRE1 32019	TBC	Shenfield	Tabors Corner - junction A1023 Chelmsford - Shenfield Rds w Hutton Rd	Feasibility study including video evidence to investigate; modifying crossing to a stagger; changing the signal sequencing, relocating crossing or introduce some form of enforcement (camera). During peak periods drivers regularly run the red light obstructing or driving through pedestrians during the period the green man.	£5,500	22.10.13	31.10.13	31.03.14	A separate report has been provided for this scheme request (Report ). A further £1,700 was approved by the Chairman to allow the report to be completed before the end of the financial year.
LBRE1 32020	TBC	Brentwood & Shenfield	Shenfield & Brentwood rail stns, A129 Raleigh Rd/Alexander Lane mini RAB	Feasibility study and designs - Station and passenger transport improvements and mini RAB capacity improvements to tie in with the implementation of Crossrail as part of the Crossrail urban design study.	£19,000	22.10.13	31.10.13	2014-15	Original allocation of £25,000 was reduced to £19,000 at the January LHP meeting to allow funding for the designs of the two Casualty Reduction schemes to proceed.
					<b>£118,200</b>	<b>13</b>			
<b>Bus Stop Improvements</b>									
LBRE1 36001	BSI	Ingatestone	Alms Houses, High St	New wooden shelter for elderly residents.	£9,000	1.7.13	16.7.13	31.1.14	Ordered for installation same time as Whaddon Chase stop (2012-13). Awaiting UK Power Networks permission for Whaddon.
LBRE1 36003	BSI	Kelvedon Hatch	Rose & Crown, A128, 390 Ongar Road, CM15 9JH	WORKS - New wooden shelter for elderly residents. Straight forward installation	£9,000	22.10.13	31.10.13	2014-15	Cllr requested change to metal shelter (lit) to match opposite stop. BSI Officer has confirmed OK and will re-cost.
LBRE1 36004	BSI	Kelvedon Hatch	A128, Ongar Rd, Nuclear Bunker entrance	Feasibility study - for 2 new stops for visitors. Nearest stops are 100m north with no footway or off road stand on busy road. May require land purchase.	£2,000	22.10.13	31.10.13	2014-15	Scheme may require land purchase which will impact on the cost and delivery of the potential proposal.
LBRE1 36002	BSI	Kelvedon Hatch	Garden Centre on A128, Ongar Rd, just south of River Roding bridge.	Raised and drop kerbs and new hardstand to prevent standing in road. Stop on opposite side of road already installed from 2012-13 budget. Risk assessment recommended same treatment for this side to prevent standing in a busy road.	£9,000	22.10.13	TBC	2014-15	CM to approve Q1 2014-15.
LBRE1 34001	BSI	Shenfield	Shenfield Station	Provision of a solar powered light for existing cycle shelter	£360	20.1.14	3.4.14	2014-15	Order has been raised with supplier to install lighting unit.
					<b>£29,360</b>	<b>3</b>			

scheme code	Design code	Town	Location	Description	Budget	Recommend date	CM Approval	Expected complete (WP)	Status
<b>Casualty Reduction Schemes</b>									
LBRE1 31003	DC1863	South Weald	Chequers Rd/Weald Rd junction	Improve traffic island, signs and lines. 7 Personal Injury Collisions -(PICs) (over 3 years) & shunts.	£20,000	1.7.13	10.7.13	2014/15	In design; scheduled to be completed in April 2014.
LBRE1 31004	ITS	Brentwood	Wilson's Corner - High St, Ongar Rd, A1023 Shenfield Rd junction including Ongar Rd, William Hunter Way junction	Detailed traffic study - view to installing traffic signals with S106 funds. 18 Personal Injury Collisions (PICs) (over 5 years) & many shunts.	£5,000	1.7.13	10.7.13	2014/15	The traffic/pedestrian surveys to allow modelling of possible solutions have been carried out to allow for the data to be analysed. It is planned to undertake the modelling work and feasibility study as soon as possible in the new financial year.
LBRE1 31005	DC	Warley	B186 Warley Road j/w Great Ropers Lane	Preliminary design and investigation for safety scheme.	£3,000	20.1.14	3.4.14	2014/15	
LBRE1 31006	DC	Brentwood	Coxtie Green Road j/w Wheelers Lane	Preliminary design and investigation for safety scheme.	£3,000	20.1.14	3.4.14	2014/15	
					<b>£31,000</b>	<b>2</b>			
<b>Walking</b>									
LBRE1 33005	TBC	Pilgrims Hatch	Harewood Rd, outside community hall	PRIORITISE for delivery in 2013-14. Pedestrian drop kerb for prams and disabled	£2,500	1.7.13	24.9.13	Complete Mar 2014	
					<b>£2,500</b>	<b>1</b>			
<b>Total Capital recommendations for Brentwood - In progress (2013-14)</b>					<b>£181,060</b>	<b>19</b>			

scheme code	Design code	Town	Location	Description	Budget	Recommend date	CM Approval	Expected complete (WP)	Status
<b>CAPITAL SCHEMES COMPLETE (2013-14)</b>									
<b>Public Rights of Way</b>									
LBRE1 38002	N/A	Hutton	Footpaths 76 & 77. Hall Green Ln & Hanging Hill Ln	Improve often impassable surface - length of 890m - road planings for all-weather off-road heavily used link residential area to St Martins School.	£27,500	1.7.13	10.7.13	Complete Sept 2013	Delivered in school holiday owing to temporary closure.

scheme code	Design code	Town	Location	Description	Budget	Recommend date	CM Approval	Expected complete (WP)	Status
LBRE1 38003	N/A	Pilgrims Hatch	Byway 15 (Hulletts Ln)	Improve often impassable surface - length of 600m - road planings for all-weather off-road heavily used link residential area to St Pauls Bentley School (Ashwells Rd). Also unblock or replace drainage.	£35,000	1.7.13	10.7.13	Complete Sept 2013	Delivered in school holiday owing to temporary closure.
					<b>£62,500</b>	<b>2</b>			

<b>Total Capital recommendations for Brentwood - Complete (2013-14)</b>					<b>£62,500</b>	<b>2</b>			
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<b>CAPITAL In process &amp; complete</b>					<b>£243,560</b>	<b>21</b>	<b>(recommended by LHP)</b>		
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for Q1 2013-14 CM approval or defer till 2014-15 budget

- new info
- complete
- action
- Old info

- TRO Traffic Regulation Order
- D&C Design & Consultancy
- HLO Highways Liaison Officer
- PIC Personal Injury Collisions
- VAS Vehicle Activated Sign
- SID Speed Indicator Device
- ITS Intelligent Traffic Signals



**ESSEX COUNTY COUNCIL AND  
BOROUGH OF BRENTWOOD  
LOCAL HIGHWAY PANEL – 10 April 2014  
REPORT 3: POTENTIAL SCHEMES**

To clarify the budget for 2014/15 is anticipated to be £449,000. Items which the panel have discussed and determined not to be relevant anymore have been removed from this list. Any items which have been discussed but that either the panel does not wish to progress at this stage or which cannot be completed at this time have been greyed out.

The schemes have been broken down into the different types of scheme ie PROW, Safety, Passenger Transport, Cycling or Minor

<b>PROW</b>						
<b>LOCATION</b>	<b>SCHEME</b>	<b>PROBLEM</b>	<b>COST</b>	<b>RAG</b>	<b>NOTES/ COMMENTS</b>	
<b>1</b>	Footpath 15 & Byway 22 (Kelvedon Hatch)	Surface Improvements	Significant rutting of the footpath has occurred with the ruts then filling with water	£25,000	Green	.Subject to funding being approved it is anticipated that these works will be completed by September 2014 as the type of work require ground conditions to be as dry as possible to prevent further damage. It is estimated that the work will take 10 days to complete. Extent of scheme: 100m of footpath; 320m of byway.
<b>2</b>	Bridleways 12 (Ingatstone and Fryerning) and 12 (Highwood)	Surface Improvements	Extensive potholes in the existing surface.	£12,000	Amber	Note: currently at the design stage is yet to be completed and quotes will be required from contactors, this cost is an estimate. Part of the works falls under Chelmsford City.
<b>3</b>	Bridleways 12 and 13 (Highwood) and 13 (Ingatstone)	Surface & drainage improvements	To improve the surface condition and drainage of the bridleways.	£28,000	Amber	Extent of scheme: approx. length of 970m; width of 2m. This estimated costs involved staff time, labour, materials and the cost of a temporary closure. Part of the works falls under Chelmsford City.

# SAFETY SCHEMES

LOCATION	SCHEME	Issue	COST	RAG	NOTES/ COMMENTS
1 B186 Warley Road j/w Great Ropers Lane	Improved signage warning of bend with junction	Casualty reduction site	£10,000	Amber	£3,000 agreed for the preliminary design and investigation approved at the January Panel meeting; estimated £10,000 for detailed design and build. Waiting on preliminary investigations.
2 Coxtie Green Road j/w Wheelers Lane	Improvements to junction layout.	Casualty reduction site	£15,000	Amber	£3,000 agreed for the preliminary design and investigation approved at the January Panel meeting; estimated £15,000 for detailed design and build. Waiting on preliminary investigations.
Eagle Way j/w Hartwood Road (Devil's Head crossroad) - 16	small solid roundabout	Restarts, overshoots, failures to give way	£500k	Amber	The 2 VAS signs on the approach to the crossroads are fully functional as of <b>January 2012</b> . Previously The ECC team have advised that a longer period of the signs being installed is recommended before analysis is undertaken in the form of a speed survey to indicate the speed that drivers are approaching the junction.



# PASSENGER TRANSPORT

LOCATION	SCHEME	PROBLEM	COST	RAG	NOTES/ COMMENTS
1 Danes Way, Pilgrims Hatch	Provision of bus Lay-by/ re-alignment of footway opposite the parade of shops	There is an ongoing issue with the existing bus stop located near the parade of shops that needs to be resolved.	£2,000 (Design/ estimate only)	Green	The original request was for the provision of a lay-by adjacent to the shops. No justification for a layby, which if one was provided would be expensive due to utilities and the same outcome could be better achieved by a TRO (say 30mins in 4 hours) – Liaise with SEPP. Alternative option would be to provide a lay-by opposite for the bus with the option of a shelter.
Shenfield Station - IT649	Station Improvements and improvements to passenger transport arrangements		£25,000	Green	Improvements will tie in with Crossrail so not a decision for the panel to make at this stage. The Panel agreed to consider this next financial year.  <a href="#">Following receipt of Crossrail urban design study we are now in a position to consider further feasibility work on these proposals</a>

# PASSENGER TRANSPORT

	LOCATION	SCHEME	PROBLEM	COST	RAG	NOTES/ COMMENTS
1	Mountnessing Post Office	Replace with new wooden shelter.	Request from Parish to replace old shelter.	£9,000	Green	Shelter is very run down and becoming a safety concern and requires replacing as soon as possible.
2	The Chequers, Rayleigh Road	Install bus stop clearway (bus cage) in layby.	Cars are parking in lay-by blocking buses from accessing the stop	£2,000	Green	.
3	Norman Crescent off Pondfield Lane	Install two new bus stop clearway (bus cages).	Cars parking within the bus stops.	£4,000	Green	Double yellow lines have recently installed in the area which has led to cars parking at the bus stops so buses are unable to access the stops.
4	Cherry Avenue	Install two new bus stop clearways (bus cages).	Obstruction of bus stops	£4,000	Green	Car(s) are parking at the bus stops making it difficult for buses to access the stop.
5	Hornbeam Close	Relocate bus stop on to 'island' area. Ex. shelter will need to be removed and a new shelter installed..	As the Panel are aware, original scheme was to install a bus stop clearway, however following strong objections from residents an alternative solution was investigated.	£12,000	Green	Breakdown of Costs: New shelter - £7,500 Drop kerbs - £3,500 Removal of ex. Shelter - £1,000  Originally there was £1,000 approved for the original proposal.

6	A129 Rayleigh Road/Alexander Lane - IT059	Mini RAB capacity improvements	Pre-emptive work ahead of Crossrail	£25k for all 2 PT schemes		<b>Possible tie in with Crossrail</b>
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## MINOR SCHEMES

	LOCATION	SCHEME	PROBLEM	COST	RAG	NOTES/ COMMENTS
1	A128 Tilbury Road West Horndon	Pedestrian Refuge/ footway extension	.There is a perceived safety issue for school children disembarking their school bus	£14,000	Green	Design estimate: £2,000 Construction estimate: £12,000.
2	B186 Great Warley Street opposite Bird Lane	Footway extension	Short section of footway is required to join up existing footways either side of Bird Lane opposite this junction.	£17,000	Green	Design estimate: £2,000 Construction estimate: £15,000. Provide a short section of footway opposite Bird Lane; this project will improve pedestrian safety and encourage more parents to walk their children to school.
3	Childerditch Lane	An advance give way sign with supplementary distance plate on Childerditch Lane on the approach to the Devils Head crossroads.	The existing sign can be obscured by vehicles. There is a slight bend at the final approach to the junction.	£1,500	Green	Provision and implementation of sign £1,500.

4	Sandpit Lane	Footway widening scheme	The footway from the junction with Ongar Road leading into Sandpit Lane is narrow.	£10,000	Green	Design estimate: £2,000 Construction estimate: £8,000. Although the Rangers have cleared some the vegetation, it is unclear on the ground where the extent of Highway Boundary. Nevertheless there is enough land to undertake footway and kerbing works. There is evidence utility apparatus within existing footway.
5	Burland Road j/w Wates Way.	Amend the kerbing at the Wates Way junction to direct all traffic to exit left, this would physically prevent vehicles turning left from Burland Road. Immediate improvement measure install temporary traffic barriers could be used.	Traffic on Burland Rd ignore the no entry at Wates Way junction. There are no entry signs but needs to be an advance no left turn sign on 2nd from last lamp post on Burland Rd.	£1,000 – temporary barriers. £10,000 to alter kerbing at junction.	Green	The request for an advance “No Left Turn” Sign (Dia 613) before Wates Way will be misleading for all drivers approaching the Ongar Road junction where traffic can turn both left and right; therefore request refused. However, either the temporary or alternative permanent solution can proceed.
6	Hunter Avenue, Shenfield	Provision of a pedestrian warning sign and new post at the junction with Public right of way 171.	Popular pedestrian route for the shops and Shenfield Station	£1,500	Green	The route is also used by vehicular traffic which has to use the route to gain access to private car parks and shops for delivery purposes. Currently there is no segregated footway/ carriageway.
7	Myrtle Road, junction with Warley Hill.	Provision of 'bell' bollard on the corner of the footway.	The area of footway has been damaged frequently due to vehicles mounting the footway.	£2,000	Green	The footway is wide enough to accommodate a 'bell' bollard at the corner of the footway to protect the surface from future vehicles mounting the footway.
8	Hartswood Road, Kings Rd, Pondfield Lane	Provision of new signage following recent safety assessment on the existing crossings.	Recommendation that advance warning signs are introduced.	TBC	Amber	Currently waiting on the estimated works costs for introducing the signs at each site; it is anticipated to be in the region of £7,000.

8	Orchard Avenue/ Ingrave Road	Improvements to pedestrian refuge and bell mouth junction.	Lack of pedestrian facilities at the junction.	TBC	Amber	Currently waiting on the completion of the detailed design and estimated works costs for upgrading the pedestrian refuge; it is anticipated that the total works costs will be in the region of £8,000.
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## REPORT 4

### POTENTIAL PROW SCHEMES 2014/15

#### Scheme location: Footpath 15 & Byway 22, located in the parish of Kelvedon Hatch

##### Scheme location:

This scheme will greatly improve Footpath 15 & Byway 22, located in the parish of Kelvedon Hatch in the Brentwood Borough. This public footpath and byway provides a link in the surrounding public rights of way network, significantly reducing the amount of road walking required when utilising the rights of way in the area. Footpath 15 runs from Ongar Road, adjacent to the Army Navy shop, over Doddinghurst Common to its junction with Byway 22 and in turn Byway 22 runs from Frog Street to the junction of Ongar Road (A128) and Blackmore Road.

##### Scheme description:

This scheme is required to improve the surface of the above public footpath for a total length of 100m and of the byway for 320m.

Currently off road vehicles are driving along the byway then coming off this into the adjacent woodland through which Footpath 15 runs. As a result of this vehicle use, significant rutting of the footpath has occurred with the ruts then filling with water. This unauthorised vehicle access on the footpath not only poses a hazard to walkers because of the surface damaged caused but there is also the risk of an incident between a pedestrian and vehicle. Also, on the byway there is a 30m long section where standing water is present to a depth of approximately 30cm throughout most of the year due to this part of the byway being below surrounding ground levels.

To improve the surface of the byway, crushed concrete will be used to infill ruts that have formed and to raise the level of the part where water is collecting to bring them up to surrounding ground level. Soft mud will also be scrapped off the surface of the remaining parts of the byway with recycled road planings then being laid and compacted along the whole length of the route and to a width of 3m to provide a firm surface for all users

The same action will be taken on the part of the footpath that has suffered from illegal vehicle use, with crushed concrete being laid in the ruts then road planings being laid and compacted to a width of 1.5m, thus creating a firm and level surface. To prevent further illegal vehicle access onto the footpath, heavy duty wooden bollards will then be installed across the entrance of the footpath from the byway and also along the side of the footpath for a total distance of 70m. Such bollards will also be installed alongside those sections of the byway where vehicles are driving off the route into the adjacent woodland.

Complaints about this issue have been received from both the Brentwood Ramblers and the local PCSO.

Due to the nature of the works, a closure of the routes will be required for the duration of the works to ensure the safety of members of the public.

##### Targets which the scheme will contribute towards:

This scheme will contribute towards the following Local Transport Plan and ROWIP targets –

T1 – 40% reduction on Essex Road Safety Index baseline (in line with traffic growth);

T2 – 40% reduction in Killed or Seriously Injured road casualties;

T3 – 58.6% reduction in children KSI road casualties;

T4 – 15% reduction in the number of people slightly injured in road accidents;

T9 – 75% of all lengths of footpath and other rights of way to be easy to use by members of the public;

T10 – To limit growth in area-wide vehicle kms to 9.6%.



**Risks/barriers to implementation:**

Once the scheme has been approved letters will be sent to one residential property and farm that are adjacent to the work site and also to the parish council to advise them of the planned works.

A land registry search has been undertaken to ascertain the landowner but the land over which the routes run came back as not being registered. As the owner of the land involved is not known, they cannot be contacted directly to let them know of the works. Therefore the notices posted on site in advance of any work to advise members of the public will also notify the landowner.

It is not anticipated that any of those parties contacted in advance of the works will take issue with the proposal due to the significant damage that has been caused to the area by vehicle use and as the works will be enable public access again to routes that have otherwise been unusable.

**Photos showing current condition of byway:**



**Photos showing current condition of footpath:**

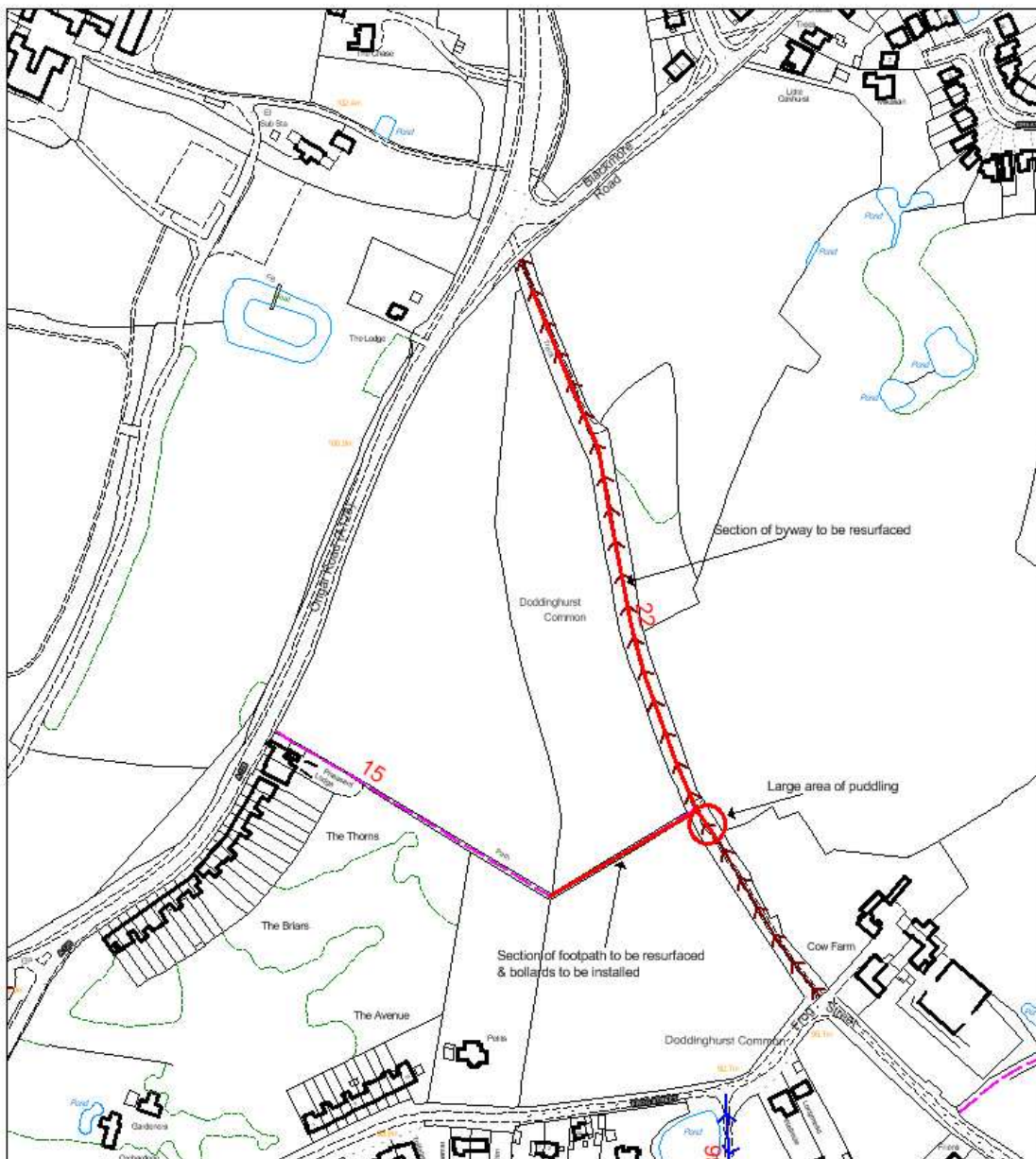




Scheme delivery schedule:

Provided that funding is swiftly approved and cost codes added to Confirm in a timely manner it is anticipated that these works will be completed by September 2014 as the type of works being undertaken require ground conditions to be as dry as possible to prevent further damage from occurring. It is estimated that the work will take 10 days to complete.

Scheme cost estimate: £25,000 (includes £995 for temporary closure).



**Map Showing Public Rights of Way**

- Footpaths ————
- Bridleways ————
- Restricted Byways ————
- Byways ————

Please note: This map is for general reference purposes only. It cannot be used to prove or disprove the existence or alignment of a public path. In the event of any dispute or query, and for all legal purposes, always refer to the statutory Definitive Map of Public Rights of Way

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## **Scheme Location: – Bridleways 12 (Ingatestone and Fryerning) and 12 (Highwood) – Surface Improvements**

### Scheme Location:

This scheme will improve the parts of Bridleway 12 (Ingatestone and Fryerning) and Bridleway 12 (Highwood), which are **in the Brentwood borough and Chelmsford city respectively**, also known as Mapletree Lane.

These bridleways provide very valuable links in the surrounding network providing a significant distance off road route for walkers, cyclists and horse riders who would otherwise be forced onto the local country roads.

The route also provides the only means of access to a number of residential properties and businesses that are located along Mapletree Lane and to forestry contractors undertaking works in the adjacent woodland. These people have a private right to drive vehicles along the route.

The section of Bridleway 12 (Ingatestone and Fryerning) to be improved also forms part of the St Peters Way, a promoted long distance path linking Ongar to the ancient chapel of St Peter-on-the-Wall at Bradwell on Sea.

### Scheme description:

This scheme is required to improve the surface condition of the bridleways, for a length of 810m and an approximate width of 4m, following the formation of numerous and extensive potholes in the existing surface which have been caused as a result of vehicle use and poor weather conditions.

Exact details of the works are yet to be confirmed as a site meeting will be required with contractors to ensure the most appropriate works are undertaken to resolve the issue. However, it is likely that a significant amount of recycled road planings will be imported laid and compacted on the route to infill potholes and to raise the surface of the route above surrounding ground level to ensure improved run off of rainwater. Despite the route only being publicly maintainable to a standard suitable for use commensurate to that of a bridleway, i.e. for use by pedestrians, cyclists and horse riders only, any works undertaken will need to be to a higher standard due to the significant amount of vehicle use by those with private access rights.

Due to the nature of the works, the route will need to be closed to those exercising their public rights, however access will remain for those properties located along the route, although residents should expect minor delays.

No complaints have been received by those exercising their public rights but numerous complaints have been received from those living along the route.

### Scheme delivery schedule:

It is anticipated that the design of the scheme, to make certain that the most appropriate works are undertaken to ensure the best result, will be undertaken by the end of May 2014. Following the design stage, provided that funding is swiftly approved, a contractor chosen and cost codes added to Confirm in a timely manner, these works will be completed by October 2014 as the type of works being undertaken require ground conditions to be as dry as possible. It is estimated that the work will take 10 days to complete.

### Targets which the scheme will contribute towards:

This scheme will contribute towards the following Local Transport Plan and ROWIP targets –

T1 – 40% reduction on Essex Road Safety Index baseline (in line with traffic growth);

T2 – 40% reduction in Killed or Seriously Injured road casualties;

T3 – 58.6% reduction in children KSI road casualties;

T4 – 15% reduction in the number of people slightly injured in road accidents;

T9 – 75% of all lengths of footpath and other rights of way to be easy to use by members of the public;

T10 – To limit growth in area-wide vehicle kms to 9.6%.



Risks/barriers to implementation:

Residents along the bridleways as well as Lord Peter, who is the landowner of the area over which Bridleway 12 (Inagestone and Fryerning) runs, will be sent letters advising them of the planned works once a start date has been agreed. It is not envisaged that they will have any objections as the works being undertaken will be improving access to their properties

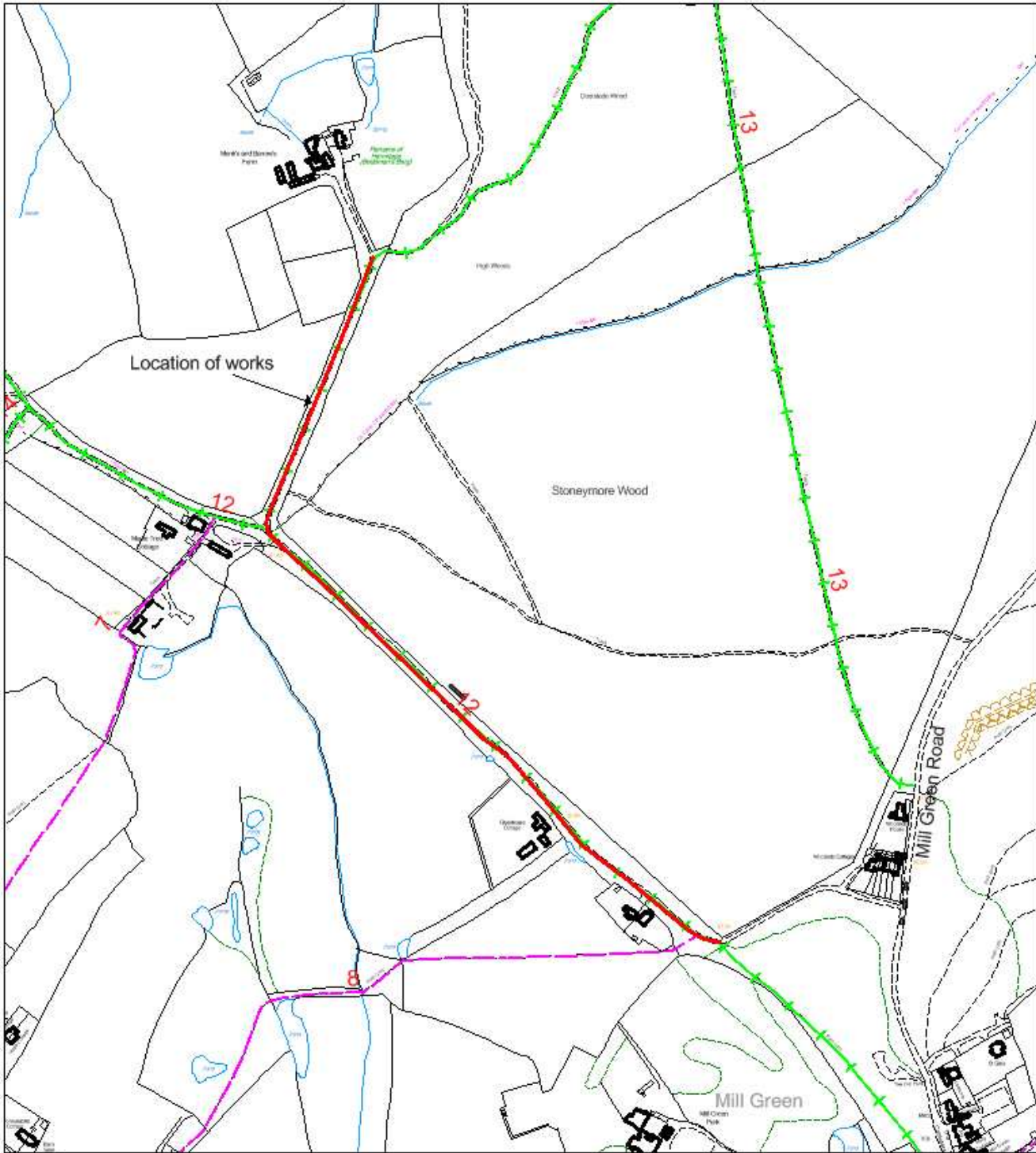
As the current scheme cost is only an estimate and quotes are yet to be sought from contractors there is the possibility that the cost of the scheme could exceed the budget allocated should the scheme be approved. If this is the case, a request for additional funding will be submitted to the LHP as appropriate.

Photos showing current condition of bridleway:



Scheme cost estimate: £12,000

- **Note:** that as the design stage is yet to be completed and quotes will be required from contractors, this cost is an estimate.
- The first 180m of Mapletree Lane from its junction with Mill Green Road is private with no public access rights and therefore not maintainable at public expense. As such, the proposed LHP scheme does not include works to this section.



**Map Showing Public Rights of Way**

- Footpaths
- Bridleways
- Restricted Byways
- Byways

Please note; This map is for general reference purposes only. It cannot be used to prove or disprove the existence or alignment of a public path. In the event of any dispute or query, and for all legal purposes, always refer to the statutory Definitive Map of Public Rights of Way



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## **Scheme Location: Bridleways 12 and 13 (Highwood) and 13 (Ingatestone) – Surface and Drainage Improvements**

### Scheme location:

This scheme will improve the parts of Bridleways 12 and 13 (Highwood) and Bridleway 13 (Ingatestone), which are **in Chelmsford city and the Brentwood borough respectively**. The bridleways join Mapletree Lane, Ingatestone Road and Mill Green Road.

These bridleways provide very valuable links in the surrounding network providing a significant distance off road route for walkers, cyclists and horse riders who would otherwise be forced onto the local country roads.

### Scheme description:

This scheme is required to improve the surface condition and drainage of the bridleways, for an approximate length of 970m and to a width of 2m.

The existing surface of the bridleways is heavily poached and in places rutted making access very difficult for all user groups without having to deviate significantly off the route onto private land. This damage is the result of a number of factors including large amounts of leaf litter build up due to the woodland nature of the route, heavy use by horse riders, poor weather conditions, poorly maintained drainage and vehicle use by contractors undertaking forestry operations in the woodlands.

Works will involve the scraping off of the leaf litter that has built up on the routes, laying crushed concrete to provide a firm base then topping with recycled road planings. Along the bridleways there are also a number of piped culverts where the routes cross drainage ditches. Many of these pipes appear to be blocked which has resulted in water backing up and the surface of the paths becoming particularly boggy and so these pipes will be jetted to ensure that water can flow freely. Should any pipes found to be damaged, they will be replaced as necessary.

As the routes will be surfaced as a result of the works, bollards will be installed at each point where the bridleways meet roads to prevent any unauthorised vehicle access which may result in the swift deterioration of the new surface.

Due to the nature of the works, the route will need to be closed to all users to ensure the safety of the public whilst works are being undertaken.

Numerous complaints have been received about these bridleways from Highwood Parish Council, walkers and horse riders who regularly use the route as well as the local representative of the Essex Bridleways Association.

Should this scheme be approved, discussions will take place with the company who manage the woodlands on behalf of the landowner in regards to the possibility of using alternative access routes into the woodland to remove or significantly reduce the need for occasional vehicle access along the bridleway when undertaking forestry works.

### Scheme delivery schedule:

Provided that funding is swiftly approved, a contractor chosen and cost codes added to Confirm in a timely manner, these works will be completed by October 2014 as the type of works being undertaken require ground conditions to be as dry as possible. It is estimated that the work will take 10 days to complete.

### Targets which the scheme will contribute towards:

This scheme will contribute towards the following Local Transport Plan and ROWIP targets –  
T1 – 40% reduction on Essex Road Safety Index baseline (in line with traffic growth);

- T2 – 40% reduction in Killed or Seriously Injured road casualties;
- T3 – 58.6% reduction in children KSI road casualties;
- T4 – 15% reduction in the number of people slightly injured in road accidents;
- T9 – 75% of all lengths of footpath and other rights of way to be easy to use by members of the public;
- T10 – To limit growth in area-wide vehicle kms to 9.6%.

Risks/barriers to implementation:

Lord Peter, who is the landowner of the woodlands through which these bridleways run, will be contacted and advised of these planned works. It is not envisaged that he will be object to such works being undertaken as he has given his consent to similar work envisaged that he will have any objections as the works being undertaken are similar to those that we have carried out on public rights of way over his land in previous years.

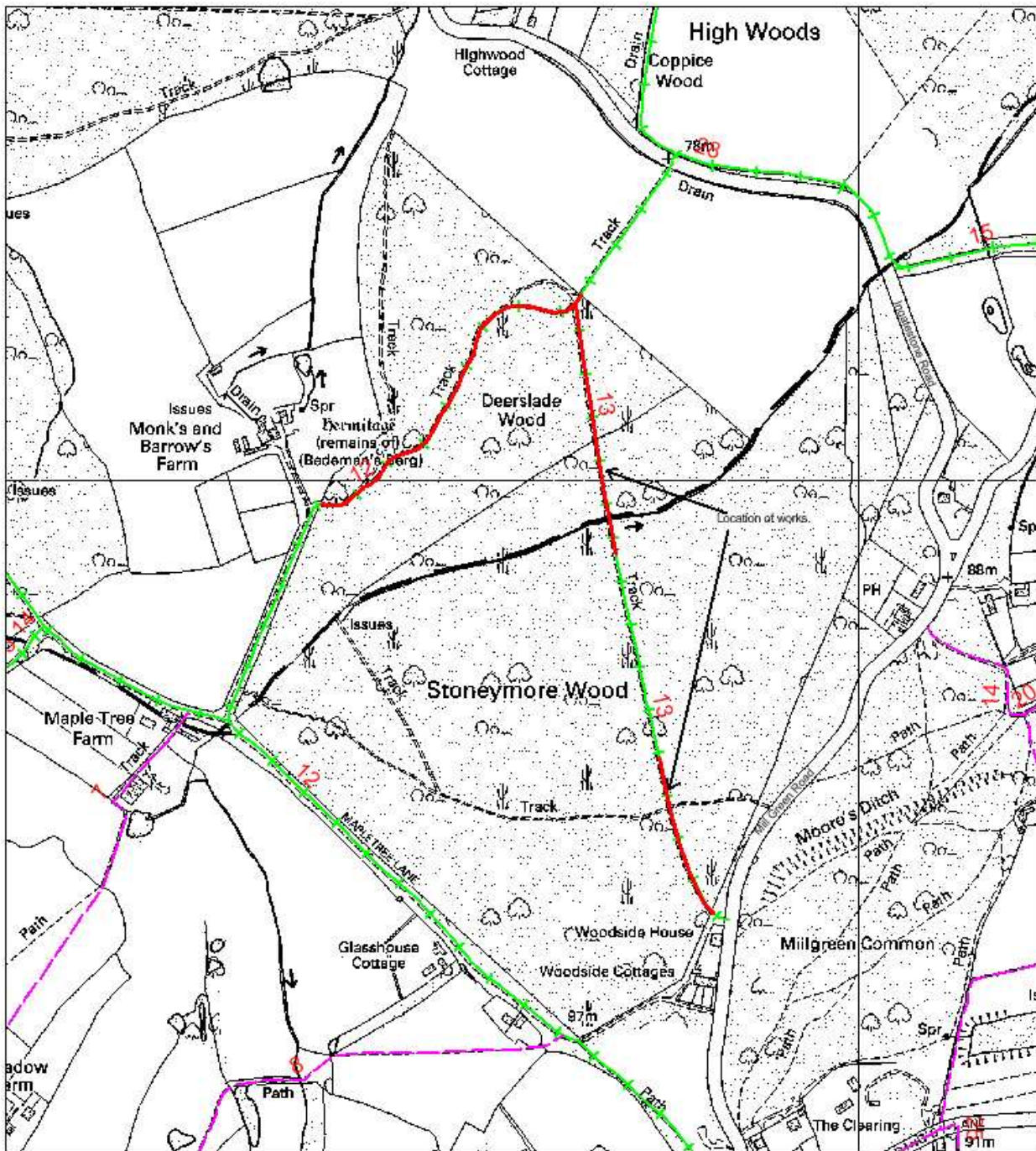
Photos showing current condition of bridleways:



**Scheme cost estimate:** £28,000



- This estimated costs involved staff time, labour, materials and the cost of a temporary closure.



**Map Showing Public Rights of Way**

- Footpaths
- Bridleways
- Restricted Byways
- Byways

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## ESSEX COUNTY COUNCIL AND BOROUGH OF BRENTWOOD LOCAL HIGHWAY PANEL – 10 April 2014



### **REPORT 6: SCHEMES REQUESTS UPDATE**

Scheme requests supported by LHP Members and/or Town/Parish Councillors should be submitted to the Highways Liaison Officer (HLO), ideally on a scheme request template.

Scheme requests are submitted by the HLO for validation by an Essex Highways technical expert.

Validation is an initial, brief assessment of the feasibility of a scheme, options for next steps and provisional cost estimates for the Brentwood Highways Panel to consider for funding. The cost estimates provided are purely an initial estimate and are subject to change once the sites have been investigated in greater detail.

The validation will also assess whether the scheme request meets current implementation guidelines and satisfies ECC policy requirements. For some requests, a pre-validation survey is required.

Where available, updates on the scheme requests are illustrated below in blue. Those schemes that can go forward once the validation has been completed are added to the 'potential schemes list' Report 3.

The report is divided into:

- A: Scheme/ survey requests – survey results received since the last Panel meeting
- B: Scheme requests – for validation
- C: New survey requests that require funding

# A: Scheme requests - survey results received

## **A1: Woodman Road –speed related issues (Existing Speed Limit: 30mph)**

Request from Cllr Kendall with regard to residents in Woodman Road who have raised concerns over vehicle speeds using the road. Although the road has existing road humps there is concern locally that these are not high enough to reduce speeding vehicles. Apparently there have been a number of collisions involving parked cars and vehicles passing each other at speed.

### **Proposal:**

- Checking the height of the existing road humps and if possible, increase the height of the road humps.
- Consider installing a vehicle activated sign(s).
- Looking at the option of installing a chicane

Location of survey undertaken (from 4 March 2014 for seven days)



The summarised results for the mean speeds for 12 hour period (7.00-19.00) for the 5 weekdays are below

<b>Woodman Road</b>	<b>east bound</b>	<b>west bound</b>	<b>combined</b>
<b>Mean average</b>	<b>25.9</b>	<b>25.4</b>	<b>25.6</b>

The request has been submitted for validation. Waiting on update

## A2: Great Warley Street; south of Bird Lane. (Existing Speed Limit: 40mph)

Cllr Kendall has been contacted by some residents who are concerned about a number of speed related issues that are affecting their quality of life and causing a danger not only to residents but also to the many motorists that use this busy road. The request has been submitted for validation and one of the recommendations was that a second speed survey should be carried out further south within the 40mph speed limit.

The original speed surveys results recorded nearer the Village gateways are summarised below:

Gt. Warley St	North bound	South bound	combined
Mean average	41.6	44.6	43.1

The original results indicate slightly poor compliance of drivers observing the existing 40mph speed limit. However, the excess speed is less than +5mph and therefore measures such VAS would not be eligible.

The response from the initial validation and speed survey recorded north of Bird Lane junction was as follows:

### **Officer response:**

1. Existing BBC HGV prohibition which is signed from A127 – but this does not exclude HGVs on legitimate local business. Enforcement should be requested direct to ECC Trading Standards.
2. Chicanes would not be appropriate on PR1 route.
3. There are already village gateways near St Mary the Virgin. New sign south of Woodlands Sch. would be part of validation.
4. Most traffic calming measures would not be appropriate on a PR1 route that is restricted to 40 and 30 in main residential area. There is a double sided VAS near the top of Great Warley St. Request needs more clearly defining for validation. Speed survey ordered.
5. 5 year accident stats – 16 slight & 3 serious over 2 km stretch. Main cause driver error/carelessness, especially in wet. 2 alcohol related, 2 possible speeding. 3 serious were 2 motorcycles and 1 bicycle. Does not currently meet accident reduction scheme criteria.

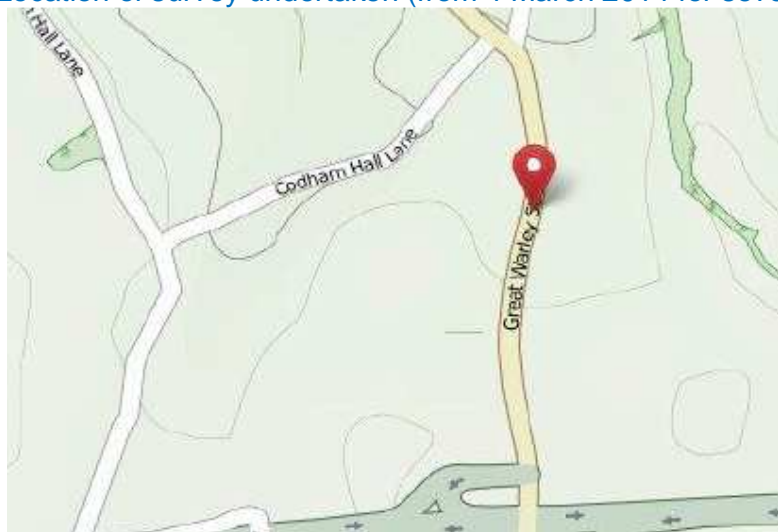


**Additional information:**

Recommend undertaking a second Speed survey south of Bird Lane.

The summarised results for the mean speeds for 12 hour period (7.00-19.00) for the 5 weekdays are below.

Location of survey undertaken (from 4 March 2014 for seven days)



The new speed survey results have been submitted for validation. Waiting on update

<b>Great Warley Street</b>	<b>south bound</b>	<b>north bound</b>	<b>combined</b>
<b>Mean average</b>	<b>39.5</b>	<b>40.2</b>	<b>39.9</b>

Again, the results indicate slightly better compliance of drivers observing the existing 40mph speed limit compared to the northern survey. However, the excess speed is less than +5mph and therefore measures such VAS would not be eligible.

### A3: Canterbury Tye, Pilgrims Hatch speed related issues (Existing Speed Limit 60mph)

At the last panel meeting a request had been received to carry out a speed survey for this location due to speeding concerns raised by local residents...

Location of survey undertaken (from 13 March 2014 for seven days)

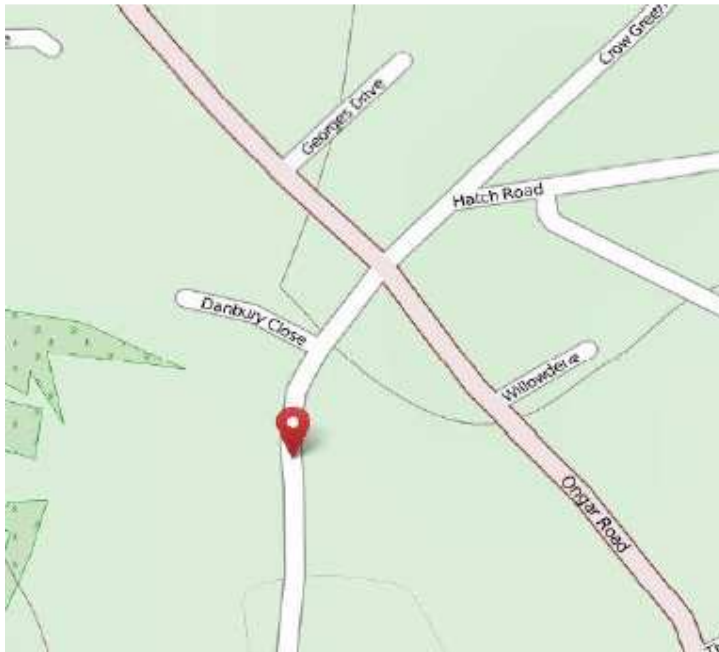


The summarised results for the mean speeds for 12 hour period (7.00-19.00) for the 5 weekdays are below.

Canterbury Tye	south bound	north bound	combined
Mean average	35.6	39.5	37.5

The results indicate good compliance of drivers observing the existing 60mph speed limit.

#### A4: Sandpit Lane, Pilgrims Hatch – HGV concerns



Request from Cllr Kendall with regard to residents in Sandpit Lane who are experiencing problems with heavy lorries using the lane causing congestion, significant erosion of the verges

Assess what else can be done to tackle the problem. Would it be possible to introduce a total HGV ban and any further measures to prevent HGVs entering Sandpit Lane?

The summarised results for the mean speeds for 12 hour period (7.00-19.00) for the 5 weekdays are below. The survey took place from 22 March for 7 days.

Currently the request has not been submitted for validation.

<b>Sandpit Lane</b>	north bound	south bound	combined
Mean average	32.3	30.7	31.5
Average weekday HGVs (rigid)	1	7	8
Average weekday HGVs (Artic)	1	2	3
Average weekday LGVs/ MGVs	71	62	133



## **B: Scheme requests for validation**

	Location	Problem	Cllr	status
<b>Requests submitted for validation</b>				
1	Devils Head	Re-assessment of the viability and cost of a feasibility study for roundabout or signalisation at Devils Head including an assessment of previous BBC research and plans.	Kendall	Currently waiting on validation results.
2	Hartswood Road, Kings Rd, Pondfield Lane	New signage for 3 zebras following safety assessments	Kendall	Currently waiting on cost estimates for the additional signs for the three sites. Added to the potential schemes list as an amber scheme.
3	Alexander Lane, between school astro turf pitch and recreation field	Build out to aid safe student crossing and calm traffic	Cohen	Boundary check requested 11.12.13 Speed survey 2009 = av. 24.3 mph Validation submitted 11.12.13; waiting on validation results.
4	Bird Lane	Problems with heavy lorries using the lane causing congestion, significant erosion of the verges and damage to low tree branches. Assess what can be done to tackle the problem. Would it be possible to introduce an HGV ban in Bird Lane?	Kendall	Currently waiting on validation results.
5	Seven Arches Rd near County High School	Zebra crossing request	Kendall	Recommendation for a further pedestrian survey to be carried out in April/ May.
6	B186 Gt. Warley St – Warley St to A127 (approx. 2km)	Concerns with speeding	Kendall	Speed survey completed. See Report 6 section A
7	Woodman Road, Warley	Concerns with speeding	Kendall	Speed survey completed. See Report 6 section A. Waiting on validation results.

8	Roman Road, Mountnessing	Pedestrian Refuge Upgrade	Parish Council	Currently waiting on validation results.
9	Myrtle Road j/w Warley Hill	Provision of Bell bollard to protect footway	Kendall	Validation submitted 1.3.14 has been added to the potential scheme list.
10	Hunter Avenue j/w PROW 171	Provision of pedestrian warning sign at junction	Aspinell	Validation submitted 4.4.14 has been added to the potential scheme list.
11	Hunter Avenue adjacent to BBC car park	Footway widening request	Cohen	Validation submitted 4.4.14
12	Rayleigh Road/ Poplar Drive	Crossing request	Hirst	Validation submitted 4.4.14
13	Great Ropers Lane	20mph speed limit	Kendall/ Tee	Validation submitted 4.4.14
14				
15				

**Requests awaiting survey results before validation**

1	Warley Hill, Tesco Express forthcoming	Zebra crossing request. Failed CDPV <sup>2</sup> test. New test to be done when store opens. Tesco may consider contribution if test passed.	Kendall	CDPV <sup>2</sup> approved. Order when store opens Validation not drafted until survey in
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### Requests declined

1	Burland Rd j/w Wates Way	Traffic on Burland Rd takes a short cut up no entry Wates Way. There are no entry signs but needs to be an advance no left turn sign on 2nd from last lamp post on Burland Rd	Aspinell	Burland Road is classified as a Local Road 20mph speed limit applies with TC measures. Wates Way is classified as a Private Road/Private Estate 20mph speed limit applies with TC measures  The request has been declined. However, an alternative proposal has been suggested and added to the potential schemes list.
2	Highland Ave near j/w Tree Tops	Island serves no purpose and restricts parking. Can it be removed?	Aspinell	The traffic island is a necessary measure to demarcate to change to the traffic flow in Highlands Avenue and cannot be removed; indeed a KLB bollard should be added to increase the visibility of the traffic island. This has been added to the potential schemes list.
3	Western Rd between William Hunter Way & Park Rd	Priority working island is a hazard and has been hit many times. Can it be removed?	Aspinell	The request for removal of this TC measure is inappropriate as it seems to be very effective by observation, poor driving standard coupled with speeding would probably account for all the accidents at this location; No reported personal injury accidents recorded.
4				

## C: New survey requests received

### New Survey Requests

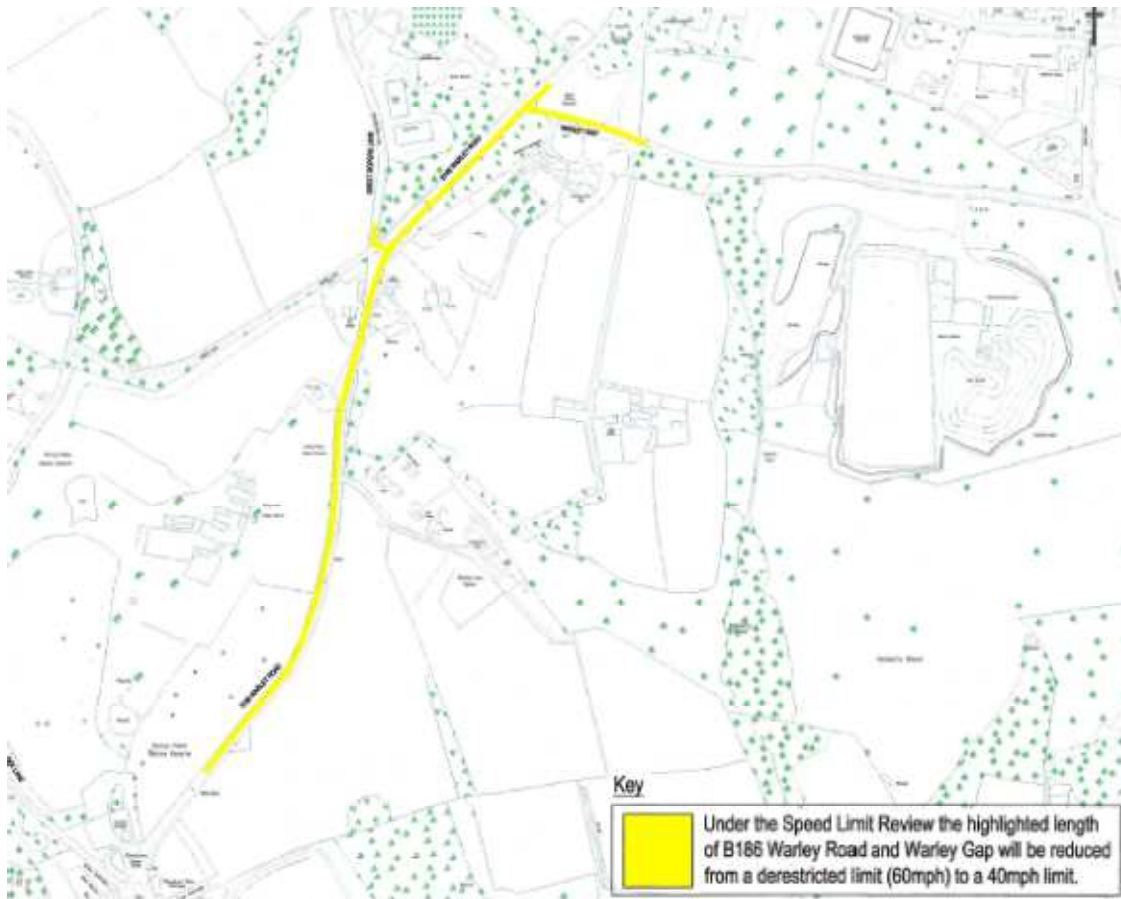
1	Great Ropers Lane	Speed survey requests (x2) for a 20 mph speed limit request.	£420	Two surveys would be required along the lane
2	Seven Arches Road	Zebra crossing request	£910	The recommendation is that a second survey is carried out during April/ May as it is felt that the pedestrian survey will record a higher score.

3	Hutton Mount	Speed survey requests (x10) for a 20mph speed limit request for the area.	£2,100	The potential scheme could include a number of roads and several surveys will be required to validate the request.
4	Rayleigh Road/ Poplar Drive	Pedestrian count for Poplar Drive/ The Spinney (£220); Pedestrian Survey for Rayleigh Road (£870); Traffic count (£490)	£1,580	This relates to the pedestrian request at the junction of Rayleigh Road and Poplar Drive.
	Ongar Road j/w Eagle Lane, Kelvedon Hatch	Pedestrian survey	£910	As part of the pedestrian refuge design a request has been received to carry out a pedestrian survey at part of the proposals.
			£5920	

## Gt Ropers Lane & Ursuline Convent School, Brentwood 20mph Speed Limit Request

### Purpose of Report:

To advise the Panel that a number of queries have been received as a result of the recently imposed 40mph speed limit on B186 Warley Road as part of the Speed Limit Review. This note is intended to clarify the situation



### Background/ Detailed Summary:

A 40mph speed limit was proposed on the B186 Warley Road and associated side roads as part of the Speed Limit Review as shown on the attached plan reducing the speed limit from the national speed limit. The proposal was sent to the local Members on 12 December & advertised in the Brentwood Gazette on 19 December 2012 allowing 28 days for comments. No comments were received during the objection period.

The proposal was sealed on 17 February 2014 and came into operation on 31 March 2014, the necessary signs been installed during this period as required under the procedure regulations.

As set out in the advertised proposals part of Gt Ropers Lane, from its junction with Warley Road northwards for 35m, was included as part of the 40mph speed limit. This has required the introduction of terminal signs being installed at the change from 40mph to national speed limit at this point

### **Current Position:**

The installation of national speed limit signs on Gt Ropers Lane has caused two members of the public, both parents of children at the Ursuline School, to make contact regarding these changes. They are unhappy that the signs that have been introduced are highlighting the national speed limit on Great Ropers Lane.

The speed limit (other than the southern 35m near Warley Road) has not changed. The speed limit for the road outside the school was the national speed limit prior to the installation of the signs subject to complaint & remains at the national speed limit.

### **Recommendation:**

- In the interim two speed surveys are carried out on Great Ropers Lane in the vicinity of the school and south of the school.
- The request is validated to consider a 20mph speed limit or other appropriate measures with a view to report these findings to the next Local Highways Panel.
- **Speed survey costs:** £210 per survey (includes a seven day speed and volume survey).



## REPORT 8

### RAYLEIGH ROAD/ POPLAR DRIVE, BRENTWOOD

**Introduction:** The purpose of the report is to advise the Local Highways Panel that a request has been received for the introduction of a pedestrian phase for the Poplar Drive/ Rayleigh Road traffic signals.



#### **Background Information:**

A local resident who has a child attending one of the local schools has highlighted a number of difficulties for pedestrians trying to cross Rayleigh Road and would like to see the introduction of a formal crossing. The suggestion has been to investigate the provision of a pedestrian phase for the existing traffic signals at the junction of Poplar Drive. From the junction of Hanging Hill Lane down to Shenfield High Street there is no pedestrian crossing. Children attending Long Ridings School, have the option of using a back entrance at Poplars Hall, Poplar Drive. St Joseph's School also has a back entrance from Poplar Drive. The local resident likes to walk to and from school but finds it very difficult to cross the road; currently they use the lights at the Poplar Drive junction, but these lights are for traffic control only and do not have a pedestrian phase.

#### **Current Position:**

Following a previous request the phasing of these traffic signals have only recently been changed to improve the green phase for vehicles exiting Poplar Drive. Previously the maximum green time for Poplar Drive was set to only 10 seconds, hence this is only enough time for 3-4 cars to exit. This has been increased for the off-peak max green time for Poplar Drive to 18 seconds which allows some 8-9 cars to exit, more than twice as many as before. A slight increase was also made to the Rayleigh Road maximum green time to compensate for the additional Poplar Drive green time. The increased max time for Poplar Drive will now run between 09:30 and 16:45 on weekdays between the AM and PM peak periods.

### Key Considerations:

- There is no other crossing facility on Rayleigh Road for a long way each side of the Poplar Drive junction as highlighted by the member of public.
- During the recent site visit by the Traffic Signal Engineer they didn't see anyone trying to cross Rayleigh Road at or near the junction but can understand it could be hazardous during peak times.
- The injury accident data has been checked for the most recent 3 year period although there are no recorded accidents at this junction there was one serious accident involving a pedestrian at the Burses Way junction in February 2013.
- The request has been discussed with the traffic signal team who have a concern on the impact on junction capacity if a crossing phase was introduced. This would require an additional stage in which all traffic is stopped due to the layout of the junction and this additional stopping time could cause increased queuing, particularly on Rayleigh Road at peak times.
- The Engineer didn't witness the junction during peak times but understands that flows on Rayleigh Road are heavy so a crossing phase is likely to have a detrimental effect on capacity. Having said that we obviously don't know what the actual level of pedestrian demand currently is to be able to assess this at present.
- Although this crossing would be at a junction rather than a standalone facility I think it would still be appropriate to undertake a pedestrian survey assessment. plus traffic count. Once this information is to hand modelling of the signals can be undertaken to assess the effect of adding a crossing phase on the junction capacity.
- It has been recommended to assess the pedestrian demands say 50m each side of the junction to capture an accurate picture of crossing demands. It is difficult to know whether the provision of a crossing would then attract more pedestrians to cross if the previous lack of a facility had suppressed demand. There is currently an uncontrolled crossing with dropped kerbs/tactile paving at the junction across Rayleigh Road east of The Spinney which could be modified as a controlled crossing. There are also uncontrolled crossings over Poplar Drive and The Spinney.
- If the panel are minded to go ahead with this assessment the traffic signal team could undertake this work as a feasibility study.

### Recommendation:

In light of this information, the following options may wish to be considered:

- Undertake a pedestrian survey and traffic count at the site plus additional pedestrian count for The Spinney and Poplar Drive **(Estimated cost: £1,580)**
- Complete a feasibility study to determine whether adding a pedestrian phase will impact on the junction capacity and provide estimated costs for adding a pedestrian phase at this location. **(Estimated cost: £4,000)**

### Brentwood Railway Station Warley Hill, Brentwood

#### Purpose of Report:

To advise the Panel of the meeting that took place on 26 February 2014 with the Local Ward Members and County Member to do with the general condition of the area outside the main entrance to the station.

#### Background/ Detailed Summary:

The Councillors would like to see the area upgraded as it is the main gateway to the town and it looks very shabby and un-kept and preference would be to upgrade paving/ street furniture within the vicinity of the station

- Borough Councillors in Warley/ Brentwood West have all expressed concern about the state of the area.
- Petition signed by residents and local shop keepers in support of a scheme (not included with the validation form) and local Renaissance Group.



2010 Audley End Station Enhancement Scheme

In the short term investigations have taken place to have the guard railing painted by the Highway Rangers and for some minor repairs to the pavements in the area, the carriageway markings refreshed for the crossings in the vicinity of the station and the litter to be removed from the bank on the western side opposite the station.



**Current Position:**

Following discussions with Officers at County Council there is an option to carry out some preliminary designs and costs for the key areas that have been identified and should not affect any future Cross rail proposals. The areas have been split into 4 key locations that the Panel may wish to discuss and take forward; the options are as follows:

**Option 1: Area outside the main entrance.**



Extent of area to be considered (east side only) from main entrance northwards to the end of the bus lay-by.

**Extent of Option 1**



**Option 2: Western footway opposite Station entrance.**



**Extent of Option 2** —from pedestrian crossing northwards to j/w St James Road.



**OPTION 3: Eastern footway south of the Station.**



East Side Only -Just south of the main entrance to the corner of Myrtle Road.

**Option 3**



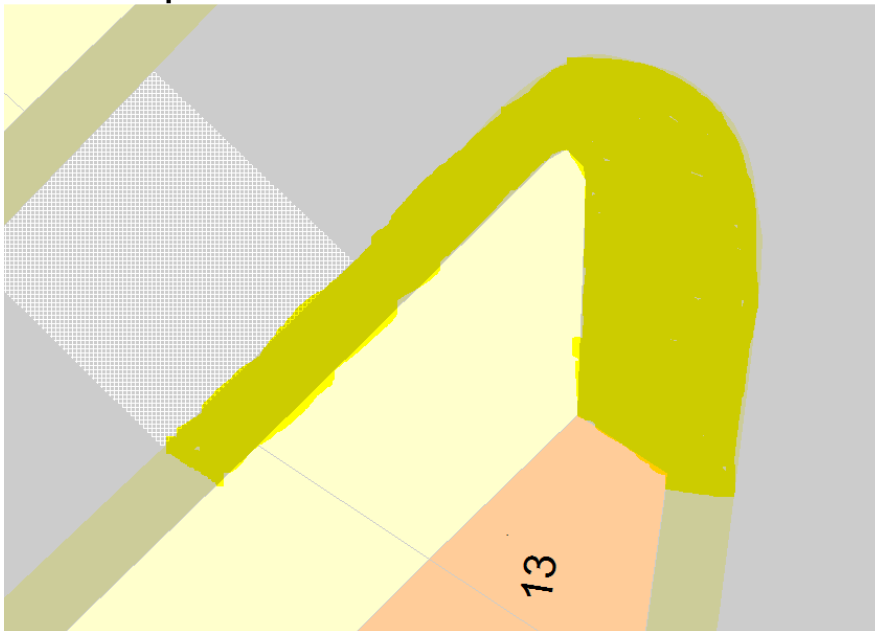


#### Option 4:

West Side Only: Corner of Warley Hill/ Crescent Road



**Extent of Option 4:** From Crescent Road Zebra to the corner of No.13



#### **Recommendation:**

Currently there is £19,000 that has been approved as part of the Cross rail study (reduced from £25,000 to £19,000 at the last LHP meeting on 20.01.14) that could be used to prepare some designs and costs for the four areas featured in this report. Once these proposals have been designed and estimated they can be brought back to the Local Highways Panel for consideration and could be taken forward as one scheme or 'phased' subject to the overall costs.





# ESSEX COUNTY COUNCIL AND BOROUGH OF BRENTWOOD LOCAL HIGHWAY PANEL – 10th April 2014 REPORT 10: RANGERS AND REVENUE MONIES UPDATE

## Purpose of report

- To provide Members with an update on the Highways Rangers service for 2014/15 and to highlight recent minor requests that have been received and could be funded from the revenue budget.

For this financial year there is again the £130,000 allocation for the provision of the Highways Rangers service.

As with last year Brentwood Borough Council will be operating this service at a cost of £85,000 allowing the opportunity for the savings on this service to be reinvested back into the borough.

Members are advised that like last year there is no longer a central budget for completing speed surveys or pedestrian/ vehicle surveys so the Panel need to consider providing some funds from the revenue budget for undertaking adhoc surveys; these will be essential in completing some of the validation requests that are received for speed limit and pedestrian crossing requests. It is suggested that this figure stays the same as last year (£10,000) the average cost of a seven day speed survey is £210 and pedestrian/ vehicle survey is £910.

A suggested breakdown of the budget would be as follows:

Ad hoc signs	£8,500
Adhoc speed/ pedestrian surveys	£10,000
Highway Rangers, delivered by Brentwood Borough Council	£85,000
Locally determined schemes/ feasibility studies	£26,500
<b>Total</b>	<b>£130,000</b>

Please note any signing requests that receive funds from the ad hoc signing allocation would need to be ordered at the beginning of the financial year to allow the works to be completed in time and to avoid the allocation being lost at the end of the financial year.

## Highway Rangers works

Members are reminded that the type of works which can be undertaken the Rangers are as follows:

- Cleaning and minor repairs to non-electrical road signs
- Cleaning and minor repairs to street furniture
- Reinstatement of posts and bollards (minimal excavation)
- Trimming of vegetation and removal of arisings
- Adhoc grass cutting and strimming
- Localised cleaning and minor excavation of roadside grips
- Removal of weeds or vegetation from pavements
- Scavenging and removal of deposits and small fly tips from highway land
- Removal of illegal signs and fly posting
- Minor block/flag paving repairs
- Minor painting of street furniture

Requests for Highways works should be directed to: [highway.enquiries@essex.gov.uk](mailto:highway.enquiries@essex.gov.uk) with **HIGHWAY RANGERS BRENTWOOD** in the subject title.