



ESSEX COUNTY COUNCIL WITH BOROUGH OF BRENTWOOD LOCAL HIGHWAY PANEL – 28 JANUARY 2013

Date: Monday 28th January 2013
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 Roberts CC Member Cllr Hossack BC Member, Cllr Hirst BC Member, and Cllr Sparling BC Member.

Other Attendees Cllr Howard CC Member (Deputy Cabinet Member for Highways), Adrian Tidbury (BBC), Jean Sharp (BBC) Hannah Neve (ECC) and Chris Stoneham (ECC).

Time	Item	Lead:	Papers:
1	Welcome and Introductions	Chair	Verbal
2.	Declarations of Interest	All	Verbal
3.	Apologies for absence	All	Verbal
4.	Update on schemes approved <ul style="list-style-type: none"> o Update on schemes committed – including designs and location plans where available o Update on financial position 	CS	Report 1
5.	Potential scheme list Scheme reports <ul style="list-style-type: none"> - PROW - Ingatestone 38 - Sandpit Lane mini-roundabout - SAFETY SCHEME – Pondfield Lane / Hanging Hill Lane <ul style="list-style-type: none"> o Summary of schemes validated and available to commit funds to o Schemes awaiting validation – for information only o New Schemes for Brentwood (Bus Stops) 	CS	Report 2 Report 3 Report 4 Report 5 Report 6 Verbal
6.	Highway Rangers and Revenue expenditure <ul style="list-style-type: none"> o Reminder of Rangers works o Revenue expenditure items 	CS	Report 7
7.	Capital Maintenance Programme (for information)	CS	Report 8
8.	Any other business	Chair	Verbal
9	Date of next meeting:	Chair	Verbal



ESSEX COUNTY COUNCIL AND BOROUGH OF BRENTWOOD LOCAL HIGHWAY PANEL – 28 JANUARY 2013 REPORT 1: APPROVED SCHEMES UPDATES

The following list indicates which schemes the panel members have approved for funding at the previous meetings already held this financial year and which have been signed off by the ECC Cabinet Member for Highways.

Where available an update on the current position with the schemes below is also provided in terms of the current estimate on the scheme cost and if additional funds are required, they are highlighted below in red

	SCHEME	Funds approved	Current Cost estimate	Estimated completion date	UPDATE
J U L Y	Shenfield Station - IT619 Cycle storage	£15,000	£18,000	Feb 2013	At the Nov meeting the members agreed to the provision of an additional £3,000 for this scheme. Following clearance from Brentwood Borough Council to utilise their land within the Hunters Way car park the works have now been ordered to incorporate the following aspects. <ol style="list-style-type: none"> 1) New covered shelter in Hunters Way car park 2) Refurbishment of existing facilities on the footway which leads through to Margaret Avenue 3) Refurbishment of existing facilities to the side of Shenfield station
J U L Y	Billericay Road, Herongate - IT627 New footway	£12,000	*£17,000	March 2013	Engineers have completed a design (as below) and are awaiting the return of the Stage 2 Safety Audit to confirm that it can proceed. As previously identified the cost estimate of the scheme is greater than the £12,000 initially suggested.

Enlarged View - Scale - 1:500

- LiningDiag 1012.1 to be remarked
- New 3.2m wide uncontrolled crossing to be installed opposite adjacent crossing point.
- New crossing to meet existing footway levels
- Verges to be excavated/made up to the existing level of the carriageway.
- Approximate area of footway 117m x 1.2m = 140m²
- New HB2 kerbing to be provided along new footway.

1.7, 1.9 & 1.14

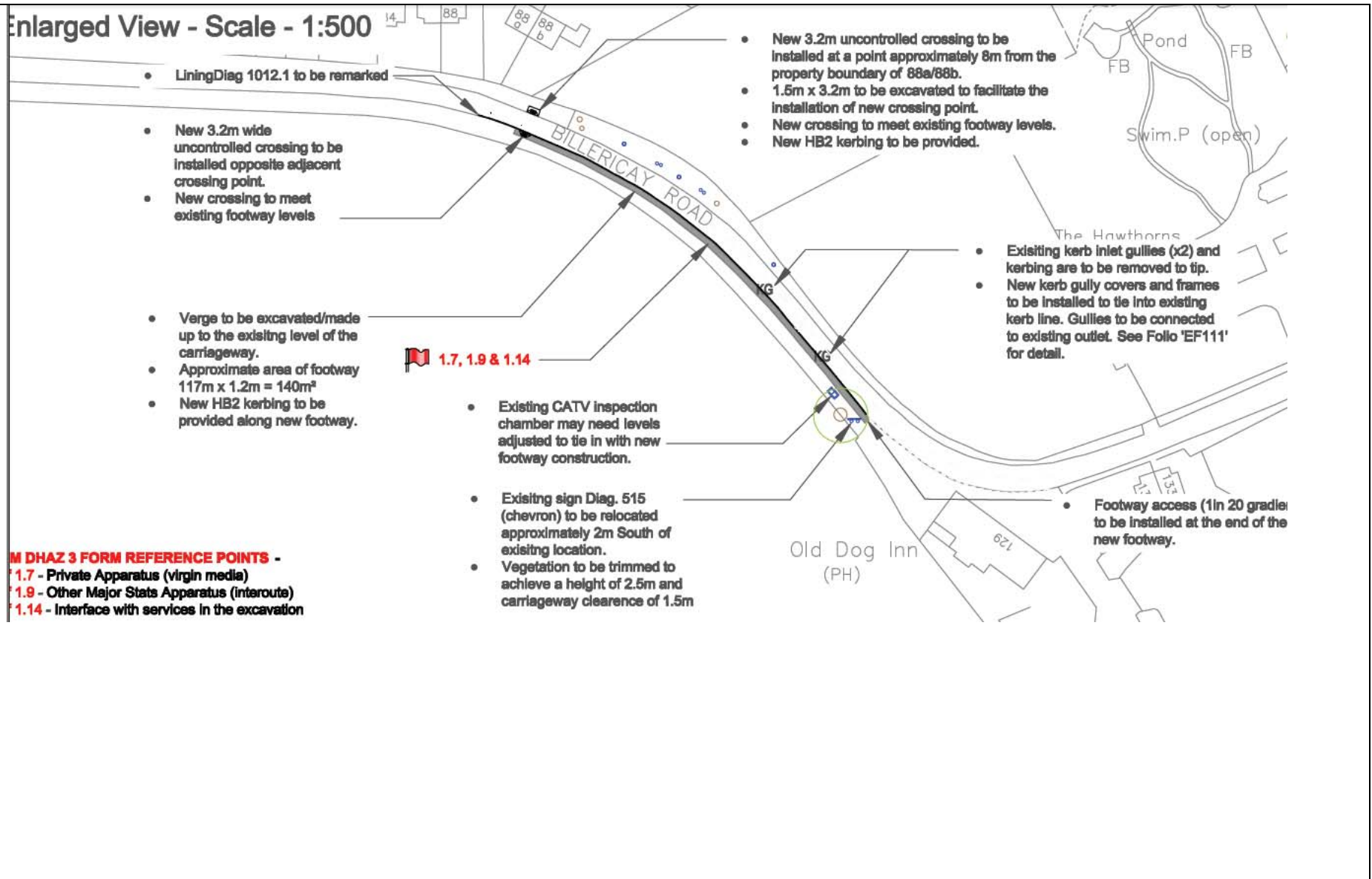
- Existing CATV inspection chamber may need levels adjusted to tie in with new footway construction.
- Existing sign Diag. 515 (chevron) to be relocated approximately 2m South of existing location.
- Vegetation to be trimmed to achieve a height of 2.5m and carriageway clearance of 1.5m

- New 3.2m uncontrolled crossing to be installed at a point approximately 8m from the property boundary of 88a/88b.
- 1.5m x 3.2m to be excavated to facilitate the installation of new crossing point.
- New crossing to meet existing footway levels.
- New HB2 kerbing to be provided.

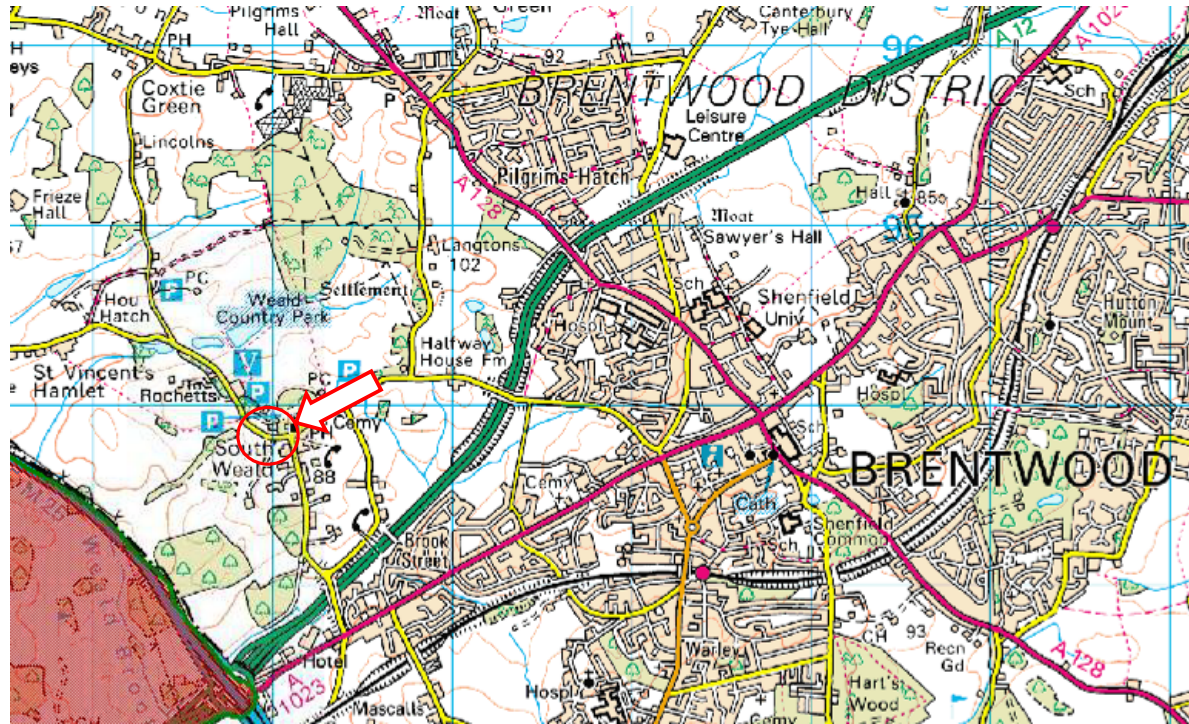
- Existing kerb inlet gullies (x2) and kerbing are to be removed to tip.
- New kerb gully covers and frames to be installed to tie into existing kerb line. Gullies to be connected to existing outlet. See Folio 'EF111' for detail.


- Footway access (1 in 20 grade) to be installed at the end of the new footway.

M DHAZ 3 FORM REFERENCE POINTS -
1.7 - Private Apparatus (virgin media)
1.9 - Other Major Stats Apparatus (interoute)
1.14 - Interface with services in the excavation



Y L C J	Weald Road – South Weald minor safety improvements	£5,000	£5,000	March 2012	This scheme was for the introduction of reflector posts to delineate the bends on the stretch of road below along the lines of the Where You Look is Where You Go treatment
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J U L Y	21014016, Garden Centre. Address: Brentwood Road, Ongar	£20K for all 3 BSI schemes	TBC	TBC	Discussions are ongoing with the Councillor representatives and the ECC Passenger Transport Team regarding the specifics of the BSI schemes
J U L Y	06009014, Whadden Chase. Address: Roman Road, Ingatestone	£20K for all 3 BSI schemes	TBC	TBC	As above
J U L Y	DGK0861, Shops. Address: Danes Way, Brentwood	£20K for all 3 BSI schemes	TBC	TBC	As above
O C T	Church Road/Old Church Road, Mountnessing – Junction Improvement	£5K COMPLETE			

O C T	Thorndon County Park – improvement to the bell mouth	£20,000	£20,000	TBC	
N O V	Brentwood Borough cycling study	£25,000	£25,000	TBC	An overall study of the cycle ways and cycling facilities in Brentwood will proceed. This is a big project which will take a considerable amount of time to complete so updates will be provided where available
N O V	Rayleigh Road j/w Poplar Drive, Hutton Traffic Signal adjustment	£6,000	£6,000	TBC	The proposal is for a software update which deal with some reported congestion problems exiting Poplar Drive at peak times.

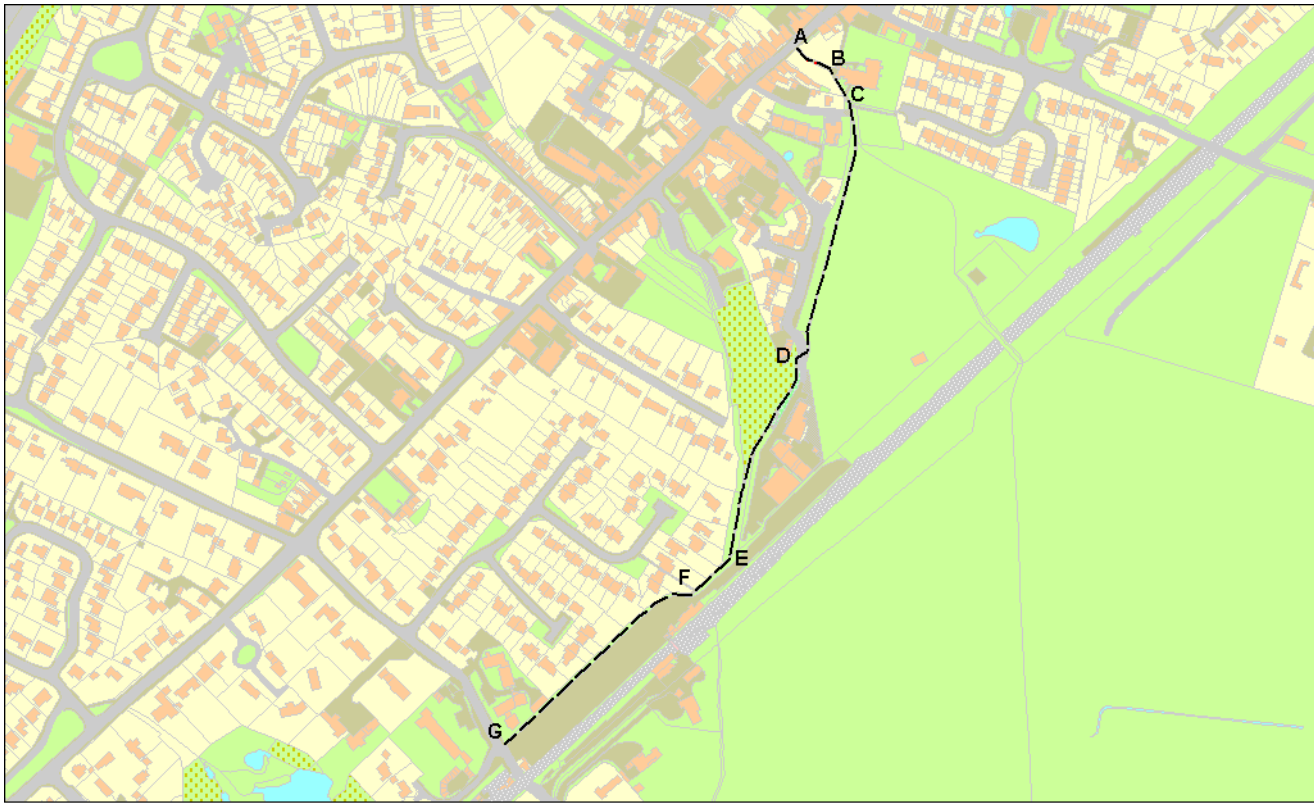
The running total on capital monies committed by the Brentwood Panel currently stands at: **£111,000** .

*** The Billericay Road, Herongate footway scheme requires an additional £5,000 to proceed which would take monies committed by the Panel to £116,000**

Members are reminded that all costs are indicative so could be subject to increases once schemes are under way.

Any cost increases will be brought back to the panel for their consideration and subsequently taken to the Cabinet Member for approval.

PROW SCHEME FOR INGATESTONE 38



Scheme Location - The scheme is located in the Ingatestone & Fryerning parish within the Brentwood borough. It predominantly involves Footpath 38 but also includes a short length of Footpath 39. These footpaths run between Station Lane, the Ingatestone station car park, through Fairfield and St Edmunds and St Mary's church grounds, to Ingatestone High Street.

Reasons for Scheme Proposal -

This scheme is being proposed following a number of complaints to local Prow officer from members of the public as well as from Ingatestone & Fryerning Parish Council.

These complaints have included the following concerns:

- The current poor surface condition of the route which in places is showing significant cracks forming;
- The route being too narrow for the high footfall it receives due to its close proximity to a number of schools, the High Street and the station car park.
- The overhanging of the footpath by cars which are parked directly adjacent to the route in the station car park thus greatly reducing the width of the footpath. Such obstruction often makes it necessary for people to walk along the route through the car park used by vehicular traffic rather

than following the definitive line of the footpath thus potentially bringing pedestrians into conflict with vehicles.

In February 2012 minor overlay works were undertaken and funded from revenue budgets to ensure the worst section of path surface was made safe as a stop gap whilst capital funding was applied for to undertake further works.

Scheme Description -

In regards to works required, please see the plan above

Point A to B - Overlay existing surface (35m length).

Point C - Overlay existing surface directly next to kissing gate.

Point C to D - No works needed.

Point D to E - Widening of route (158m length) by an additional 1.5m and overlay of existing section of surfaced path.

Point E to F - Widening of the route (45m length) by removing the existing chainlink fence, clearance of earth bank, construction of additional width (approximately 1m) of path and repositioning of fence between widened footpath and car park. Before undertaking the work here it must be ensured that widening the route will not cause part of the car park to become structurally unstable. This will require significant consultation with the owners of the car park.

Point F to G - Siding back of the footpath to reveal surfacing covered by earth. Installation of parking bollards or similar to prevent parked cars overhanging raised section of footpath. These bollards would be manufactured out of a flexible rubber material designed to bend under low speed impact without normally being damaged. This will require significant consultation with the owners of the car park.

The route would be subject to a temporary close with a diversion route in place whilst the above works are ongoing.

In regards to the legal process which must be followed to widen a public right of way, the existing footpath would require an extinguishment, which would be succeeded by a creation order thus legalising the creation of a wider route along this line. As already mentioned, this legal process would require the full support of the landowners as well as assistance from the Definitive Map Team and Legal Services.

Scheme Cost Estimate and land ownership -

The total cost for the complete scheme would be estimated at £55,000 (inclusive of works, TRO and Public Path Order costs).

Point A to C £1,600 - Incumbent of the Benefice of Ingatestone with Fryerning c/o Diocese of Chelmsford.

An application has been submitted to the above to undertake work within church grounds and the appropriate permissions have been granted. However, this permission only lasts for 9 months, expiring at the end of July 2013.

Point C to E - Lord Petre. (Point D to E is leased to Ingatestone & Fryerning Parish Council). Both Lord Petre and the Parish Council have conveyed their agreement with the proposal in writing.

Point D to E £24,500

Point E to G - Network Rail. (Leased to Greater Anglia with the car park being managed by NCP under contract from Greater Anglia). Despite emails and letters being written to Network Rail no response has been received from them in regards to the proposals.

Should the proposed work between **Point E and F** be undertaken on its own it is estimated that this would cost **£12,000** (including removal and replacement of fencing, excavating existing soil mound, constructing a widened path, top coating of new increased width and any necessary retaining works associated with the adjacent vehicle access). However, due to the poor current surface condition between these points which is showing significant cracking in the top coat, it is recommended that if these works described are not undertaken at present, this section of the route at least has a new top coat (anticipated cost £1,000) with the widening of the route still being possible at a later date.

As per the information previously provided the anticipated cost of the section from **Point F to G** will be **£18,250**.

On top of the above costs, **£995** is the cost associated with each closure of the route that is required and **£2,500** is an estimate of the costs involved in the legal process should the route be widened.



**ESSEX COUNTY COUNCIL AND
BOROUGH OF BRENTWOOD
LOCAL HIGHWAY PANEL – 28 JANUARY 2013
REPORT 3: A128 ONGAR ROAD J/W SANDPIT LANE /
HATCH ROAD, PILGRIMS HATCH**

Current situation

Officers have been investigating the possibility of constructing a conventional small solid island roundabout at the junction which would involve the acquisition of land that is not currently part of the public highway.

Any significant form of improvement at the junction is likely to involve diversion of statutory undertaker's equipment. Early indication from EDF and Transco suggest that diversion of their equipment alone would cost in the region of £480k. No figures have yet been provided from other utility companies whose equipment is known to pass through the junction and it is therefore likely that further costs would be applicable.

It is not possible to introduce a mini roundabout at the junction – four-arm mini roundabouts are not recommended where the sum of the maximum peak hour entry flows for all arms exceeds 500veh/hr. At junctions where these flows are exceeded, larger centre domes and over-run areas are recommended which help to separate out the conflicts and control speeds.

In addition, experience has shown that busy 4-arm mini roundabouts do not perform as well in operational or safety terms as other forms of junction. Four arm mini roundabouts are susceptible to widely variable accident rates.

Review of accidents

During the most recent 3-year period (May 2007 to May 2010) there have been 4 recorded injury collisions at the junction (all slight). Three of the accidents involved south bound vehicles colliding with pedestrians on the Zebra crossing and one involved a vehicle waiting to turn left from Sandpit Lane into Ongar Road being struck from behind.

Observations:

- Visibility from Sandpit Lane onto Ongar Road (south) is impeded by a number of what appear to be illegal signs, partially on private lane and partially on the public highway.
- Visibility of the junction for south bound vehicles and to the north for vehicles entering from Crow Green Road and Sandpit Lane is impeded by vegetation around the base of the mature trees in Ongar Road.
- Signage (Give Way and speed limit signs) in Sandpit Lane, when approaching the junction, is obstructed by overgrown vegetation.
- All road markings in the vicinity of the junction are worn/faded.

Recommendations for junction

Clearly, the costs associated with constructing a small solid island roundabout at the junction are prohibitive and not proportional to current accident levels. The total cost of such a scheme would most likely exceed £1M.

Traffic signals have also previously been suggested and some initial investigations have taken place. As with a roundabout scheme, traffic signals would also require land acquisition and the same statutory undertakers costs would apply.

A mini roundabout is not recommended and experience at other locations would suggest that this would actually have a detrimental effect on safety at the junction.

It is evident when driving south through the junction that the presence of the existing Zebra crossing is not immediately evident – there is a lot of vegetation and the drivers attention is first drawn to the junction and the likelihood of vehicles emerging from both side roads. All 3 collisions on this crossing have involved south bound vehicles.

There are a number of other remedial measures/improvements that could be investigated further:-

- Investigate either upgrading existing Zebra to Puffin crossing or addition of 'Visi-beacons' to increase crossing conspicuity.
- Remark all existing road markings 100m each side of the junction and on both side road approaches.
- Investigate replacing existing charcoal coloured anti-skid surfacing on Ongar Road with buff colour to improve junction conspicuity.
- Investigate lowering height of boundary fence adjacent to Rose and Crown PH to improve visibility for vehicles egressing from Sandpit Lane.
- Removal of illegal signs outside the Rose & Crown PH (this has been passed to the ECC Highway Inspector to progress).
- Cut back vegetation in Ongar Road north of the junction, especially growth around base of trees.
- Remove/cut back vegetation in Sandpit Lane that is obscuring existing signage on approach to junction.

Current accident rates would make it difficult to justify intervention and any measures would need to be funded from the ECC Locally Determined Budget as a local (LHP identified) accident scheme.

ECC Casualty Reduction Site Investigation 2012-13

Pondfield Lane Hanging Hill Lane

District: Brentwood

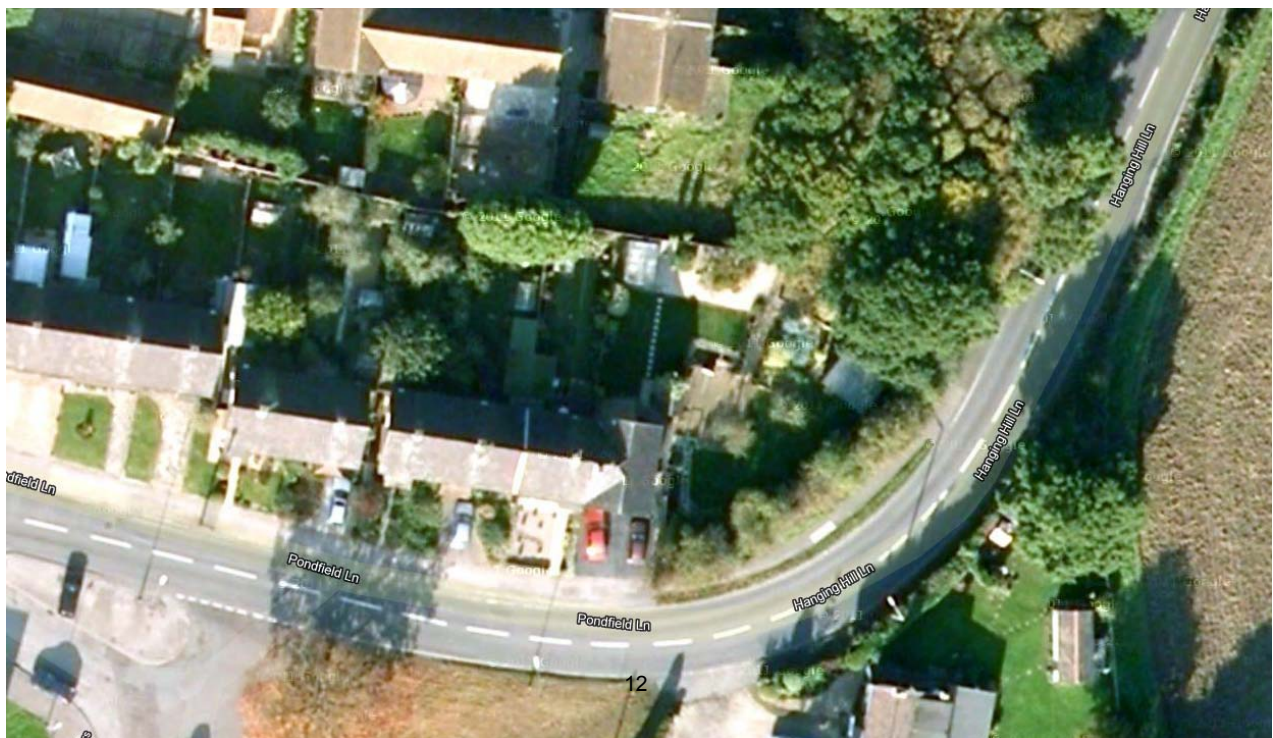
Investigation Period: 01/11/2006 to 31/10/2011

Grid Reference: 561697 193133

1.0 Site Location Plan



2.0 Aerial Photograph

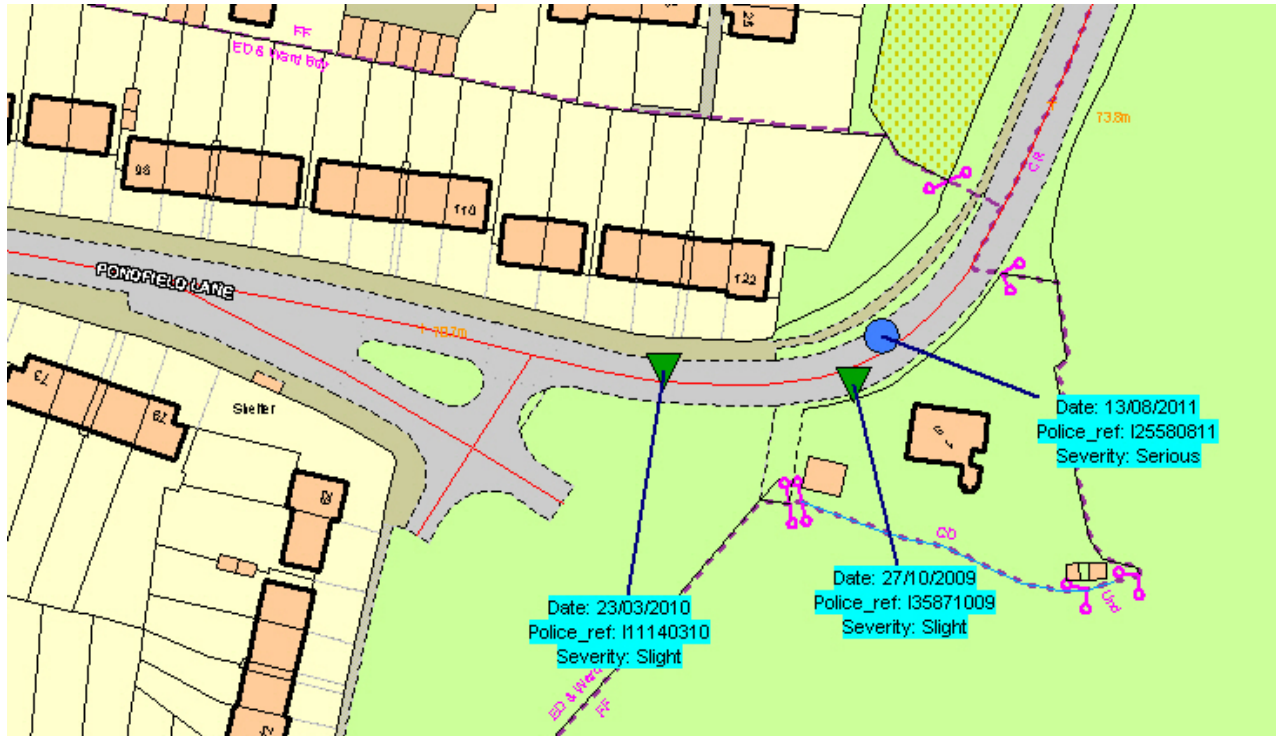


3.0 Site Description

The subject of this investigation is a cluster at a bend on Pondfield Lane Hanging Hill Lane. These lanes are part of a Secondary Distributor (PR2) that links the A128 with the A129 and is an alternative route to the often congested A1023 between these roads. The speed limit at the location of the subject cluster is set at 30mph.

It should be noted that this investigation has been driven more by the concern of residents than by reported personal injury data.

4.0 Personal Injury Collision Analysis (see AccsMap Data & attached stick diagrams)



A study of the recorded Personal Injury Collision data for the period from 01/11/2006 to 31/10/2011 at this location shows there have been 1 serious and 2 slight collisions.

27/10/2009: The driver of a west bound car lost control on a slippery surface, left the road and collided with a stationary vehicle.

- Slippery road (due to weather).
- Road layout (eg bend, hill etc.).

23/03/2010: Car braked sharply due to a good vehicle's load shedding.

- Overloaded or poorly loaded vehicle or trailer.

13/08/2011: An eastbound car failed to negotiate a left hand bend, entered the opposing side of the road and collided with a westbound car.

- Careless/Reckless/In a hurry.

5.0 Site Observations and Photographs

Observations during a site inspection on 30/11/11

Note that in response to resident's concern the following measures were completed during October/November 2011:

- 'SLOW' road markings added on both approaches to the bends to encourage reduced speeds.
- Existing edge of carriageway and road centre-lines renewed and widened to improve the delineation of the bend.
- Vegetation cleared on the inside of the bend so motorist's forward vision is improved when driving around the bend.
- Hazard marker posts installed around the outside of the bend to clearly delineate the road layout.

Also, the road surface of the subject bend was hydraulically retextured during December 2011.

Observations during a site inspection on 30/11/11:

The bend is sharp, turning through approximately 80° on a centreline radius of approximately 40m and a road width of around 6.6m. Many westbound and southbound vehicles were observed negotiating the bend towards or slightly over the centre line of the road, leaving very little space between opposing vehicles.

The presence of a fence, then a wide driveway then an open field on the outside of the bend may be disorientating for some west bound drivers.

During previous visits to the site vehicles were observed parked on the wide footway adjacent to 116-122 Pondfield Lane. These parked vehicles caused eastbound drivers to naturally give these vehicles a wide clearance by driving towards the centreline of the road at the entrance to the bend.

See photographs 1 to 6.

Photograph 1. Eastbound approaching the bend



Photograph 2. Eastbound at the bend



Photograph 3. Westbound approaching the bend



Photograph 4. Westbound at the bend



6.0 Recommendations

Encourage drivers to stay on their own side of the road by:

- Adding double white (no overtaking) centre lines around the bend with appropriate deflection arrow markings at each approach to the double white line section.
- Discouraging residents from parking on the footway adjacent to 116 to 122 Pondfield Lane.

For west bound drivers, clarify the direction of the bend and block any fixation on the open field by:

- Adding a yellow backed chevron board immediately after the driveway.
- Add yellow backing boards to the existing chevrons.

Ensure that the road surface has an acceptable level of skid resistance:

- The Maintenance Activity should check the road surface and if necessary, resurface it.

A further measure to consider would be to increase the radius and widen the road through the bend by utilising some of the footway/verge on the inside of the bend.



ESSEX COUNTY COUNCIL AND BOROUGH OF BRENTWOOD LOCAL HIGHWAY PANEL – 28th JANUARY 2013 REPORT 5: POTENTIAL SCHEMES

Items which the panel have discussed and determined not to be relevant anymore have been removed from this list. Also 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 i.e. PROW, Safety, Passenger Transport, Cycling or Minor

PROW					
LOCATION	SCHEME	PROBLEM	COST	RAG	NOTES/ COMMENTS
1 Ingatestone - 38	Some land owned by Lord Petre and leased by the Parish Council. Both have confirmed they are happy with the proposals. Some land owned by either NCP or National Express East Anglia. Land Registry searches showed it was unregistered. Both have been contacted	Land ownership issues.	£55,000	Green	The panel discussed this in detail at the Oct 2 nd panel and asked if the scheme could be undertaken in stages. A breakdown of costs for completing this in a phased approach is highlighted in REPORT 2 .

SAFETY SCHEMES

LOCATION	SCHEME	PROBLEM	COST	RAG	NOTES/ COMMENTS
2 Pondfield/Hanging Hill Lane - 17	Road realignment	Loss of control/head-ons on bend	£50,000	Green	<p>The footway on the bend where the majority of the collisions had been taking place is relatively wide. There is scope to claim some of the footway to make the turning movement for vehicles less harsh. This should deter vehicles from cutting the corner thus crossing over into the oncoming carriageway.</p> <p>As a separate issue funding was approved at the November Panel for a speed survey on Pondfield / Hanging Hill Lane to determine if the site meets the criteria for a VAS sign This is in addition to the road realignment scheme so should be considered separately</p>
3 Eagle Way j/w Hartswood Road (Devil's Head crossroad) - 16	small solid roundabout	Restarts, overshoots, failures to give way	£500k	Amber	<p>The 2 VAS signs on the approach to the crossroads are fully functional as of January 2012. 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.</p>

PASSENGER TRANSPORT

LOCATION	SCHEME	PROBLEM	COST	RAG	NOTES/ COMMENTS
4 Brentwood Rail Station - IT648	Station Improvements and improvements to passenger transport arrangements	Pre-emptive work ahead of Crossrail	£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. Following receipt of Crossrail urban design study we are now in a position to consider further feasibility work on these proposals
5 Shenfield Station - IT649	Station Improvements and improvements to passenger transport arrangements	Pre-emptive work ahead of Crossrail	£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. Following receipt of Crossrail urban design study we are now in a position to consider further feasibility work on these proposals
6 A129 Rayleigh Road/Alexander Lane - IT059	Mini RAB capacity improvements	Pre-emptive work ahead of Crossrail	£100,000	Red	Possible tie in with crossrail

MINOR SCHEMES

LOCATION	SCHEME	PROBLEM	COST	RAG	NOTES/ COMMENTS
7 Priests Lane, Shenfield - IT090	Speed reduction measures	Speeding and lack of visibility	N/A	Amber	Essex Police will shortly undertake a survey at the same location which Essex previously surveyed. Previous results did not indicate a consistent speeding problem so the Police results will provide a different perspective. ECC officers also to liaise with relevant members regarding the visibility issues
8 Borough wide	Pram Crossings	A number of areas have been identified through the Ward Councillors where there are insufficient pram crossings (pedestrian drop kerbs)	£25,000	Green	This could be undertaken as a Borough wide scheme where the existing facilities are inadequate and would entail input from the Members as to where the needs existed.
9 A128, Pilgrims Hatch (nr Ashwells Rd) - IT628	Pegasus Crossing	Difficult to cross road	£250,000	RED (against TM policy)	The panel had agreed to allocate the funding to the scheme at the October panel. ECC officers have held discussions with the school and the church and are awaiting further information from other stakeholders before a further report is submitted to the Cabinet Member.

10	A128 Ongar Road/Sandpit Lane solid island roundabout	Mini roundabout	Congestion (also collision history at site)	£1,000,000	RED	<p>Historic request which would not be cost effective within the budget constraints of the LHP</p> <p>The costings based on 2009 schedules was:</p> <p>Legal works £150,000 Civils works £350,000 Legal costs £100+</p> <p>See REPORT 3 for information relating to four arm roundabouts</p>
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**ESSEX COUNTY COUNCIL AND
BOROUGH OF BRENTWOOD
LOCAL HIGHWAY PANEL – 28th JANUARY 2013
REPORT 6: SCHEMES AWAITING VALIDATION**

SCHEMES AWAITING VALIDATION

Members are reminded of the following requests which have been submitted. Official validation of the feasibility of these requests is being awaited and once received back will mean that these schemes will be available 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.

Where available updates on the scheme validations is illustrated below in blue.

1. Station Road, West Horndon – 2 x zebra crossings

approx. £37,000 each

The Parish Council with the support of Cllr Roberts have reported an issue with pedestrians not being able to safely cross the road. The proposal would therefore be for zebra crossings to be installed in two strategic places in West Horndon, one in the vicinity of the Doctors surgery and the other in closer proximity to the station. A speed survey will determine if the sites meet the criteria for this type of measure as the mean speed must not exceed 35mph for a zebra crossing facility to be valid. A social crossing survey will also help to identify the pattern of where pedestrians are crossing the road.

Members agreed at the November panel to fund 2 x speed surveys at the potential sites to ascertain if they meet the criteria for a zebra. In order to qualify the speeds must not exceed 35mph. The surveys will be undertaken shortly.

2. Station Road, West Horndon – Priority Working

TBC

The Parish Council have requested that consideration is given to the installation of a priority working system at the entrance to the parish coming from the A128 direction in order to address a perceived speeding issued

The Essex Highways Design and Consultancy team have indicated that this would not be an appropriate measure to introduce at this location so will not be put forward as a possible scheme for members to consider.

3. Hanging Hill Lane - VAS signs

£6,000 each

Various safety measures have been implemented on the sharp Hanging Hill Lane / Pondfield Lane bend including additional reflector posts to delineate the bend and the road has recently been surface dressed.

As a way of further highlighting the sharpness of the bend a VAS sign is proposed for either approach.

Members agreed to fund a speed survey at the November panel meeting to ascertain if it meets the criteria.

4

4. A128 Tilbury Road – pedestrian refuge

TBC

As it currently stands there is a safety issue for children disembarking their school bus and having to cross the A128. The speed of the road means that it is not viable for a zebra crossing to be installed but the possibility of pedestrian refuge to enable the children to have a safe point that they can cross to, this is to be explored.

The official validation has not yet been returned which would identify the engineering feasibility as well as the projected cost for the scheme.

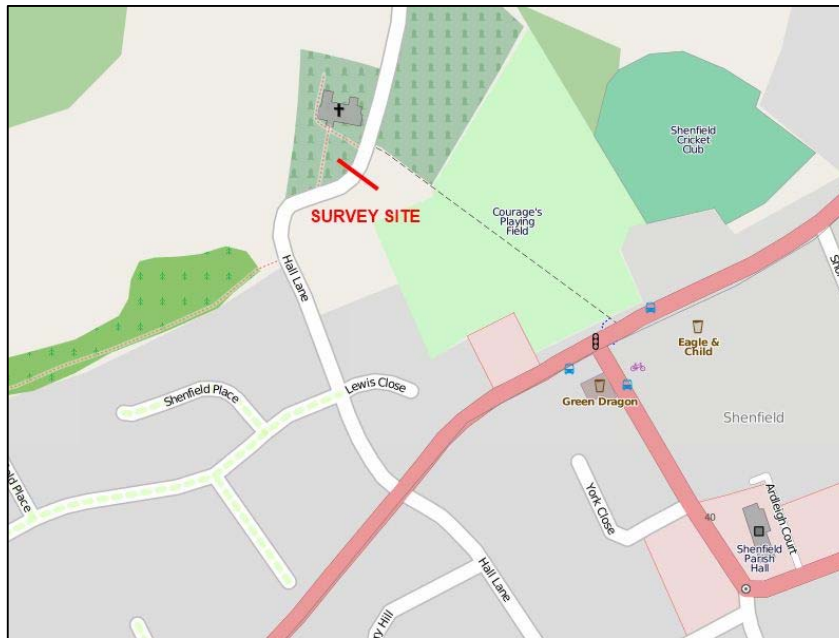
5. Hall Lane – Shenfield – speeding concerns

TBC

A site meeting with Cllr Aspinell and several residents has identified some concerns over the speed that traffic traverses through Hall Lane, which is exasperated by the absence of a footway

There is an existing 30mph limit through Hall Lane but the presence of the primary school could make this a valid site for a 20 limit.

On the bend outside the school there is also a reoccurring problem of the verge being eroded away by larger vehicles overrunning. This is turn is causing the edge of carriageway to break away. Options for remedying this have been requested but could include kerbing the verge.



The speed survey was undertaken over a 7 day period from Tuesday 27th November 2013.

In an average 12hr period between 0700 and 1900 taken over seven days, 524.3 vehicles were recorded. The average speed during this period was 16.8mph. The average 24-hour flow was 615 vehicles.

This indicates that the reported speeding problem is perceived as oppose to actual.

A request has been submitted to the Network Management team for consideration to be given to the possibility of introducing a 40mph buffer speed limit on the church end of the village to include some properties currently in the derestricted speed limit area.

TIME	AVG	AVERAGE VEHICLE SPEED BINS (mph)														SPEED	
	VOL	<6Mph	6- <11	11- <16	16- <21	21- <26	26- <31	31- <36	36- <41	41- <46	46- <51	51- <56	56- <61	=>61	Mean	85%ile	
00:00	4	0	0	0	3	1	0	0	0	0	0	0	0	0	19.9	-	
01:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	18.3	-	
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-	
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-	
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-	
06:00	4	0	0	0	3	1	0	0	0	0	0	0	0	0	19.6	-	
07:00	19	0	1	2	13	4	0	0	0	0	0	0	0	0	17.8	21.5	
08:00	71	2	11	20	31	6	0	0	0	0	0	0	0	0	16.4	20.2	
09:00	40	0	5	17	15	3	0	0	0	0	0	0	0	0	15.2	18.3	
10:00	36	1	7	12	13	2	0	0	0	0	0	0	0	0	14.5	18.2	
11:00	32	0	4	13	11	3	0	0	0	0	0	0	0	0	15.8	19.3	
12:00	34	0	2	11	18	4	0	0	0	0	0	0	0	0	16.6	19.5	
13:00	36	0	2	8	20	5	0	0	0	0	0	0	0	0	17.4	20.7	
14:00	32	1	5	11	12	3	0	0	0	0	0	0	0	0	15.5	19.6	
15:00	59	4	17	18	16	5	0	0	0	0	0	0	0	0	14.5	19.2	
16:00	60	0	3	12	34	10	0	0	0	0	0	0	0	0	18.2	22.0	
17:00	51	0	0	5	32	13	1	0	0	0	0	0	0	0	19.4	22.7	
18:00	55	0	0	2	29	21	2	0	0	0	0	0	0	0	20.4	24.4	
19:00	28	0	1	2	16	9	0	0	0	0	0	0	0	0	19.5	23.4	
20:00	18	0	0	1	11	5	1	0	0	0	0	0	0	0	20.4	24.2	
21:00	13	0	0	1	8	5	0	0	0	0	0	0	0	0	20.0	23.2	
22:00	11	0	0	1	7	3	0	0	0	0	0	0	0	0	19.8	22.2	
23:00	8	0	0	0	5	2	0	0	0	0	0	0	0	0	20.5	22.9	
12hr total	524	10	57	131	243	80	3	0	0	0	0	0	0	0	16.8	20.5	
24hr TOTAL	615	10	58	136	297	108	6	1	0	0	0	0	0	0	18.3	21.3	
Total %		2%	9%	22%	48%	17%	1%	0%	0%	0%	0%	0%	0%	0%			

The above spreadsheet indicates the mean speed and volume of traffic for each hour of the day averaged out for the week.

6. Ingrave Road, Brentwood – safety railings

£7500



Following safety concerns over young children walking to the local school and crossing the road at unsafe points it is requested that the existing safety barriers over the railway tracks are extended down towards Orchard Avenue.

Not only will this encourage the children to avoid crossing the road at this point, it will also act as a good safety measure in keeping the pedestrians away from the edge of the road where large vehicles travel frequently.

The confirmed cost analysis for this is not yet available however the proposal has recently been supported by the submission of a petition.

7. Orchard Avenue junction with Ingrave Road – pedestrian refuge upgrade TBC

As pedestrians cross Orchard Avenue at the junction with the busy Ingrave Road there is a form of refuge in the middle of the road although there is no tactile paving or a raised surface in the middle of the road making it unclear to children where they should be standing if they have crossed to the middle point of the road.

The proposal therefore is for a more distinguished pedestrian refuge which clearly indicates the extents of where pedestrians should be standing.



New Requests for Brentwood Schemes

District	Team Contact	Location	Type of Scheme	Details of Scheme	Issues / Comments / Reason for Scheme	Scheme Origination	Approx Timescale	Estimated Cost	Priority (RAG)	Prioritisation Calcs:	Safety and Security	Accessibility	Punctuality & Congestion	Customer Environment	Total Weighted Score
Brentwood	Andrew Scullion	NEW STOP. Opposite existing stop; 150037004003, Fen Close. Address; Chelmsford Rd (A1023), Brentwood.	BSI	Formally mark a new stop with a bus stop pole and flag.	There is a bus user need for a stop on the Brentwood bound side of the road (There is currently a stop on the Chelmsford Bound side but not on the Brentwood Bound side). Resident consultation will be required.	Requested by Cllr Kendall	6 months	£ 1,000.00	Green		4	4	2	4	74
Brentwood	Andrew Scullion	Bus Stop: 1500IM1705B, Hornbeam Close. Address; Pondfield Lane, Brentwood.	BSI	Install 23 metre bus cage and "no waiting except buses" waiting plate at the bus stop.	Cars & vans continually parking at and around the bus stop. This is resulting in buses being unable to pull in to access the stop, causing passengers to step out in to the road to board the bus. On occasion the parked cars have totally obscured the bus stop so drivers have not seen passengers waiting at the stop and have driven past.	Requested by Bus Operator, members of the public and member of the Brentwood Bus & Rail Users Association.	6 months	£1,000	Green		4	4	3	4	77
Brentwood	Andrew Scullion	Bus Stop: 1500201Y2, Crescent Road. Address; Vaughan Williams Way, Warley, Brentwood.	BSI	Formally mark bus stop with a bus stop pole and flag. Proposal to install pole at the rear of the footway, near the bins and Holly Wood sign.	Request received by Cllr Kendall to formally mark the bus stop. On occasion, drivers are not stopping here to allow passengers to alight as they are not recognising it as a stop.	Requested by Cllr Kendall	6 months	£1,000	Green		3	4	2	4	67
Brentwood	Andrew Scullion	New Bus Stops; Eagle Way, Outside Spire Hartswood Hospital, Warley, Brentwood.	BSI	Install two new bus stops on Eagle Way outside the Hartswood Hospital. Raised kerbs and new poles and flags will be required at both stops and a hardstand and an extension to the footway will be required at the west-bound stop.	Request for new stops made by the Spire Hartswood Hospital. New stops with raised kerbs will greatly improve the accessibility for members of the public visiting the hospital.	Requested by Spire Hartswood Hospital.	6 months	£15,000	Green		2	5	1	5	67
Brentwood	Andrew Scullion	Bus Stop: 06009015, Alms Houses. Address: High Street, Ingatestone,	BSI	Install new wooden shelter at the existing bus stop outside Alms Houses.	Stop is used by a number of elderly residents and a bus shelter would be gratefully received by users of this stop.	Requested by Parish Council	6 months	£10,000	Green		5	2	1	5	70



**ESSEX COUNTY COUNCIL AND
BOROUGH OF BRENTWOOD
LOCAL HIGHWAY PANEL – 28TH JANUARY 2013
REPORT 6: RANGERS AND REVENUE MONIES UPDATE**

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 arising's
- Adhoc grass cutting and trimming
- 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: highwayenquirieswest@essex.gov.uk with **HIGHWAY RANGERS BRENTWOOD** in the subject title.

Revenue expenditure

The figure of £129,000 was supplied to Brentwood Borough Council to operate the Highways Rangers service. BBC is running the service at a cost of £85,000 allowing the surplus to be reinvested. Members are asked to consider supporting the following items of minor expenditure:

Speed surveys

At a cost of £200 each, speed surveys are one of the items which can be undertaken using the surplus revenue money whilst awaiting the engineering analysis of the proposed schemes.

The surveys would be for 24 hours a day over a 3 – 4 day period for classified data (the breakdown of the type of vehicles using a road).

Members are asked to consider funding for the following speed surveys and minor works to be funded from the revenue monies:

SITE	REASON
2 x Hanging Hill Lane in the vicinity of the school	General concerns over speed and volume of traffic
Honeypot Lane, within the 20 zone	General speeding concerns
Hartwood Road	To establish if the site meets the criteria for a VAS sign
	£800

Adhoc signage and minor works

SITE	PROBLEM	MEASURE AND COST
Old Church Lane junction with Mountnessing Road, Mountnessing	Vehicles are not acknowledging the junction resulting in several minor collisions	Advanced junction warning signs on each approach £700
Warley Hill Junction with Pastoral Way	The presence of double yellow lines is not preventing vehicles from parking on the footway at this location after hours when enforcement is unlikely	The installation of 2/3 bollards at this location will prevent parking £750
Woodland Avenue, Hutton	The 20 zone is not adhered to	The introduction of 20 is plenty signs as an experimental measure should help to reinforce the message £750
		£700



BOROUGH OF BRENTWOOD
LOCAL HIGHWAY PANEL – 28 JANUARY 2013
REPORT BY: LOCALISM AND CUSTOMER SERVICE TEAM
ESSEX COUNTY COUNCIL
REPORT 8: CAPITAL MAINTENANCE 2012/13

Purpose of report

- To provide Members with an update on the proposed capital maintenance programme for the 2012/13 financial year
-

The following sites are the roads and footways which have been provisionally identified as needing capital maintenance under this years programme.

The list is not exhaustive and could be subject to change. Items highlighted in GREY have already been completed.

The different types of maintenance treatment are defined below:

Surface dressing - Surface Dressing is a relatively low cost road maintenance process which involves the spraying of bitumen onto the road surface and then covering it with a layer of stone chippings.

Initially the chippings are simply held in place by the fresh bitumen. The new chippings are then rolled into the bitumen but only become fully embedded under the action of vehicle tyres. The action of traffic soon begins to embed the chips, forming a stable and hard wearing new surface.

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Initially the chippings are simply held in place by the fresh bitumen. The new chippings are then rolled into the bitumen but only become fully embedded under the action of vehicle tyres. Traffic is allowed onto the new surface, at a reduced speed, to help to push the chippings into the road. The action of traffic soon begins to embed the chips, forming a stable and hard wearing new surface thus extending the life expectancy of the road and refreshing the skid resistance.

Joint sealing

The process of joint and crack sealing will seal the surface layers of a road against the entry of water and should repair the surface material against any further deterioration. Joint and crack sealing/over banding should be regarded as a preventative measure, NOT a remedial process; it will not restore strength to a road pavement that has already been lost through water action.

It is normal practice to seal the cracks with a hot bituminous material poured into and screeded over the crack, having first prepared the area by removing loose material and dirt, usually by blasting with hot compressed air.

Basic crack sealing in bituminous surfacing is an extremely cost effective way of preserving a road surface that apart from isolated cracks or failing joints is in good condition, with remaining life, before overlaying.

Slurry sealing

Slurry sealing is regarded as a preventative maintenance process which will prolong the life of a footway or road that is in sound structural condition, it is not able to strengthen a surface which has failed structurally.

When used on a footway this is in effect a thin layer of material that is evenly distributed over the top of a surface which then protects the under surface from the effects of aging and the environment.

Micro-surfacing

One of the most versatile tools in the road maintenance arsenal, Micro Surfacing is a polymer-modified cold-mix paving system that can remedy a broad range of problems on today's streets, highways, and airfields.

Like its parent product, slurry seal, Micro Surfacing begins as a mixture of dense-graded aggregate, asphalt emulsion, water, and mineral fillers. While conventional slurry seal is used around the world as an economical treatment for sealing and extending the service life of both urban and rural roads, Micro Surfacing has added capabilities, thanks to the use of high-quality, carefully monitored materials, including advanced polymers and other modern additives and is a slightly more advanced option than slurry sealing.

Machine – surfacing

This is a complete refurbishment of a road involving removing the existing road surface and replacing it with a newly laid surface thus addressing structural and textural issues.

		START DATE	FINISH DATE		TM
Wilkes Road Brentwood	All	05/07/2012	05/07/2012	Joint Sealing	Daytime/Road Closure
PondField Lane/Hanging Hill Lane	From Wingfield Close to Brocksparkwood	06/07/2012	06/07/2012	Surface Dressing	Restricted Stop & Go
Weald Road South Weald	From Coxtie Green Road to Lincolns Lane	06/07/2012	06/07/2012	Surface Dressing	Daytime/Road Closure/Restricted
Ivy Barn Lane Ingatestone	Mill Green Road to Boundary	10/07/2012	10/07/2012	Surface Dressing	Road Closure/Daytime
Mill Green Road Ingatestone	Fryerning Lane to Hardings Lane	10/07/2012	10/07/2012	Surface Dressing	Road Closure/Daytime
Blackmore Road Ingatestone	Green Street to Beggar Hill	30/07/2012	30/07/2012	Surface Dressing	Daytime/Road Closure
Hook End Road Hook End	Outings Lane to Mill Lane	11/08/2012	11/08/2012	Surface Dressing	Daytime/Road Closure
Mill Lane Hook End	Hay Green Lane to Wyatts Green Road	13/08/2012	13/08/2012	Surface Dressing	Restricted Stop & Go
Thoby Lane Mountnessing	From St Annes Road to Thoby Priory	13/08/2012	13/08/2012	Surface Dressing	Daytime/Road Closure/Restricted
Outings Lane Doddinghurst	From Hook End Road to Little Pound	14/08/2012	14/08/2012	Surface Dressing	Daytime/Road Closure
Wid Close Brentwood	All	28/08/2012	07/09/2012	Footway Reconstruction	
Mascalls Lane South Weald	Brook Street to Bridge	10/09/2012	11/09/2012	Machine Surfacing	Restricted/Road Closure Daytime
A128 Tilbury Road West Horndon	From Halfway House Roundabout to J/W Station Road	27/09/2012	28/09/2012	Machine Surfacing	Night Works/Restricted/Road Closure
Regency Court	All	03/10/2012	05/10/2012	Machine Surfacing	

A128 Ongar Road Pilgrims Hatch	Mini Roundabouts J/W Coxtie Green Rd & Orchard Lane	08/10/2012	09/10/2012	Machine Surfacing	Night Works/Restricted/Road Closure
Crown Street	From Car Park Ent to J/W Queens Road	14/10/2012	14/10/2012	Machine Surfacing	Restricted/Road Closure/ Sunday Working
Disney Close Ingatestone	All	15/10/2012	16/10/2012	Machine Surfacing	Cul-De-Sac
Hall Lane Shenfield	By A12 Bridge	15/10/2012	16/10/2012	Machine Surfacing	Restricted/Road Closure Daytime
Weald Road	From J/W Borromeo Way to J/W Honeypot Lane	15/10/2012	15/10/2012	Machine Surfacing	Restricted/Road Closure Daytime
Weald Road South Weald	From Old MacDonalds Farm to J/W Chequers Road	17/10/2012	17/10/2012	Machine Surfacing	Road Closure/ Daytime
Doddinghurst Road Pilgrims Hatch	From Brentwood Centre to J/W Hatch Road	18/10/2012	19/10/2012	Machine Surfacing	Road Closure/ Daytime/Restricted
Osborne Road Pilgrims Hatch	Ongar Road to King George Road	27/10/2012	27/10/2012	Microsurfacing	Daytime/Road Closure
Cedar Close Hutton	All	28/10/2012	28/10/2012	Microsurfacing	
Hook End Road Hook End	Outings Lane to Wyatts Green Lane	29/10/2012	09/11/2012	Footway Reconstruction	
Cedar Road Hutton	From Rayleigh Road to End	30/10/2012	30/10/2012	Microsurfacing	
Copeman Road Hutton	All	01/11/2012	01/11/2012	Microsurfacing	Daytime/Road Closure
Burnthouse Lane Mountnessing	From Railway Bridge to Layby	29/11/2012	29/11/2012	Machine Surfacing	Road Closure
Queens Road Brentwood	Roundabout & Approaches J/W Kings Road	29/11/2012	30/11/2012	Machine Surfacing	Road Closure on Queens Road & 2 Way traffic Lights

A1023 Chelmsford Road Shenfield	From Oliver Road to Alexander Lane	30/11/2012	04/12/2012	Machine Surfacing	2 Way traffic Lights/ Nights Works
A128 Tilbury Road West Horndon	From Railway Bridge to Opp J/W Golf Course	05/12/2012	06/12/2012	Machine Surfacing	Road Closure/ Night Works
A128 Ongar Road Kelvedon Hatch	Crown Road to Blackmore Road	06/12/2012	08/12/2012	Machine Surfacing	Road Closure/ Night Works
Priory Close Pilgrims Hatch	All	04/02/2013	01/03/2013	Footway Reconstruction	
Hall Lane Shenfield	From A1023 Shenfield Road to St Marys Church	18/02/2013	18/02/2013	Machine Surfacing	Road Closure
Goodwood Avenue Brentwood	All	07/03/2013	08/03/2013	Microsurfacing	