



# ESSEX COUNTY COUNCIL WITH BOROUGH OF BRENTWOOD LOCAL HIGHWAY PANEL – 1<sup>st</sup> July 2013

Date: Monday 1<sup>st</sup> July 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 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) and Chris Stoneham (ECC), Steven Bickers (ECC)

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>Update on schemes approved</b> <ul style="list-style-type: none"> <li>o Update on schemes committed – including designs and location plans where available</li> <li>o Update on financial position</li> </ul>	CS	Report 1
5.	<b>Potential scheme list</b> <ul style="list-style-type: none"> <li>o Scheme reports</li> </ul>	CS	
	- Honeypot Lane		Report 2
	- <b>PROW</b> – Footpath 76 and 77		Report 3
	- Byway 15		Report 4
	- <b>SAFETY SCHEME</b> – High St, Ongar Road, A1023 Shenfield Road junction.		Report 5
	- Chequers Road/ Wrightsbridge Road junction, South Weald		Report 6
	- <b>MINOR SCHEME</b> – St Annes Road, Mountnessing.		Report 7
	- Hanging Hill Lane		Report 8
	- Warley Hill/ Tesco Express Zebra crossing		Report 9
	- Cherry Avenue/ Knights Way		Report 10
	o Summary of schemes validated and available to commit funds to		Report 11
	o Schemes awaiting validation – for information only		Report 12
6.	<b>Highway Rangers and Revenue expenditure</b> <ul style="list-style-type: none"> <li>o Reminder of Rangers works/ Revenue expenditure items</li> </ul>	CS	Report 13
7.	<b>Capital Maintenance Programme (for information)</b>	CS	Report 14
8.	<b>Any other business</b>	Chair	Verbal
9	<b>Date of next meeting:</b> Monday 14 October	Chair	Verbal




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

The following list indicates which schemes the panel members have approved for funding at the previous meetings 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	COMPLETED	



J U L Y	Billericay Road, Herongate - IT627 New footway	£12,000	£17,000	March 2013  COMPLETED	
J U L Y	Weald Road – South Weald minor safety improvements	£5,000	£5,000	August 2013	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.
J U L Y	21014016, Garden Centre. Address: Brentwood Road, Ongar	£20K for all 3 BSI schemes	TBC	'Tentative' construction date of 25th June 2013.	Design completed and currently with commercial team for pricing.  Construction 'tentatively' scheduled for week commencing 25/06 awaiting confirmation from the engineer assigned to the scheme.
J U L Y	06009014, Whadden Chase. Address: Roman Road, Ingatestone	£20K for all 3 BSI schemes	TBC	Raised Kerbs 'Tentative' date of 25th June 2013.  Shelter = Mid- July	Design completed and currently with commercial team for pricing.  Construction for the CIVILS WORKS (raised kerbs only) 'tentatively' scheduled for week commencing 25/06 awaiting confirmation from the engineer assigned to the scheme.  Bus shelter has been ordered with an expected delivery & installation date of mid-July. Waiting confirmation of exact date from supplier.
J U L Y	DGK0861, Shops. Address: Danes Way, Brentwood	£20K for all 3 BSI schemes	TBC	Unknown	It is believed we have investigated and exhausted all possibilities/solutions and as such I believe we will not be able to implement a scheme here.  Discussion to be held with the Panel as to how to proceed.

<b>O C T</b>	Thorndon County Park – improvement to the bellmouth	£20,000	£20,000	TBC	The proposals are with the Design team who are progressing a detailed design for this proposal. Once a design is available this will be circulated to the Panel Members for their information and comment.
<b>N O V</b>	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. . It is hoped that we will be able to present potential scheme options at the October Panel meeting.
<b>N O V</b>	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. Currently with Essex ITS to progress.
<b>J A N 13</b>	Public Right of Way Ingatestone 38	£55,000	£55,000	July/ August 2013	<p>An order has been raised for the following works:</p> <ul style="list-style-type: none"> <li>- Overlay of route in church yard.</li> <li>- Overlay &amp; widening of path between points D &amp; E.</li> <li>- Overlay of path between points E &amp; F.</li> </ul> <p>It is anticipated that the works between points D &amp; F will be undertaken in the school holidays as a closure will be required to ensure the safety of the public and so this timing will keep disruption to a minimum. To undertake the section of works within the churchyard it was necessary to seek permission from the Diocese Office however this permission expires at the end of July. Therefore, this section needs to be undertaken as a priority.</p> <p>As the panel was previously advised an agreement has not been reached with the landowner regarding the proposed works between points F &amp; G and therefore no order has been raised for this part of the scheme.</p>
	Crown Street Pedestrianisation Scheme	£10,000 plus <b>£11,000</b>	£21,000	July 2013	We are reliant on UK Power Network (UKPN) for the electrical works to power the new lit signs; initial discussions indicate that we could be looking at mid-July as the earliest window UK Power Network have to undertake their part of the works and highways will need to plan their works around the availability of UKPN.

<b>J A N 13</b>	Hanging Hill Lane/ Pondfield Lane Safety Scheme (Plus VAS Signs)	£60,000	£60,000	TBC	The proposals are with the Design team to progress scheme. The signing, road marking improvements and Vehicle Activated Signs (VAS) signs can proceed to detailed design. VAS signs (bend warning sign with SLOW) required outside boundary of No.88/90 and to the north of the bus stop on the other approach. These sites have been validated by the sign supplier and the signs will be powered by a solar unit. The possibility of widening on the inside of the bend will be a feasibility study initially. There is evidence of BT apparatus on site which could lead to high value diversionary works further investigation is required on this.
<b>J A N 13</b>	New stop opposite existing stop; Fen Close. Address Chelmsford Road (A1023).	£1,000	£1,000	Completed	Scheme complete: Stop has been formally marked with a bus stop pole and flag. (Early 2013)
<b>J A N 13</b>	Bus Stop: 150037004003, Hornbeam Close. Address; Pondfield Lane.	£1,000	£1,000	TBC	Currently waiting for an engineer to be assigned to this scheme so that timescales for implementation can be drawn up.
<b>J A N 13</b>	Bus Stop: 1500201Y2, Crescent Road. Address; Vaughan Williams Way, Warley.	£1,000	£1,000	Week commencing 22nd July	Consultation letters for residents within 25 metres of the proposed new stop are being sent out week commencing 25/06 with a deadline for representations of 19th July. Providing we do not receive any representations that cannot be overcome the new pole & flag will be installed week commencing 22nd July.

The running total on capital monies committed by the Brentwood Panel last financial year came to: **£234,000\***. This left a total amount of £215,000 that was not committed from the 2012/13 budget but which was approved for slippage into 2013/14 financial year.

**\* PLEASE NOTE: The Crown Street scheme required an additional £11,000 to proceed which has taken the monies committed from the 2012/13 budget by the Panel to £245,000 leaving £205,000 that will be carried forward into the new financial year.**

**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.**





## REPORT 2

### HONEYPOT LANE, BRENTWOOD – 20 ZONE

**Introduction** – The purpose of the report is to advise the Local Highways Panel. on a request that has been received for additional signage in support of the existing 20mph Zone and to advise on the results of a recent speed survey due to a previous request following concerns relating to traffic speeds.



**Background Information** – As you are aware the limit is signed as a 20mph zone; as set out in Essex County Council Speed Management Strategy which was adopted in 2010 after extensive consultation it states that 20 mph zones covering a number of roads require traffic calming and can be considered on the local road network.

**Current Position** – It is unclear the reasons why physical measures were not incorporated on this particular road but technically the speed limit does not comply with Department for Transport (Dft) guidelines or County Council policy and as such would be difficult to enforce

as it stands at the moment. There also appears to be some anomalies with the Traffic Regulation Order whereby some of the cul-de-sacs are not incorporated within the zone.

As far as 20 mph speed limits are concerned, it is our objective that any 20mph restriction should be self-enforcing.

The current policy allows for consideration of 20 mph speed limits on local roads. If mean speeds are below 29 mph, residents can apply for the introduction of a 20 mph limit (However the DfT guidance remains 24mph). It should be noted that police activity to enforce such a limit will be unlikely unless there is a significant excessive speeding issue. It should also be noted that physical traffic calming measures will not be installed as part of a 20mph limit. The Essex position is that should approval be given by the Cabinet Member to the introduction of a 20mph where speeds are at or below 29mph there will be negligible enforcement from Essex Police if speeds do not decrease and no automatic right for funding for traffic calming features.

At the last Panel meeting it was agreed that a speed survey should be undertaken within Honeypot Lane, the survey was undertaken north of Hill Road between 13<sup>th</sup> and 19<sup>th</sup> March and the mean speeds over this period for both southbound and northbound ranged between 30mph and 32mph (over the twenty four hour period).

**Key Considerations** – In light of this information, the following options may wish to be considered:

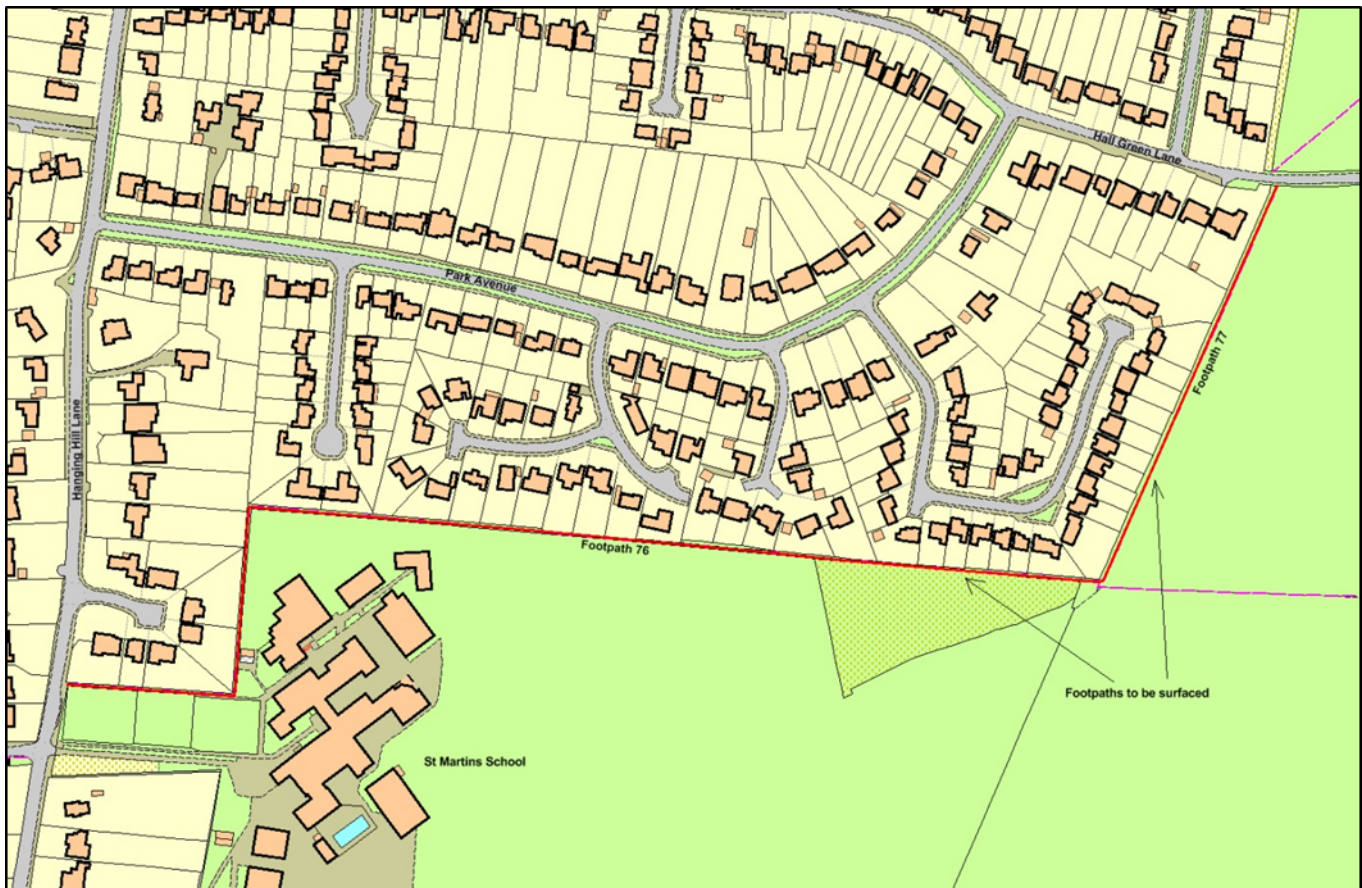
- Option 1: Consider installing traffic calming within Honeypot Lane; however, this is likely to be the least popular option and obviously the most expensive. Due to the layout of the road, driveway entrances and on street parking it would be difficult to do this without reducing the 'on street' parking.
- Option 2: Revert the 20 zone to a 20mph limit whereby repeater signage could be introduced within the extent of the limit, this would mean amending the Traffic order but it would allow for those roads currently excluded to be incorporated into the Traffic Order. However, as per my comments above police activity to enforce this limit will be unlikely unless there is a significant excessive speeding issue.
- Option 3: Revert the speed limit back to a 30mph speed limit by virtue of street lighting, on the evidence of the speed data it would suggest that the compliance for a 30mph limit would be high. However, this is unlikely to be popular with the residents'.

**Costs** – An approximate cost for undertaking the above options would be:

- Option 1: Legal costs: £1,200; Design: £2,500; Engineering works: £25,000.
- Option 2: Legal costs: £1,200; Design: £1,500; Engineering works: £5,000.
- Option 3: Legal costs: £1,200; Design: £1,000; Engineering works: £2,000.

## PROW SCHEME FOR FOOTPATH 76 & 77 (BRENTWOOD) - SURFACE IMPROVEMENTS OF LOCAL LINKS & ACCESS TO ST MARTINS SCHOOL

### Scheme location:



The scheme is located in the Brentwood Borough. The public rights of way to be improved are the entire length of Footpath 77 and part of Footpath 76. These footpaths form a valuable off road pedestrian route between Hall Green Lane and Hanging Hill Lane, providing a direct link between a residential area and St Martins School.

### Scheme description:

This scheme is required to improve the surface of the above public footpaths for a total length of 890m by laying road planings to provide an all- weather safe off-road link between a residential area and St Martins School. Due to its location, this route is heavily utilised by school children and local members of the public. However, following the high levels of rainfall last year the surface of this route deteriorated significantly to a point where it became impassable to the majority of users. When this route is not in a useable condition the alternative route for pedestrians is along Hall Green Lane, along which there is no footway. This results in users, many of which are children, walking along the edge of the carriageway.

The need for improvements along this route has been brought to my attention by a number of people, including members of staff at St Martins School, users of the route and some of the residents whose properties back onto the footpaths.



Photos showing current surface condition:



Scheme delivery schedule:

Due to the nature of the works it will be necessary to close the routes for the duration of the works to ensure the safety of the public. Therefore, as the footpaths serve a large secondary school, to minimise the amount of disruption caused the works will be undertaken during school holidays (either the summer holiday or October half term holiday this year depending on when funding is agreed by the LHP).

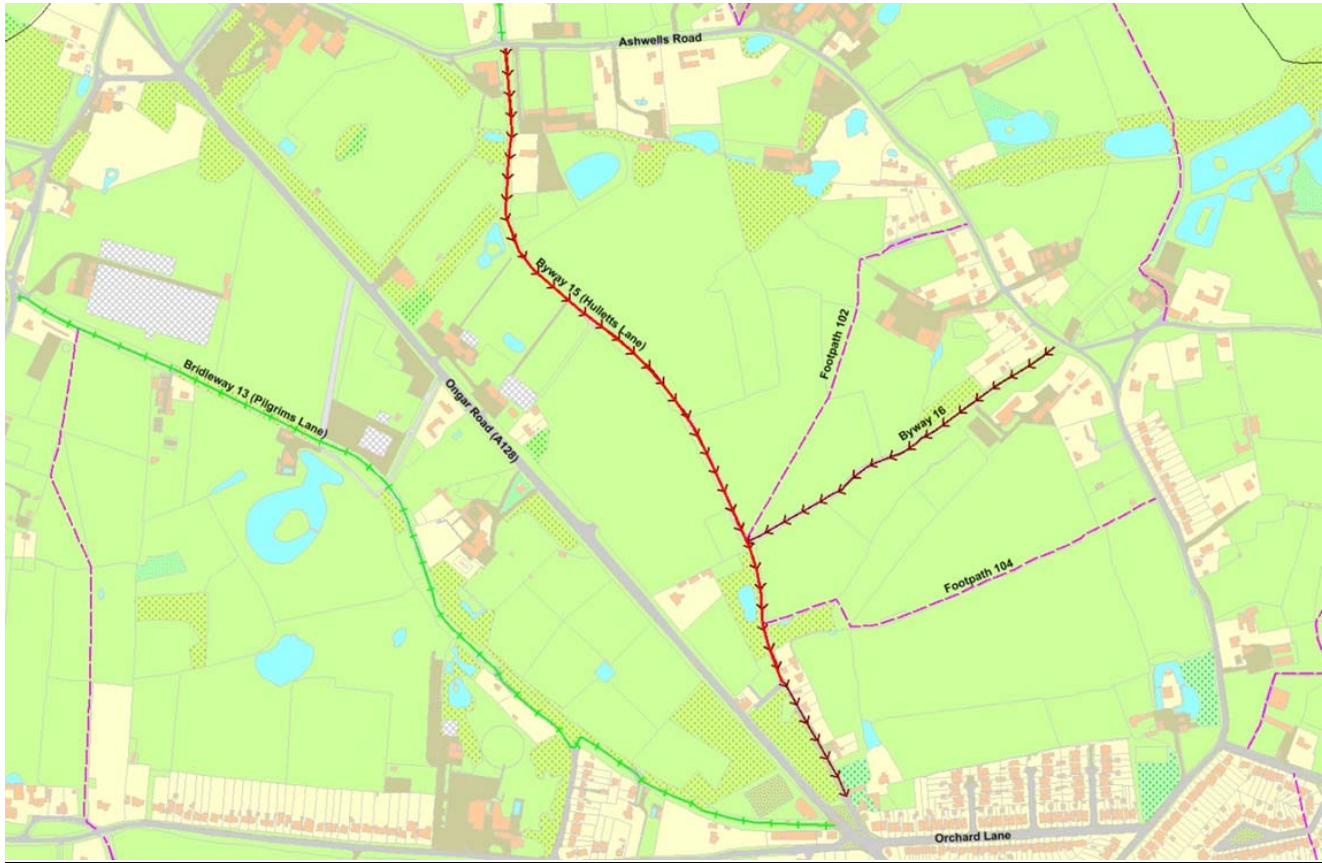
Once funding has been agreed a letter will be sent to all residents backing onto the route to advise them of the planned works.

Scheme cost estimate:

£27,500 (including £995 for the cost of a temporary closure).

# PROW SCHEME FOR BYWAY 15 - SURFACE IMPROVEMENTS OF LOCAL LINKS & ACCESS TO BENTLEY ST PAUL'S CHURCH OF ENGLAND PRIMARY SCHOOL

### Scheme location:



This scheme is located in the Brentwood Borough. The public right of way to be improved is part of Byway 15, also known as Hulletts Lane. This by-way provides a valuable off road route for a variety of users from Pilgrims Hatch to Bentley St Paul's Church of England Primary School.

### Scheme description:

This scheme is required to improve the surface of the above byway for an estimated total length of 600m and to a width of 3m. Works will involve filling ruts and hollows which have formed with crushed concrete up to surrounding ground level and topping this with a compacted 200mm deep layer of road planings. Ditches running alongside the route will be regarded in places and debris, including silt, leaf litter and branches, will also be removed from these ditches. Towards the northern end of Byway 15 an existing drainage pipe under the route is damaged or blocked, preventing the free flow of water through the pipe resulting in regular flooding of this area. Investigations will be undertaken to establish the cause of the flooding and the pipe will either be rodded to remove any blockage or replaced if damaged.

At present this byway has become boggy in places as a result of lack of maintenance of adjacent ditches and through vehicle use on a soft surface, whilst some sections of the route remain firm and level and will require no intervention in the near future.



Due to the location of the byway and the link it provides from residential areas to the wider public rights of way network, this route is heavily used by a variety of users, including children walking to school, walkers, cyclists and horseriders and occasional off road vehicles. Without this off road path, a child's walk to school would involve crossing and then walking alongside the A128, part of which has a 60 mile speed limit or going via Ashwells Road, along which there are no footways.

The need for improvements along Byway 15 has been brought to my attention by users, Brentwood Borough Council and the Pilgrims Hatch Environmental Partnership.

Photos showing current surface condition:



Photo example showing how the Byway should look once the work is completed



Scheme delivery schedule:

Due to the nature of the works it will be necessary to close the route for the durations of the works to ensure the safety of the public. Therefore, as the byway serves a primary school, to minimise the amount of disruption caused it is anticipated that the works will be undertaken during the school holidays (either the summer holiday or October half term holiday this year depending on when funding is agreed by the LHP). Access to properties along the route will be maintained with minimal disruption.

Scheme cost estimate:

£35,000 (including cost of temporary closure).

## REPORT 5

ECC Casualty Reduction Site Investigation 2013/14

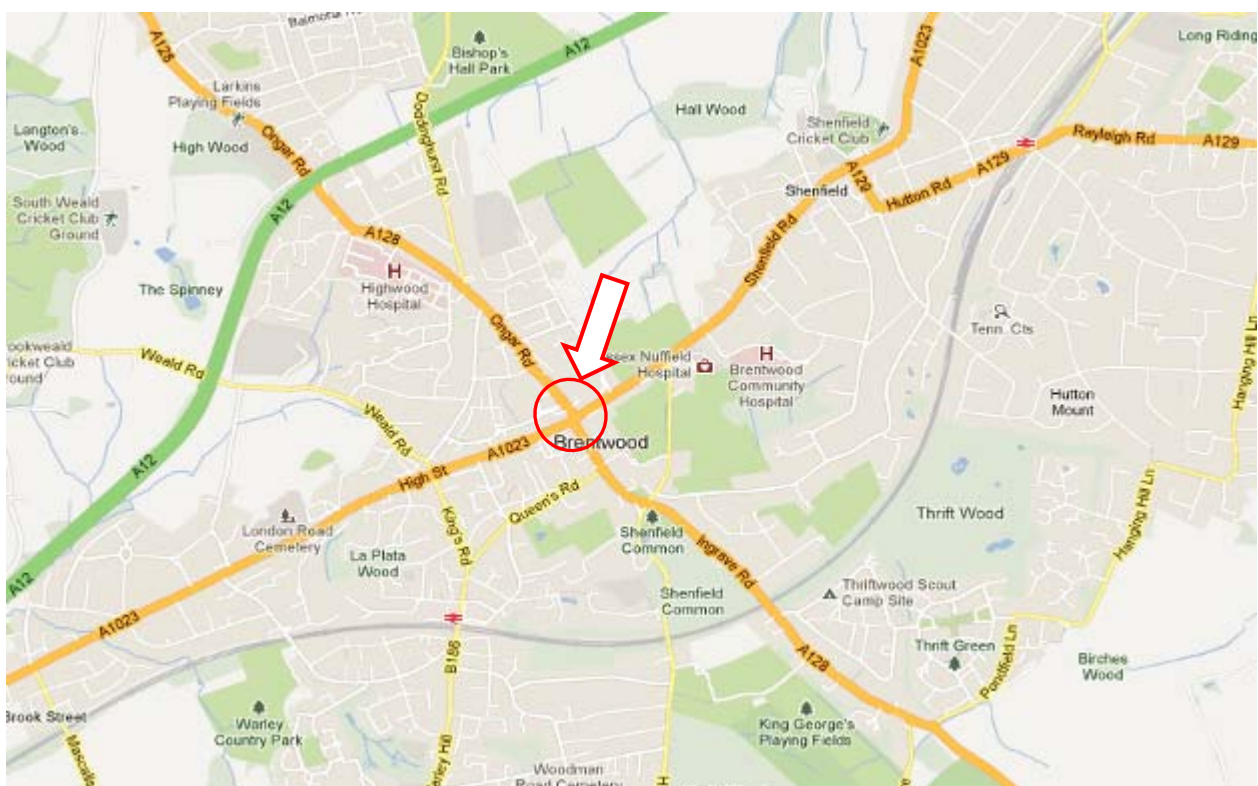
Location: A128 Ingrave Road /Ongar Road J/w A1023 High Street/Shenfield Road

District: Brentwood

Investigation Period: 01/06/2007 to 31/05/2012 Grid Reference: 559702 193907

Lead Safety Engineer: Gary Webster

### 1.0 Site Location Plan



### 2.0 Site Description

The site under investigation is the double mini-roundabout junction of A128 Ingrave Rd – Ongar Rd with A1023 High St – Shenfield Rd in Brentwood.

A128 Ingrave Rd – Ongar Rd and A1023 Shenfield Rd are all single carriageway roads subject to a 30mph speed limit. A1023 High St is a single carriageway road subject to a 20mph zone speed limit.



### 3.0 Aerial Photograph



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

A study of the Personal Injury Collision (PIC) data for the period from 01/06/2007 to 31/05/2012 at this location shows a number of collision patterns at this busy urban junction. The main pattern involved motorists failing to give way to the right throughout the double mini-roundabouts. There are also patterns involving motorists failing to stop at the signal controlled crossing facilities throughout the junction and nose to tail shunts into vehicles on the approaches to the junction.

The data shows that overall there have been 18 PIC's recorded at this location, 1 Serious and 17 Slight, resulting in 1 Serious and 20 Slight casualties.

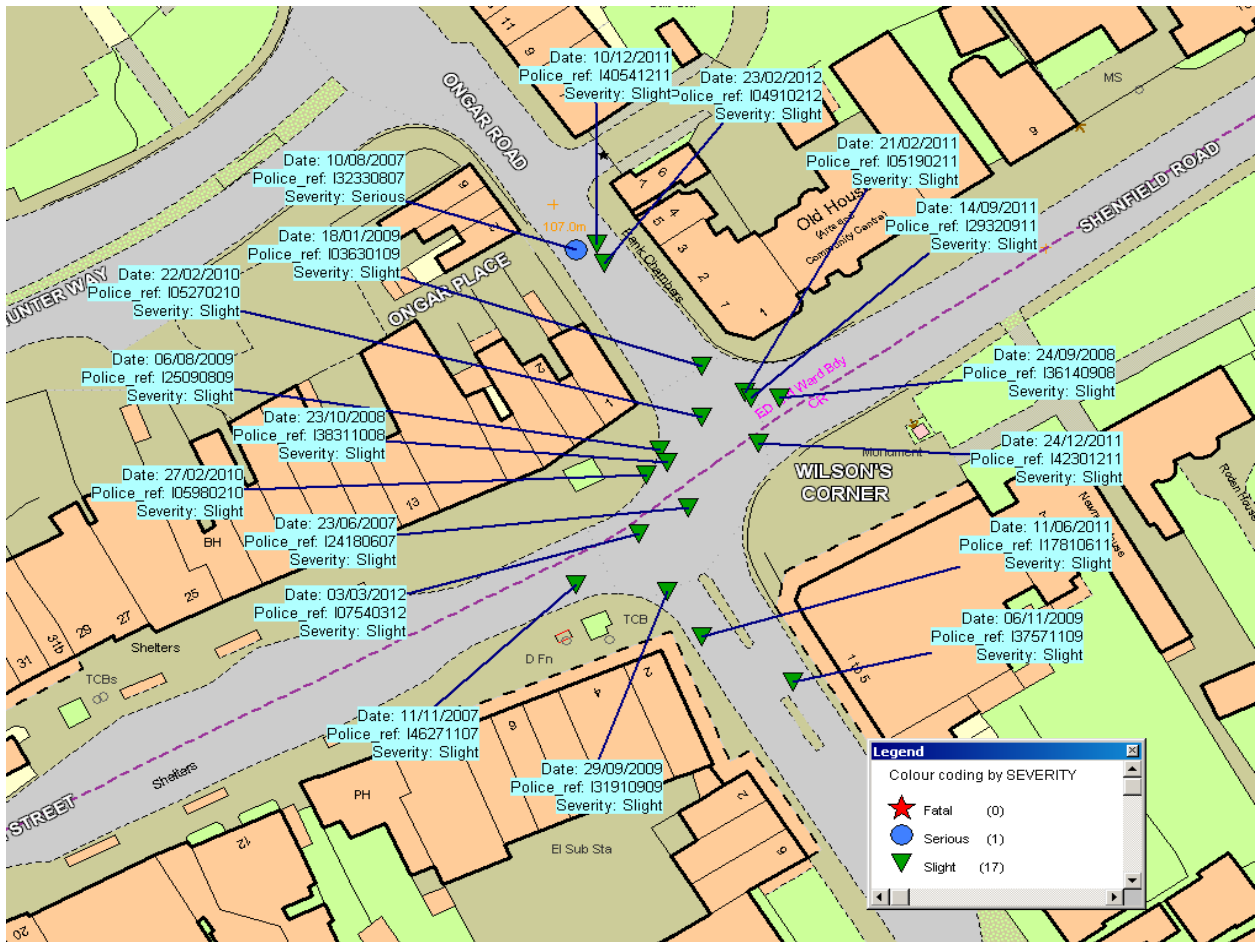
33% of the PIC's occurred on a 'Wet/Damp' road surface and 38% occurred during the hours of darkness.

33% of the PIC's involved pedestrians and 22% involved two wheeled vehicles.

\*\*\* It should be noted that the latest Department for Transport (DfT) guidance predicts that approximately 17.7 'Damage only' collisions occur in urban environments for every Personal Injury Collision that is recorded.\*\*\*

Based on this guidance it is predicted that in the region of 320 collisions may have actually occurred at this junction over the five year investigation period.





## 5.0 Site Observations

5.1 During numerous visits and drives through the site travelling in all directions it was observed that the junction gets heavily congested throughout the day and many motorists hesitate as they attempt to negotiate the double mini-roundabouts. Larger vehicles such as HGVs, LGVs, buses and coaches were observed to be travelling through the junction throughout the day.



Photo 1 – Large vehicles such as buses regularly travel through the junction.

- 5.2 During one of the site visits a low speed collision was observed involving motorists on the A128 Ingrave Rd north-west bound approach failing to give way to a vehicle approaching from the right.



Photo 2 – Low speed collision observed during site visit.

- 5.3 During the numerous drives through the site a motorist pulled out onto the junction in my path, failing to give way to the right as they should on two occasions requiring me to stop abruptly to avoid a collision.
- 5.4 During the numerous site visits this behaviour was observed regularly, often involving elderly drivers who may be confused by the layout of the junction.
- 5.5 Numerous motorists were observed to be failing to stop at red lights at the numerous signalised crossing facilities that are located on all arms of the junction, particularly where they have just left the double mini-roundabout junction and they may not be anticipating the crossing facilities.



Photo 3 – Motorist observed failing to stop for a red light at the signalised crossing facility on A128 Ongar Road as they left the double mini-roundabout junction. Also shows the queue of vehicles extending back and blocking the junction.

5.6 It was also observed that where motorists do stop for the signalised crossing facilities this often results in abrupt braking behind them and leads to other vehicle blocking the junction.

## 6.0 Recommendations

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

6.1 A detailed traffic study should be undertaken to assess current and predicted motorised traffic and pedestrian traffic flows and undertake detailed traffic modelling to assess the impact of installing traffic signals at the junction incorporating crossing facilities on all approaches.

We are aware that the junction was previously controlled by traffic signals and these were removed approximately 25yrs ago as they were judged to be inefficient. It should be noted that improvements made in the technology used in traffic signals and the level of changes in traffic flows over this time mean that any proposal to re-introduce traffic signals at the junction should not be judged based on the efficiency of the previous system.

6.2 Subject the results of the traffic study, traffic signals should be provided at the junction incorporating crossing facilities on all approaches.

6.3 It should be noted that due to the high costs involved in providing traffic signals at such a large and complex junction it would not be possible to achieve the required minimum 200% 'First Year Rate of Return' to be classed as a casualty reduction scheme but it should also be noted that this is the only feasible solution to reduce collisions at this location and the provision of traffic signals could potentially provide other benefits such as reducing congestion through this key junction.

6.4 It should be noted that there is currently a planning approval (Ref: BRW/729/08) for a nearby development within William Hunter Way and amongst the contributions included in the Section 106 agreement for this development is a Highway Works Contribution of £300,000 for 'Highway improvements at the Wilson's Corner and/or William Hunter Way junctions', so should this development go ahead there will be an opportunity to make use of this funding towards the potential traffic signalisation of the junction.

## 7.0 Target Costs

Based on the recommendations highlighted in item 6.0 the target costs are estimated at:

- Detailed Traffic Study: £5,000
- Installation of Traffic Signals: £250,000



## REPORT 6

ECC Casualty Reduction Site Investigation 2013/14

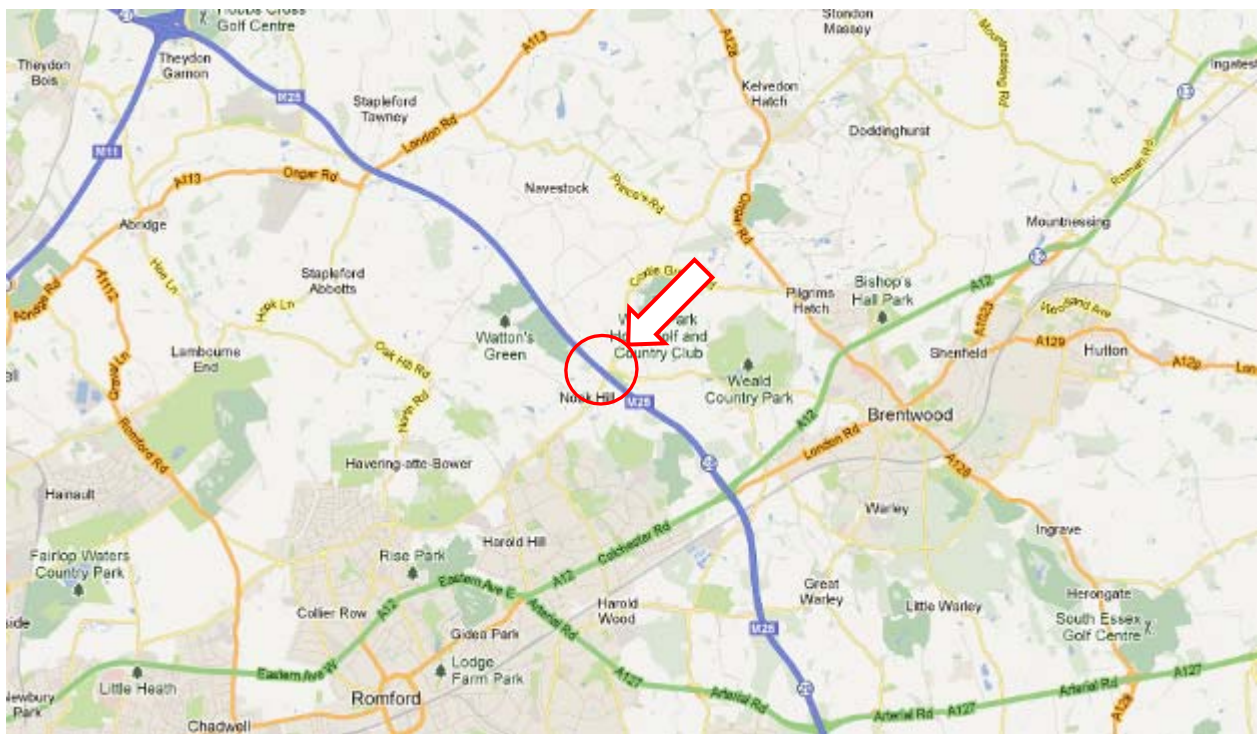
Location: Chequers Road J/w Wrightsbridge Road, South Weald

District: Brentwood

Investigation Period: 01/01/2008 to 31/12/2012 Grid Reference: 554702 194419

Lead Safety Engineer: Gary Webster

### 1.0 Site Location Plan



### 2.0 Site Description

The site under investigation is the priority junction of Chequers Road with Wrightsbridge Road in South Weald.

Chequers Road and Wrightsbridge Road are both single carriageway roads subject to the national speed limit of 60mph at this location.

### 3.0 Aerial Photograph

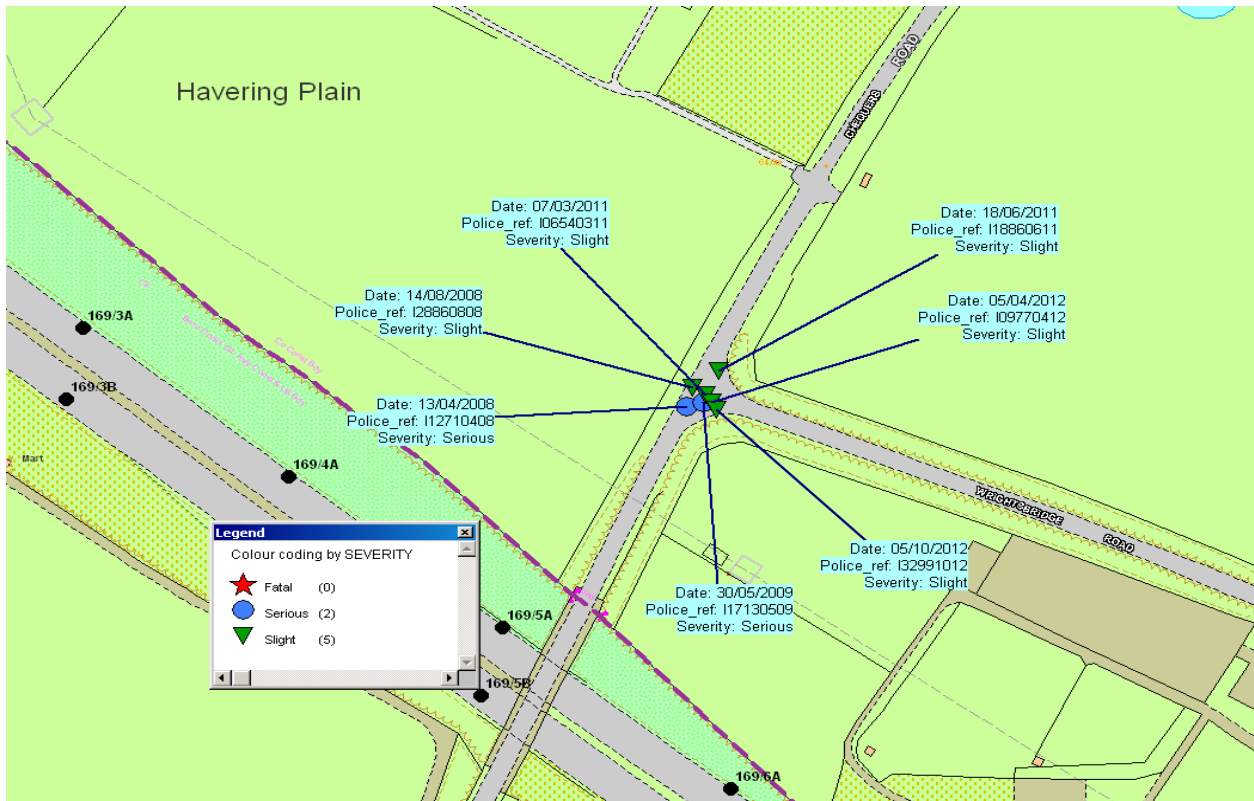




#### 4.0 Personal Injury Collision Analysis (see AccsMap Data & attached stick diagrams)

A study of the Personal Injury Collision (PIC) data for the period from 01/01/2008 to 31/12/2012 at this location shows numerous patterns of collisions occurring at this junction. There have been numerous collisions including junction overshoots; fail to give ways and nose to tails on the Wrightsbridge Road approach. There have also been two collisions involving northbound motorists colliding into stationary vehicles as they wait to turn right from Chequers Road into Wrightsbridge Road.

- The data shows there have been 7 PIC's at this location, 2 Serious and 5 Slight, resulting in 2 Serious and 6 Slight casualties.
- 42% of the PIC's occurred in 'Wet/Damp' conditions and 14% occurred during the hours of darkness.
- 14% of the PIC's involved powered two wheelers.



**5.0 Site Observations**

5.1 During a drive through of the site it was observed that the junction comes up very quickly to those that are not familiar with the area when travelling north-west bound on Wrightsbridge Road. There is no advanced give way warning sign present on this approach and the existing give way sign is not visible until you are almost at the junction.



Photo 1 – Junction is inconspicuous on the Wrightsbridge Road north-west bound approach.

5.2 During the site visit it was observed that the road markings throughout the junction including the give way markings are badly worn in places.



Photo 2 – Give way road markings badly worn.

- 5.3 It was observed that where motorists turn right from Chequers Road into Wrightsbridge Road, a high proportion of them cut the corner, over running the opposing carriageway on Wrightsbridge Road.
- 5.4 It was observed that the existing 'Side road ahead' warning sign to TSRGD dia.506.1 on the Chequers Road northbound approach to the junction is badly faded and is located a long way in advance of the junction with no supplementary distance to hazard plate provided.



Photo 3 – 'Side road ahead' warning sign on Chequers Road north-east bound approach.



- 5.5 It was observed that where there are existing tourist directional signs for the 'Old MacDonald's Farm' on both Chequers Road approaches these are both inconspicuous and partially obscured by vegetation.



Photo 4 - 'Old MacDonald's Farm' tourist sign on Chequers Road south-west bond approach



Photo 5 - 'Old MacDonald's Farm' tourist sign on Chequers Road north-east bond approach

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

- 6.1 Provide an 'Advanced give way' warning sign to TSRGD dia.501 and supplementary plate to TSRGD dia.503 are provided on the Wrightsbridge Road north-west bound approach to the junction. The signs should be shown together on a yellow backing board with size and location in accordance with Traffic Signs Manual Chapter 4 Appendix A.
- 6.2 Replace the existing 'Give way' sign to TSRGD dia.602 provided on the Wrightsbridge Road north-west bound approach to the junction with a yellow backed version. Size and location in accordance with Traffic Signs Manual Chapter 4 Appendix A.
- 6.3 Replace the existing 'Side road ahead' warning sign to TSRGD dia.506.1 on the Chequers Road northbound approach to the junction with a yellow backed version including a 'Distance to hazard' supplementary plate to TSRGD dia.572. Size and location in accordance with Traffic Signs Manual Chapter 4 Appendix A.
- 6.4 Provide a small traffic island including appropriate traffic bollard to the centre of the carriageway on Wrightsbridge Road set back from the give way line. This should increase the conspicuity of the junction for motorists approaching from all directions and also prevent motorists from cutting the corner as they turn right from Chequers Road into Wrightsbridge Road.
- 6.5 Provide a local directional sign opposite the Wrightsbridge Road approach to further highlight the presence of the junction for motorists travelling on this approach.
- 6.6 Refresh all worn road markings throughout the junction and on approaches.
- 6.7 As this site is within a 60mph speed limit all new traffic signs must comply with passive safety regulations.
- 6.8 Ensure that any overgrown vegetation that affects visibility splays or traffic signs is cut back and maintained on a regular basis.

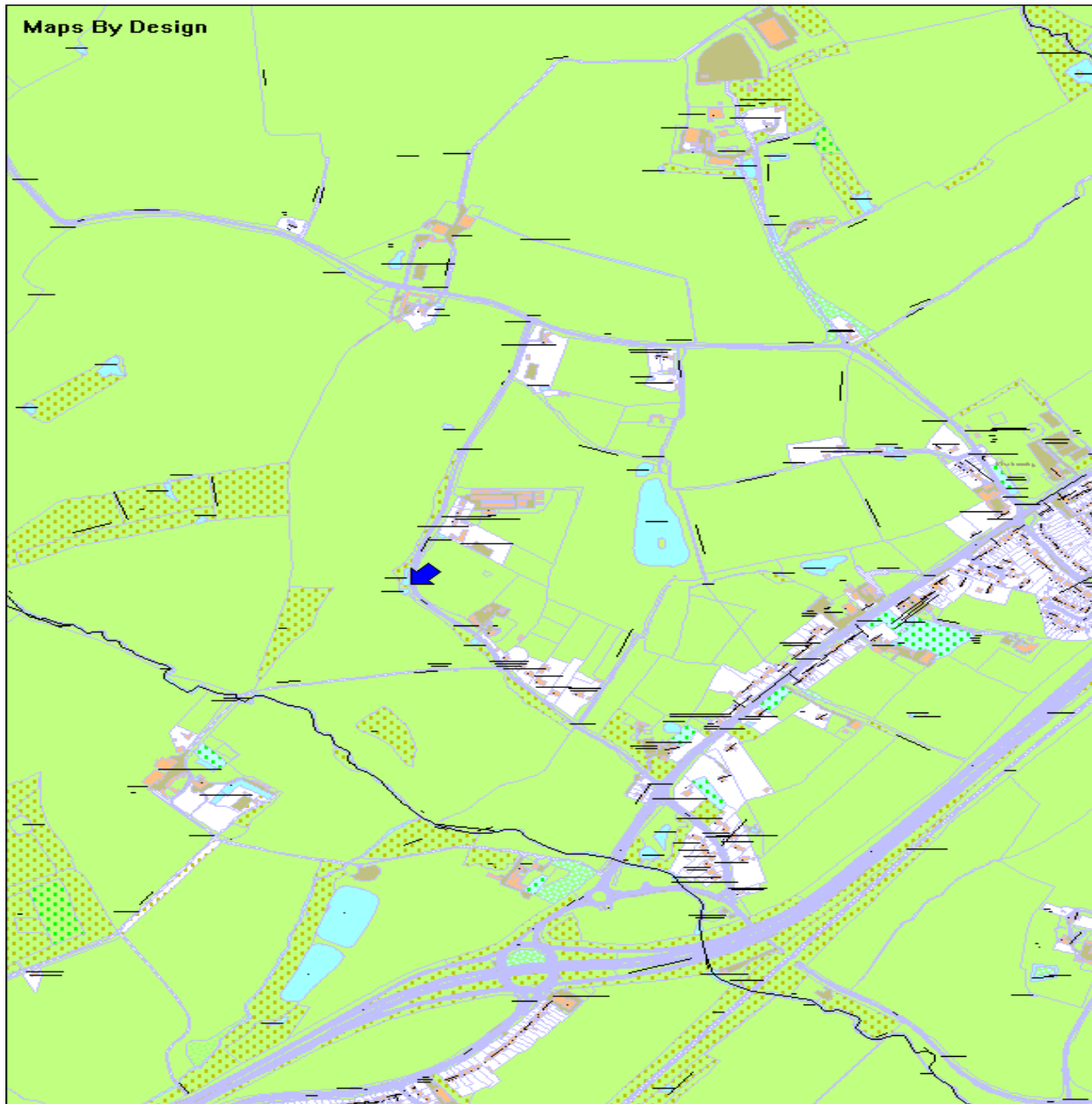
## 7.0 Target Costs

Based on the measures recommended above in item 6 the target costs have been estimated at £20,000.

## REPORT 7

### ST ANNE'S ROAD, MOUNTNESSING

**Introduction** – The purpose of the report is to advise the Local Highways Panel, regarding a series of non-injury accidents that have occurred on St Anne's Road.



**Background Information** – Towards the end of last year correspondence was received from a local resident and their Member of Parliament following an incident whereby part of their property boundary, vehicle and garage were damaged due a vehicle failing to negotiate the bend. The resident at the time highlighted a further nine similar non-injury accidents that had occurred during this period but not verified.



Looking south from Thoby's Farm. The property shown ahead is St Anne's Cottage and has had several vehicles come through the property boundary into the garage.

A similar report was also received back in 2009 to Essex Police who were called out to a total of 10 incidents during 2009; at the time the problem seemed to be worse during the winter months. During this period the Police confirmed that a spate of vehicles had ended up in a relatively deep pond on a bend. They are not aware of any recent non-injury accidents that have been raised to Essex Police Traffic Management team. The injury accident data has highlighted one slight injury accident that occurred in September 2010 along St Anne's Road involving two vehicles and one casualty.

**Current Position** – Following discussions with the County's Network Management team and Essex Police it is felt that the bends along the entire route could benefit from the following additional measures:

- Introduce hazard marker posts on bends.
- Additional chevron sign
- Improved warning signs for the double or single bends as appropriate possibly with a distance plate (grey backed if necessary).
- The road is on the reserve list for the surfacing dressing programme for 2013/14
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- Ditch running alongside Thoby's Farm. (see above) appears to be blocked, which may mean that any carriageway surface water will run down the road instead of into ditch. This has the potential to cause a wet and icy road surface.

Currently the road has very few measures along the route and those measures that are in place appear to be in a poor condition or missing altogether

The general view is that there are a number of measures that could be introduced to improve and highlight the road layout.

The location has recently been validated and has been added to the potential schemes list

**Key Considerations** – The proposals have been validated and a budget of £7,000 should be allocated to allow for the design fees plus signs installation.

It is also recommended that a drainage engineer is consulted to review any improvements that could be made to the existing set-up following the maintenance and clearing of ditches. If an initial investigation into possible drainage improvements is desired then another £500 should be allocated. The cost of any drainage improvement works cannot be suggested at this early stage until this aspect has been investigated further.



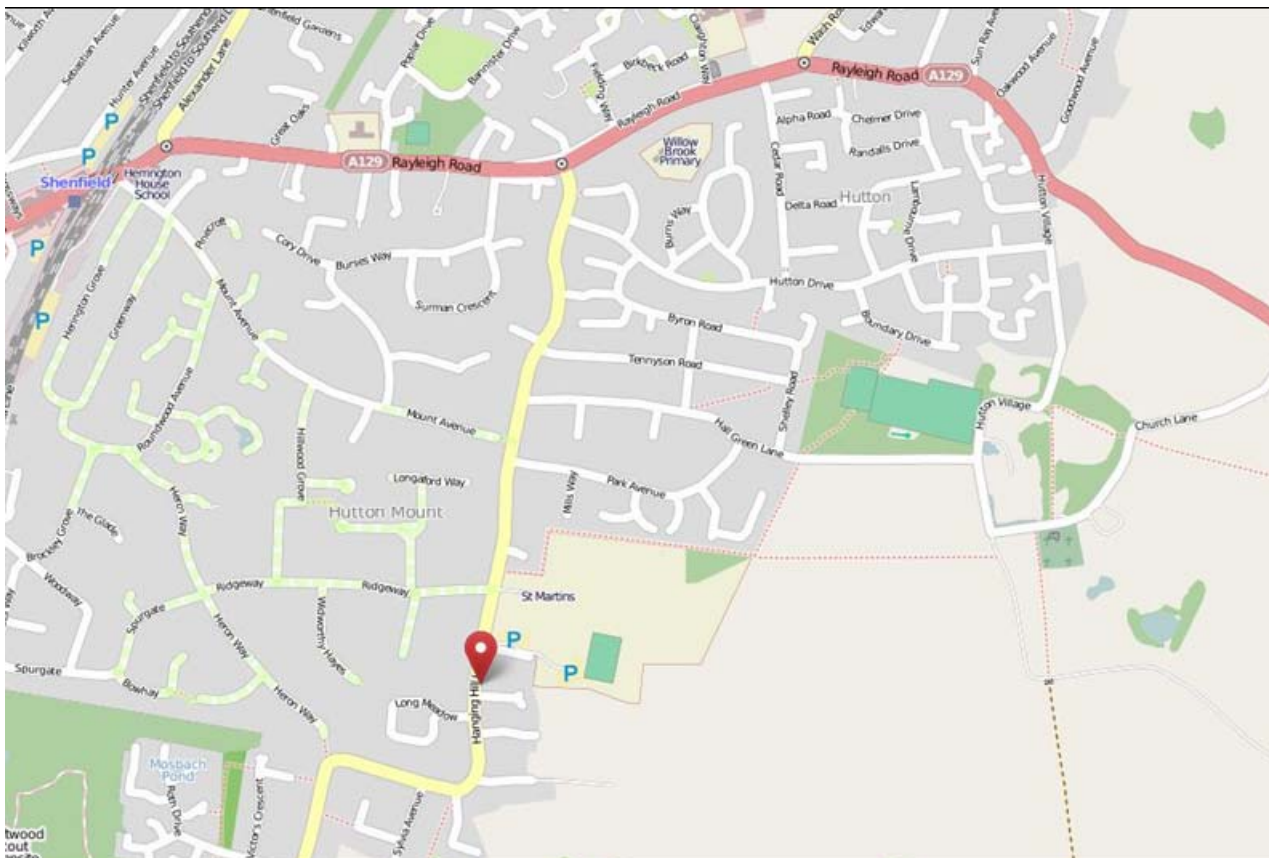
## REPORT 8 Hanging Hill Lane

**Introduction** – The purpose of the report is to advise the Local Highways Panel on the speed survey results that were undertaken at two locations on Hanging Hill Lane near St Martins School.

**Background Information** – It was agreed at the last local Highways Panel that a speed survey would be carried out for this area and two locations were chosen. At the end of last year there was some concern raised following an incident whereby a pupil of St Martins School was involved in an injury accident, although it was later established that the cause of the accident was not speed related.

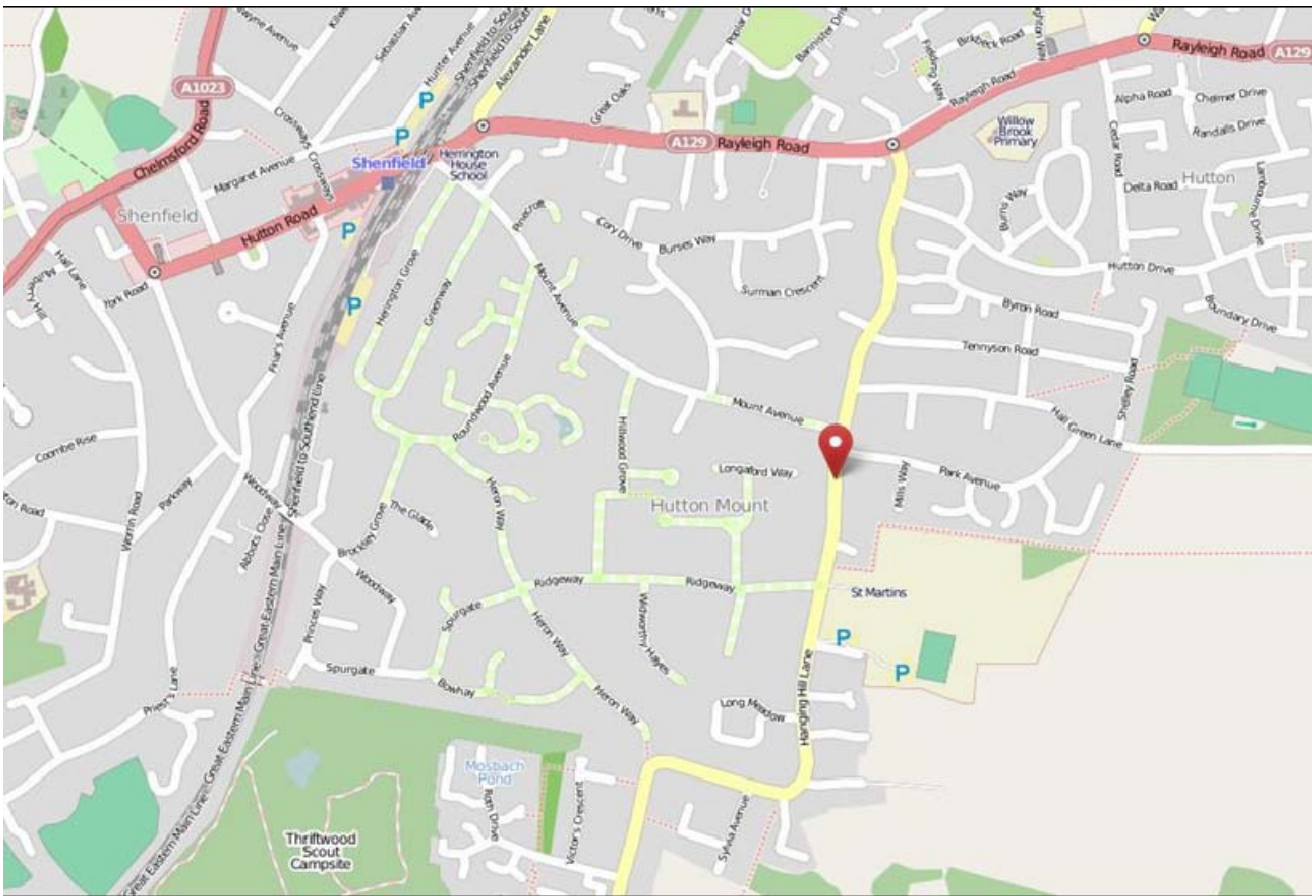
**Current Position** – The speed surveys were carried out over a seven day period at the following locations between 28 February and 6 March 2013:

**Location: Hanging Hill Lane- 19 metres North of Hove Close.**



The combined average results over the seven day period for northbound vehicles were 38.7mph and 36.1mph for southbound vehicles during the twelve hour period (7am to 7pm).

**Location: Hanging Hill Lane – 72 metres south of Park Avenue.**



The combined average results over the seven day period for northbound vehicles were 38.5mph and 38.2mph for southbound vehicles during the twelve hour period (7am to 7pm).

**Key Considerations** – The results of the speed surveys indicate that the speeds are too high at both sites to consider a zebra crossing in the vicinity of the school, the speeds would need to be below 35mph. In addition to this there are site constraints whereby you only have a consistent footway on one side; On the opposite side to the school the verge does not form part of the highway boundary and as such would need to be dedicated/purchased to continue the footway on this side.

The other option discussed previously was the introduction of a speed activated sign(s); looking at the speed survey results both sites would meet the criteria. The vehicle speeds need to be above 35mph for a 30mph limit over a twelve hour period.

Following discussions with the Police Traffic team, their motorcycle unit have been monitoring Hanging Hill Lane on average once a month since January and they have issued fixed penalty tickets, a verbal warning, and a number of drivers have been referred to speed awareness courses or referred to court.

In light of this information it is recommended that the Panel supports the introduction of a speed activated sign for each of these sites subject to a viable site being found.



## REPORT 9

### WARLEY HILL/ PROPOSED TESCO EXPRESS, WARLEY

**Introduction** – The purpose of the report is to advise the Local Highways Panel regarding a request to see the introduction of a zebra crossing on Warley Hill near to the proposed site of a new Tesco Express near Lorne Road on the former Public House site.

**Background Information** - A number of residents' have approached the County Member regarding the need for a crossing when the new Tesco Express store opens. There are a lot of elderly people that live near the proposed store and they will potentially need a crossing to visit the store safely. It has also been established that Tesco would be willing to contribute towards the cost of a crossing; however, it is unclear how much they are willing to contribute towards the scheme.

**Current Position** – With any pedestrian crossing request there is a need to undertake a pedestrian/ vehicle survey for the preferred site; a potential site has been looked at north of Lorne Road (see photo below) but the likelihood is that if a survey was undertaken now the results are unlikely to meet the criteria and the chosen site may not be on the preferred crossing desire line when the store is actually open.



**Key Considerations** – For the County Council to accept a contribution towards a highway improvement the contribution needs a legal agreement if we are taking any money from a company/developer. This is required in order for Essex County Council to covenant to spend the contribution on what it is meant for.

The alternative is for the Section 106 contribution to be with the Borough Council as they would have to be party to any Section 106 agreement and for them to transfer the money to Essex County Council but that usually requires an agreement for them to transfer and us to spend in the agreed manner. We cannot just accept money.

The footway opposite the proposed store is too narrow to have the street furniture associated with a zebra crossing so any potential crossing would have to be sited either north or south of the proposed store. The site north of Lorne Road, on the eastern side, has a series of private trees that overhang the brick wall that runs at the back of the existing footway, subject to existing utility services it may-be necessary to locate the lighting column/ beacon at the back of the footway which long term could affect the visibility of the beacon/ lantern to south bound traffic approaching the site.

**Recommendation** - In the interim, it is recommended that Tesco clarify the amount of money that they are willing to put towards the scheme; any shortfall would need to be funded from the Local Highways Panel and undertake a formal validation of the site to see if a viable location can be found but wait to undertake a pedestrian/ vehicle survey.

It is also recommended that officers seek a view from the Cabinet Member regarding entering into any agreement with Tesco.



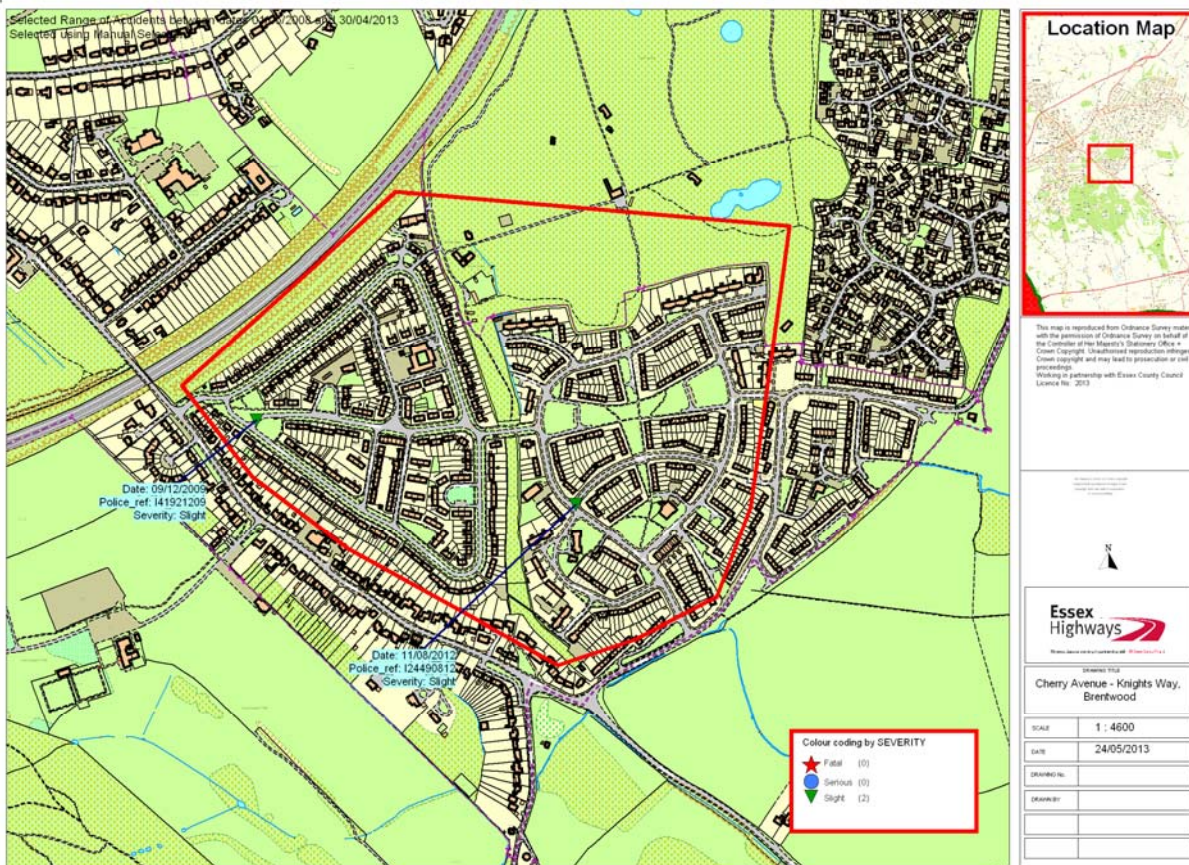
## REPORT 10

### KNIGHTS WAY AND CHERRY AVENUE

**Introduction** – The purpose of the report is to advise the Local Highways Panel. regarding concerns raised by local Members to traffic speeds within Knights Way and Cherry Avenue.

**Background Information** – The injury accident data has been checked for the area and highlighted below is a plot showing the last five years data for the area in the vicinity of Knights Way & Cherry Avenue. (01/05/2008 to 30/04/2013)

Page  
1 of 1



The slight injury accident within Cherry Avenue occurred at the junction with Hawthorn Avenue involving two vehicles, one of which apparently crosses dividing line colliding with vehicle travelling in opposite direction.

The slight injury accident within Knights Way occurred one metre from its junction with Vernon Crescent again involving two vehicles. Vehicle one was waiting at the staggered junction waiting to turn right, vehicle two was travelling towards Running Waters straight ahead when vehicle one drove into the junction crossing the path of vehicle two.

In addition to the injury accident data being checked there was a one day speed survey undertaken 55 metres west of Lime Avenue on Cherry Avenue back in April 2009. There was no record of a previous speed survey being carried out on Knights Way. The results of the 2009 speed survey for Cherry Avenue highlight the following speed and volume results:

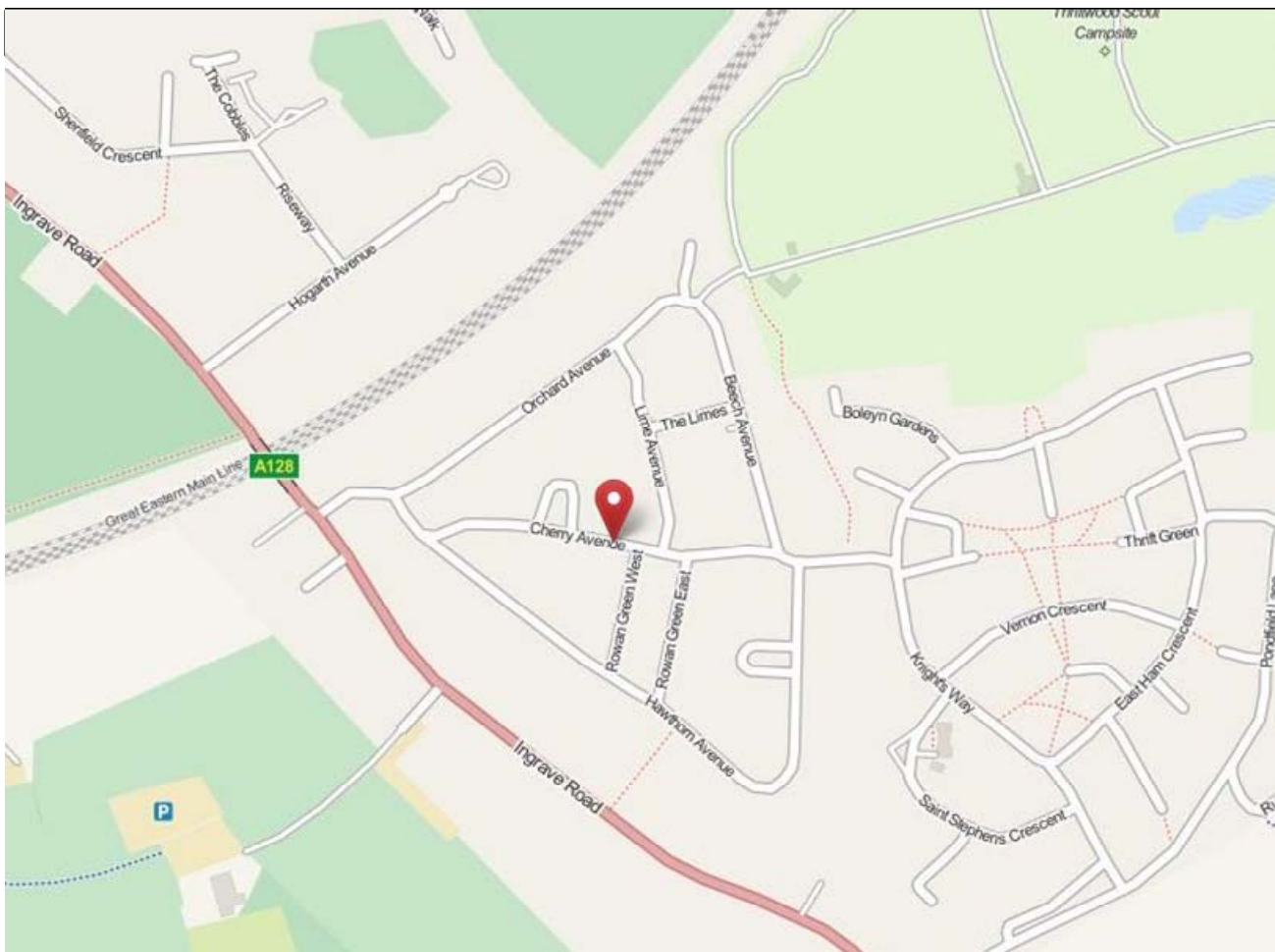
**Eastbound:**

During the twelve hour period (7am-7pm) there were 825 vehicles travelling eastbound. The average speeds were recorded at 26.9mph. Over the twenty four hour period there were 1095 vehicles travelling eastbound; the average speeds were recorded at 27.1mph.

**Westbound:**

During the twelve hour period (7am-7pm) there were 829 vehicles travelling westbound. The average speeds were recorded at 27.2mph. Over the twenty four hour period there were 1062 vehicles travelling westbound; the average speeds were recorded at 27.2mph.

**SURVEY TYPE**      Speed & volume



**Current Position** - Both Knights Way and Cherry Avenue have a certain amount of 'on-street' parking however it appears that most vehicles pull off the road and park fully on the wide footways, so the parking has minimal impact on reducing vehicle speeds.

It was evident that the road markings in both locations were in a poor condition and need renewing; this has been raised with the maintenance team.

**Key Considerations** – The injury accidents highlighted above noted that speeding is only mentioned as a possible factor in one of the collisions but there is certainly not enough to suggest that speeding is an issue here and certainly not enough collisions to support a casualty reduction scheme.

However, a petition has also been received in support of the introduction of 20mph limits on the Three Arch Estate, Newham Estate and Hogarth area.

The Panel may wish to consider undertaking a new speed survey for both Cherry Avenue and Knights Way and the other areas highlighted above so the speeds can be reviewed once this information is available.

The cost for undertaking a speed survey for Three Arch Estate, Newham Estate and Hogarth area which include both Knights Way and Cherry Avenue would be £1,890.





## ESSEX COUNTY COUNCIL AND BOROUGH OF BRENTWOOD LOCAL HIGHWAY PANEL – 1<sup>st</sup> July 2013 REPORT 11: POTENTIAL SCHEMES

To clarify the budget for 2013/14 is £449,000 with an additional £204,000 that was allowed to be carried forward from 2012/13 financial year. 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>						
LOCATION	SCHEME	PROBLEM	COST	RAG	NOTES/ COMMENTS	
<b>1</b>	Footpath 76 & 77 (Between Hall Green Lane & Hanging Hill Lane)	To improve the surface of the public footpaths for a total length of 890m by laying road planings to provide an all-weather off-road link between the residential area and St Martins School.	Last year the surface of this route deteriorated significantly to a point where it became impassable to the majority of users.	£27,500 (including £995 for the cost of a temporary closure).	Green	Additional information contained in Report 3.
<b>2</b>	Byway 15 (Also known as Hulletts Lane)	This scheme is required to improve the surface of the byway for an estimated total length of 600m and to a width of 3m.	Part of the byway has become boggy in places as a result of lack of maintenance of ditches and vehicle use on a soft surface.	£35,000 (including cost of temporary closure).	Green	Additional information contained in Report 4.

# SAFETY SCHEMES

	LOCATION	SCHEME	PROBLEM	COST	RAG	NOTES/ COMMENTS
1	High Street, Ongar Road, A1023 Shenfield Road junction.	Detailed traffic study with the view of Installing of traffic signals at the junction.	Failure to give way/ nose to tail shunts.	£5,000 for detailed traffic study.	Green	Additional information contained in Report 5.
2	Chequers Road/ Wrightsbridge Road junction, South Weald.	Modify traffic island/ upgrading of signs and lines/ provision of directional signs.	Failure to give way/ nose to tail shunts/ overshooting of junction.	£20,000	Green	Additional information contained in Report 6.
3	Eagle Way j/w Hartswood 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. <a href="#">The Panel may wish to allocate funds now to undertake these speed surveys.</a>



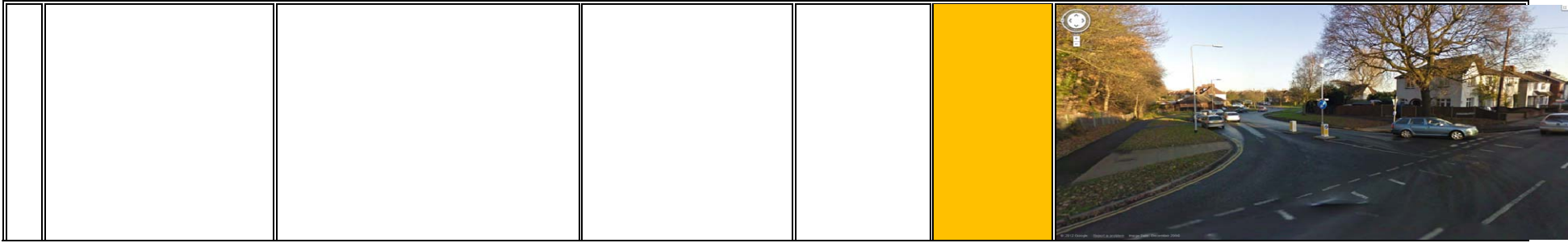
# PASSENGER TRANSPORT

	LOCATION	SCHEME	PROBLEM	COST	RAG	NOTES/ COMMENTS
1	Brentwood Rail Station - IT648	Station Improvements and improvements to passenger transport arrangements	Pre-emptive work ahead of Crossrail	£25k for all 2 PT schemes	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>
2	Shenfield Station - IT649	Station Improvements and improvements to passenger transport arrangements	Pre-emptive work ahead of Crossrail	£25k for all 2 PT schemes	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>
3	A129 Rayleigh Road/Alexander Lane - IT059	Mini RAB capacity improvements	Pre-emptive work ahead of Crossrail	£25k for all 2 PT schemes	Red	<b>Possible tie in with crossrail</b>

## MINOR SCHEMES

	LOCATION	SCHEME	PROBLEM	COST	RAG	NOTES/ COMMENTS
1	Priests Lane, Shenfield - IT090	Feasibility Study	Speeding and lack of visibility/ narrow footway.	£5,000	Amber	Previous results did not indicate a consistent speeding problem; however visibility and the issue of a section of narrow footway continue to be highlighted, a detailed study of what options could be considered may wish to be considered.
2	Harewood Road, Pilgrims Hatch	Pram Crossing	There is currently an insufficient pram crossings (pedestrian drop kerbs) in the vicinity of the Community Hall	£2,500	Green	At the moment the site only has one pedestrian drop on one side of the road, to improve pedestrian safety and access to the Community Hall the proposal seems highly appropriate.
3	Hartswood Road	Speed Activated Sign (VAS)	Speeding within 30-mph limit	£8,500	Green	A speed survey was conducted in April and the average traffic speeds were consistently recorded above 35mph over a twelve hour period. The request is for the introduction of a VAS sign.
4	St Annes Road, Mountnessing	Signing and lining improvements, possible drainage improvements	Damage to property/ lack of advance signage	£7,500	Green	D&C recommend that the scheme progress to detailed design for the signing and marker posts work. If an initial investigation into possible drainage improvements is desired then another £500 should be allocated. The cost of any drainage improvement works cannot be suggested at this early stage.

5	Hanging Hill Lane	Speed Activated Sign (VAS)	Speeding within 30-mph limit	£17,000	Green	A speed survey was conducted in April and the average traffic speeds were consistently recorded above 36 - 38mph over a twelve hour period. The request is for the introduction of two VAS signs.
6	A128 Ongar Road (Brentwood Crematorium).	Black and white direction signs 90-150m in advance of the entrance to the crematorium.	Signage	£2,000	Green	Formal request was received from the Crematorium and was briefly discussed at the last Panel meeting. The request has been validated and is seen as a justifiable request.
7	A128 Ongar Road Kelvedon Hatch	Pedestrian Refuge	Problems accessing the bus stop and local shop from residents' living in Eagle Lane.	£2,000 (for detailed design)	Green	Following the validation process it appears to be feasible that a pedestrian refuge could be installed to the north of the junction with Eagle Lane. Design & Consultancy recommend this scheme be progressed to detailed design and a design budget of £2,000 be provided. BT apparatus is located in the east footway and this could affect the scheme implementation and cost.
8	Ingrave Road near Orchard Avenue	Additional guard railing	Following safety concerns over young children crossing the road at unsafe points	£8,000	Green	The original request was supported by the submission of a petition.
9	Orchard Avenue junction with Ingrave Road	Pedestrian refuge upgrade	Feasibility/ preliminary design	£5,000	Amber	The current refuge island is narrow and has no tactile paving there may also be scope to alter the bell mouth to reduce vehicle speeds for traffic turning into Orchard Avenue further investigation would be required.





**ESSEX COUNTY COUNCIL AND  
BOROUGH OF BRENTWOOD  
LOCAL HIGHWAY PANEL – 1 JULY 2013  
REPORT 12: 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.

<b>1. Station Road, West Horndon – zebra crossing</b>	<b>approx £37,000</b>
<p>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 potentially two 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 railway station. On closer inspection both sites have potential issues in accommodating one or even two crossings within Station Road; with the request likely to impact on 'on street' parking and driveway accesses particularly with the Doctors surgery site. Under the new criteria I suspect that the site near the surgery is unlikely to meet the criteria</p> <p>A suitable location has been identified close to the Station; however, private vehicle accesses will make siting a crossing outside the doctor's surgery difficult. It is also envisaged that the installation of a crossing in a residential area will attract opposition from local residents and the site is unlikely to meet the pedestrian/ vehicle analysis.</p> <p>Any pedestrian crossing request will need to be assessed by Network Management to ensure the site meets current implementation guidelines and satisfies ECC policy requirements. A pedestrian/ vehicle survey will also need to be commissioned. This request is featured in the Highway Rangers and Revenue report.</p>	



## 2. A128 Ongar Road/ Ashwells Road

approx. TBC

Following the decision not to proceed with the request to install a formal crossing on Ongar Road near the junction of Ashwells Road it is now proposed to look at alternative measures that can be considered and progressed for the benefit of Bentley St Paul's C of E Primary School and the wider community. The options under consideration are:

- Extending the school lay-by/ footway in Ashwells Road (from the existing lay-by and Brentwood Vineyard Church).
- Extend the waiting restrictions from the Ongar Road junction to the school zig-zags within Ashwells Road to improve access for traffic turning into Ashwells Road.
- Potential investigation into VAS signage on Ongar Road (review of the existing speed surveys would be required).

4

## 3. 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 is to be explored.

Taking into account the current features at the site, an ideal location for a pedestrian refuge would have been the existing traffic island O/S Dunton Hill Cottages; however, an existing lamp column in the western verge is situated in the area of where the crossing point would be located. The eastern verge is subject to the frontages and access to the local properties as well as vegetation reducing the verge width.

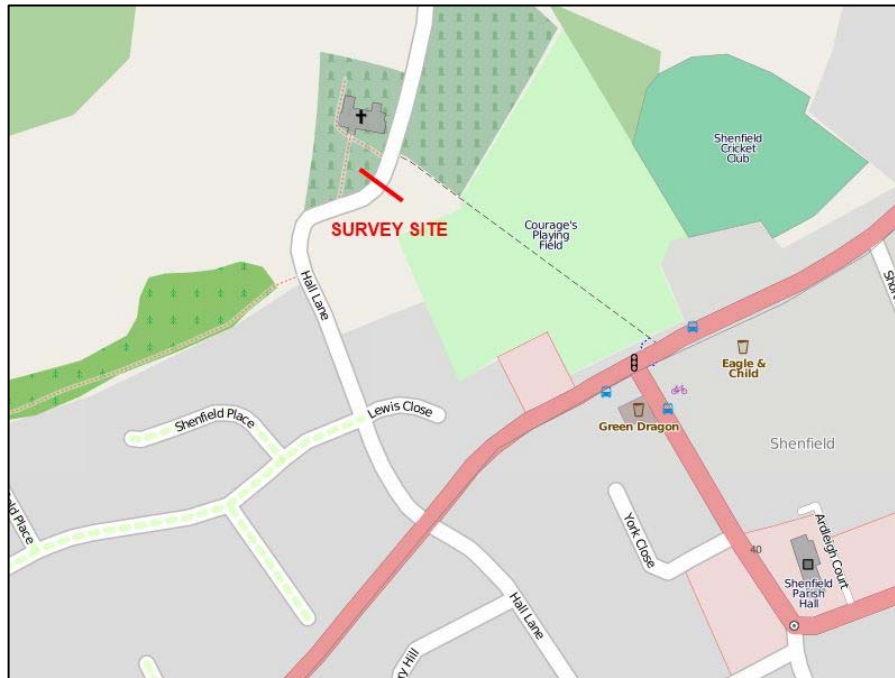
A new pedestrian refuge could probably be sited just north of the existing island without reducing the ghost island length significantly. The estimated cost of this plus a new footway link from the refuge to the access road north of the Dunton Hill Cottages is £12,000. In addition to this £2,500 should be allocated for the preparation and design work.

#### 4. Hall Lane – Shenfield – speeding concerns

£1,200 legal costs plus signage costs (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 27<sup>th</sup> November 2012.

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.

However, the Network Management team would be willing to consider extending the 30mph speed limit north of the church to include a cluster of properties currently in the de-restricted speed limit area. The proposal would need the introduction of a legal order to proceed and their maybe some benefit in incorporating a gateway sign(s) at the start of the new limit subject to the available verge width.

#### 5. School Road, Kelvedon Hatch – 20mph Request

£1,200 legal costs plus signage costs (TBC)

The Parish Council agreed that they should ask the Local Highways Panel to consider the introduction of a 20mph limit outside the Primary School in School Road, Kelvedon Hatch. A completed Request Form has been received; to allow for the request to be validated it will be necessary for the Panel to support a speed survey (cost: £210) being carried out in School Road and this request features in the Highway Rangers and Revenue report.

#### 6. A128 Hutton Road/ Chelmsford Road – Traffic Signals

(TBC)

A request has been received to review the phasing for the pedestrian leg of the traffic signals on Chelmsford Road for the morning peak due to the volume pedestrian movements heading to St Mary's School. In addition, the other aspect that is being investigated is whether it is possible to widen the existing refuge island at the traffic signals, again, due to volume of pedestrian movements in the peak periods.

#### 7. Ingrave Road, Speed Survey

At the last Panel meeting it was agreed to undertake a speed survey on Ingrave Road in the vicinity of number 75. The speed survey was carried out over a seven day period from 13 March; the average speeds recorded over the seven day period ranged between 30-33mph for north-westbound vehicles over a twenty four hour period and between 32 -33mph for south-eastbound vehicles over a twenty four hour period.

### **8. Orchard Lane, Pilgrims Hatch, Speed Survey**

At the last Panel meeting it was agreed to undertake a speed survey on Orchard Lane between Vale Close and Pilgrims Close. The speed survey was carried out over a seven day period from 13 March; the average speeds recorded over the seven day period ranged between 25-27mph for westbound vehicles over a twenty four hour period and between 27 -29mph for eastbound vehicles over a twenty four hour period.

### **9. Doddinghurst Road, Speed Survey**

At the last Panel meeting it was agreed to undertake a speed survey on Doddinghurst Road in the vicinity of the existing VAS sign. The speed survey had to be carried out twice the first time it appeared that the speed survey equipment had been damaged. However, a second survey was carried out over a seven day period from 14 April; the average speeds recorded over the seven day period ranged between 28-33mph for northbound vehicles over a twenty four hour period and between 29 -34mph for southbound vehicles over a twenty four hour period.

### **10. Alexander Lane, Hutton, Speed Survey**

At the last Panel meeting it was agreed to undertake a speed survey on Alexander Lane, Hutton. The speed survey was carried out over a seven day period from 13 March; the average speeds recorded over the seven day period ranged between 31-33mph for south-westbound vehicles over a twenty four hour period and between 30-32mph for north-eastbound vehicles over a twenty four hour period.









**ESSEX COUNTY COUNCIL AND  
BOROUGH OF BRENTWOOD  
LOCAL HIGHWAY PANEL – 1st JULY 2013  
REPORT 13: RANGERS AND REVENUE MONIES UPDATE**

**Purpose of report**

- To provide Members with an update on the Highways Rangers service for 2013/14 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.

It would be recommended that £8,500 is kept aside for adhoc signs requests.

In addition to keeping some money aside for adhoc signs, Members are advised that there will no longer be a central budget for completing speed surveys or pedestrian/ vehicle surveys so may wish to give some consideration to the provision of some funds 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 would be suggested that this figure is increased from last year's amount of £2,500 to £10,000 and carefully monitored to avoid over-expenditure. The average cost of a speed survey is £200 and pedestrian/ vehicle survey £500.

The 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>



## 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.

Members are asked to consider funding for the following surveys and safety assessments to be funded from the revenue monies:

### Speed Surveys:

SITE	REASON
Chase Road, Brentwood	General concerns over speed and volume of traffic
Mountnessing Lane, Doddinghurst	Part of a validation request for the introduction of a 40-mph limit.
Warley Hill between Essex Arms and The Drive	General speeding concerns
School Road, Kelvedon Hatch	Part of a validation request for the introduction of a 20-mph limit.
Cherry Avenue, Hawthorn Avenue Orchard Avenue.	Concern over existing vehicle speeds.
Knights Way, East Ham, Stephens Crescents.	Concern over existing vehicle speeds.
Hogarth Avenue, Riseway, Shenfield Crescent.	Concern over existing vehicle speeds.
	<b>£2,730</b>

**Pedestrian/ Vehicle survey:**

<b>SITE</b>	<b>REASON</b>
Station Road, West Horndon near the Railway Station.	Part of a validation process for the introduction of a zebra crossing.
	<b>£890</b>

**Safety Assessments:**

<b>SITE</b>	<b>REASON</b>
Kings Road, Zebra Crossing	Concern regarding visibility of crossing.
Pondfield Lane, Zebra Crossing	Concern regarding visibility of crossing.
Hartwood Road, Zebra Crossing	Concern regarding visibility of crossing.
	<b>£1500</b>







**BOROUGH OF BRENTWOOD**  
**LOCAL HIGHWAY PANEL – 1 JULY 2013**  
**REPORT BY: LOCALISM AND CUSTOMER SERVICE TEAM**  
**ESSEX COUNTY COUNCIL**  
**REPORT 14: CAPITAL MAINTENANCE 2013/14**

## **Purpose of report**

- To provide Members with an update on the proposed capital maintenance programme for the 2013/14 financial year
- 

Please find below a list of proposed works for the Brentwood area, which are being looking at for this financial year. The list is not exhaustive and could be subject to change. The locations that have already been completed are greyed out on the attached list.

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.

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. 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.

## **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.



## **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 undersurface 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.

		START DATE	FINISH DATE	TM	
A129 Rayleigh Road, Hutton	Machine resurfacing	TBC	October	Junction of Wash Road	Daytime/Road Closure/ Restricted
Blackmore Road, Kelvedon Hatch	Machine resurfacing	TBC	Oct/ November	A128 to Stock Lane	Restricted Stop & Go
Wilmot Green, Warley	Machine resurfacing	TBC	August	Full Length	Daytime/Road Closure/Restricted
Shenfield Crescent, Brentwood	Machine resurfacing	TBC	August	Full Length	Road Closure/ Daytime
Fairview Avenue, Hutton	Machine resurfacing	TBC	August	Full Length	Road Closure/ Daytime
Billericay Road, Herongate & Ingrave	Pre-Patch this year/ surface dressing next year.	TBC	TBC	From Dunton Road to A128	Daytime/Road Closure/Restricted
Newland Close, Brentwood	TBC	TBC	TBC	Full Length	Daytime/Road Closure/Restricted
Thoby Lane, Mountnessing	Surface dressing	4/06/13	4/06/13		
Swallows Cross Road, Mountnessing	Surface dressing	4/06/13	4/06/13		
Mountnessing Road, Blackmore	Surface dressing	4/06/13	5/06/13		
Coxtie Green Road, South Weald	Surface dressing	5/06/13	5/06/13		
B186 Warley Street, Warley	Surface dressing	6/06/13	6/06/13		

#### Footway Scheme

Park Drive, Ingatestone		TBC	TBC	No details at this stage.	
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I have been advised that these details/ dates could change and where there is no date specified the reason is that additional information is needed from the commercial team.