1.0 Purpose of Report

- To update Members on work for the financial year 2011/12.
- To update Members of Capital funded schemes for Braintree.
- The Members are also invited to consider suggestions and requests for future funding in 2012/13.

Recommendations

- The Local Highway Panel to acknowledge the report of the Mid Area Customer Service Team.
- Additional suggested schemes may be added to the list of schemes for investigation.

2.0 Background

The programme of Capital Works for 2011/12 has been updated and is presented to Panel Members within the report.

Members are invited to review the Local Highway Panel Scheme Reserve Lists with a view to prioritising schemes to be progressed in the financial year 2012/13. To help with the prioritisation of these schemes summary information on each of the Reserve List schemes has been attached.

Essex County Council has now selected Ringway Jacobs Limited as its integrated service provider and partner, to help deliver highways services across the County. In forming a strategic partnership with the County Council, Ringway Jacobs bring with them a proven track record and an innovative approach to delivering highways services.

The County Council are now working closely with Ringway Jacobs Ltd in a mobilisation period to ensure that the partnership is fully functional for 1 April 2012. This contract will run for ten years, with an option to extend for up to five years. The contract, which has an estimated value of over £1bn, will ensure that a greater proportion of money is spent on delivering frontline services and improving Customer satisfaction.
3.0 Programme of Work 2011/12

3.1 Maintenance

The programme of planned Maintenance work for 2011/12 is shown in Appendix A. This programme will continue to be updated and circulated to the panel when further information on the programme is available.

3.2 Ongoing Maintenance

Aside to the major works listed within the appendices, Members are encouraged to report any other defects on the highways network and are reminded that potholes or other highway related matters can be reported to Essex County Council as follows:

By the ECC web site www.essex.gov.uk/highwayfaultreporting

Logging enquiries on the web site allows the exact locations to be plotted on a map. This in turn makes it easier and more efficient for the Highway Inspectors to locate the problem on site, especially in rural areas.

By email to highwayenquiriesmid@essex.gov.uk

All emails are regularly monitored during the working day and any enquiries received dealt with appropriately.

By telephone on number 0845 603 7631,

This number will be answered by Contact Essex Monday to Friday 08:30 to 17:00hrs and outside of these times it will transfer to our Emergency Out-of-Hours Service.

3.3 Traffic Improvements

Following confirmation of Traffic Improvement schemes and Collision Site Improvements, which are to be delivered by capital funding within the District for 2011/12, this programme is now updated and shown in Appendix A.

3.4 Localism Schemes

The following schemes were approved by the Panel for funding in 2011/12:
1. Church Green, Cressing – bollards

Our Road Safety team have now undertaken an investigation into the proposal and they have raised concerns about the affect of the bollards in the event of a collision. They also advised that the bollards would need to be located a distance of at least 4 metres from the edge of carriageway, to give the driver of any vehicle that did lose control a chance to stop or regain control of their vehicle. They also noted that there was no kerb-line along this section of road which would normally help deflect an errant vehicle back on to the carriageway and give any driver a greater opportunity to avoid colliding with any street furniture or vegetation.

If parking was restricted along this section road users might park on the next available section of verge or around the junction making them more susceptible to being struck by an errant vehicle. It was their recommendation that the bollards were not provided as they would be a non passive item of street furniture located close to the side of the road that would themselves be a hazard to road users and could have a limited benefit in terms of parking.

Most of the properties along this section were noted to have off-street parking and there is also a large parking area opposite the church. We are awaiting a response form the Parish Council on the matter, as it was believed that with considerate parking and information to local residents the situation could be improved.

Estimated cost: £4,600
2. Stambourne Road, Ridgewell – extension of existing footway

STAGE 1 – Existing footway up to houses - £40,000 - **COMPLETED**
STAGE 2 – Stage 1 past all the properties - £65,000 – Reserve List Scheme

Photograph looking east

The Panel had originally allocated £5,000 for 2011/12 for design costs. Our Design & Consultancy team produced a design for Stage 1 which could be constructed within the current financial year, though there was an increase in the estimated costs. Additional funding was found for this scheme and with the agreement of the Panel the works were commissioned and have now been completed.

The “walkable” footway constructed included:

- 150mm depth of road planings (was formerly 100mm)
- Timber edging to the rear of the new “walkable verge” (giving better compaction and levels)
- Due to drainage issues it now includes 16 drainage kerb offlets
- Signage alterations - raising of existing signs to achieve 2.3 m clearance

**Original estimated design cost: £5,000**
**Final build cost: £28,773**
3. Colchester Road, Bures – Controlled crossing

The design of the controlled crossing is currently in progress through the ECC in house traffic signal design team, Essex ITS.

Estimated design cost: £20,000

4. Bridge Street, Bures – pram crossing - COMPLETED

The pram crossing has now been completed on site and provides a crossing point to the dropped kerb opposite.

Estimated cost: £1,500
Final cost: £1,064
5. Marlborough/Mountbatten outside School – widening footway and adjusting road humps - COMPLETED

Photograph taken looking southwest

Photograph taken looking northeast

This scheme has now been completed providing a 1.0 metre widening of the footway, the removal of existing build out opposite, new speed cushions and a refresh of all road markings.

Original estimated cost: £20,000
Final cost: £16,641
6. Bures Road, White Colne – signing and lining works - COMPLETED

The scheme near a property known as Hylende has now been completed and included a 30 mph carriageway roundel installed adjacent to the speed limit signs. Also due to the severity of the hill a 'Slow' carriageway marking was installed. Highway Rangers have cut back vegetation on the approach to the advanced Give Way sign.

Estimated cost: £3,000
Final cost: £744
4.0 Localism Initiative

For the period 2011/12 the Braintree Local Highway Panel had a budget of £129,275. At the last Panel meeting it was agreed that the partnership working with the District and County Council in delivering the Highway Ranger service should continue at a cost of £70,000.

At the last meeting Panel Members agreed that £3,000 should be ring-fenced from the available budget to allow for the rotation of vehicle activated signs across the District. Additionally, £5,000 would also be ring-fenced to enable the delivery of adhoc sign requests. This then provided an available Localism Scheme budget of approximately £51,275 as broken down below.

Braintree Local Highway Panel Total Budget 2011/12 £ 129,275
(a) Highway Rangers cost £ 70,000
(b) Vehicle Activated Sign rotation cost £ 3,000
(c) Adhoc Signs/lines cost £ 5,000
Total Localism Scheme budget 2011/12 £ 51,275

4.1 Proposals for inclusion for a future Programme of Work

The schemes to be considered for future funding are shown in an attached Reserve List, Appendix B; the schemes are shown as those estimated at those £20,000 and over, then those under £20,000.

Officers wrote to all Parish/Town Councils who had items on the Reserve Scheme Lists in order to refresh the list and gather any additional supporting information. The Reserve Scheme List has been reviewed and supporting summaries have been provided to assist Panel members in prioritising their funding for 2012/13 as Appendix C.

Members are asked to consider the Reserve Scheme Lists with their supporting summaries and to confirm which schemes they both support and wish to progress.

4.2 Highway Rangers

Our Cyclical Maintenance Team have been informed that Braintree District Council will shortly be raising and invoice for £64,658 for the Highway Ranger Service provided in 2011-12.

For the information of the Panel we have now adapted the summary of the works carried out by the Highway Rangers. This summary now includes the date that each request was completed and is shown in Appendix D.
The day to day activities of the Highway Rangers are co-ordinated at the Mid Area Highway Office by a Cyclical Maintenance Engineer. The jobs will wherever possible be grouped together to minimise both journey times/costs and maximise output. In order to make some low priority jobs more cost effective, they are often not undertaken until there is a sufficient volume of Ranger work in the same area.

5.0 Winter Maintenance

The County Council operates a fleet of over sixty gritting vehicles, with 120 personnel on call over a 24 hour period. Each gritting run by our gritting fleet uses approximately 170 tonnes of salt. The Winter Maintenance Engineers involved with the gritting decisions use highly accurate weather forecast as well as dedicated weather stations and roadside sensors to decide when to grit.

The county of Essex covers a large surface area and there is also a large coast line. This leads to variations in temperature and weather patterns across the county. As such for Winter Maintenance the county is divided into five areas or “weather domains”.

The weather domains and a summary of the main areas within them are:

- Three Valleys – Uttlesford and Braintree
- Colne – Colchester and Tendering
- Roding – Harlow, Epping, Chelmsford and Brentwood
- Blackwater – Maldon
- Thames - Rayleigh, Basildon and Castle Point

When any gritting decision is made the weather predictions for each domain will be considered and the gritting fleet are then instructed to go out as necessary per domain.

Action is taken during the early mornings and late evenings to minimise disruption to traffic. The Winter Maintenance Team is currently considering options of how best to keep our Customers informed of our gritting decisions. One method that is currently available is the twitter service offered via the ECC Traffic Control Centre. To sign up please visit; http://twitter.com/essex_travel

The primary method of treating the precautionary gritting network is with crushed rock salt, also known as grit. The salt or grit works by lowering the point at which water on the road surface freezes. To work effectively the salt has to be driven over by vehicles to work it into any ice and turn it in to water.

The Precautionary Gritting Network covers just less than 1900 miles or 3032.4km, which equates to about 40% of the highway network in Essex. It consists of the following;

- “A” roads which ECC is responsible for so would exclude the A12, A120 and A130
- “B” roads to ensure that road users can travel between towns and villages
• Rural link roads from settlements of over 50 houses to the main precautionary gritting network
• Also routes which are served by at least 4 public bus services per day for 5 days per week or more.

Resource prioritisation means that the County Council cannot treat minor roads or pavements in residential areas and those that are not part of the public highway for example car parks and footways/cycle ways.

As part of the Winter Maintenance pre-season preparation all of the County Council Salt Bins were audited and should now clearly be identifiable by an ECC sticker. During the audit each bin had their exact GPS location recorded, as well as their condition and photos taken of the general area. All bins that are the responsibility of the County Council have also now been re-stocked.
## Appendix A
### Braintree District
#### Programme of works 2011/12

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<th>SCHEME/EXTENT OF WORKS</th>
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<th>Oct</th>
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<td>£22,350</td>
<td>X</td>
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<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Completed</td>
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</tr>
</tbody>
</table>
# Braintree District
## Programme of works 2011/12

### Appendix A

<table>
<thead>
<tr>
<th>Scheme/Extent of Works</th>
<th>Location</th>
<th>Parish/Ward</th>
<th>Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Braintree District</td>
<td></td>
<td></td>
<td>£273,729</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Scheme/Extent of Works</th>
<th>Location</th>
<th>Parish/Ward</th>
<th>Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Braintree District</td>
<td></td>
<td></td>
<td>£273,729</td>
</tr>
</tbody>
</table>

### Highway Maintenance Initiative / Footway Maintenance

<table>
<thead>
<tr>
<th>Scheme/Extent of Works</th>
<th>Location</th>
<th>Parish/Ward</th>
<th>Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Braintree District</td>
<td></td>
<td></td>
<td>£273,729</td>
</tr>
</tbody>
</table>

### Indicative Programme

<table>
<thead>
<tr>
<th>Scheme/Extent of Works</th>
<th>Location</th>
<th>Parish/Ward</th>
<th>Progress/Comments</th>
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</thead>
<tbody>
<tr>
<td>Braintree District</td>
<td></td>
<td></td>
<td></td>
</tr>
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</table>
## Appendix A
### Braintree District
#### Programme of works 2011/12

<table>
<thead>
<tr>
<th>PARISH/WARD</th>
<th>LOCATION</th>
<th>SCHEME/EXTENT OF WORKS</th>
<th>BUDGET</th>
<th>INDICATIVE PROGRAMME</th>
<th>PROGRESS/COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TRAFFIC MANAGEMENT IMPROVEMENTS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Witham</td>
<td>Flora Road</td>
<td>Pedestrian splitter island at roundabout</td>
<td>£23,000</td>
<td>X</td>
<td>Completed</td>
</tr>
<tr>
<td><strong>COLLISION SITE IMPROVEMENTS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coggeshall</td>
<td>A120 to junction with B1024</td>
<td>Signing and Lining</td>
<td>£7,850</td>
<td>X</td>
<td>Completed</td>
</tr>
<tr>
<td>Hatfield Peverel</td>
<td>B1137 Crix Junction</td>
<td>High Friction Surfacing, signing and lining</td>
<td>£17,250</td>
<td></td>
<td>Substantially complete</td>
</tr>
<tr>
<td><strong>TACKLING CONGESTION</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Braintree District</td>
<td></td>
<td>Review of the current operational efficiency of traffic signals throughout the County</td>
<td></td>
<td>On going Project to ensure all traffic signals are operating as designed and check that this design is still relevant for the location. (will not include investigations as to whether the systems can be turned or changed to part-time operation)</td>
<td></td>
</tr>
<tr>
<td><strong>SECTION 106 DEVELOPER FUNDING</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Black Notley</td>
<td>Lynderswood Farm, London Road</td>
<td>Kassel kerbs at Bus Stop</td>
<td>£3,000</td>
<td>X</td>
<td>Substantially complete</td>
</tr>
<tr>
<td>Braintree</td>
<td>Rayne Road (Lidl)</td>
<td>Bus stop improvements</td>
<td>£40,000</td>
<td></td>
<td>Deferred until 2012/13</td>
</tr>
<tr>
<td>Braintree</td>
<td>Mill Park Drive</td>
<td>Traffic calming including speed humps</td>
<td></td>
<td></td>
<td>Completed</td>
</tr>
<tr>
<td><strong>MISCELLANOUS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Braintree</td>
<td>A131 High Garrett</td>
<td>Three Counties Crematorium Signage</td>
<td>£5,000</td>
<td>X</td>
<td>Completed</td>
</tr>
<tr>
<td><strong>LOCAL HIGHWAY PANEL SCHEMES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cressing</td>
<td>Church Green</td>
<td>DC243 - Bollards</td>
<td>£4,600</td>
<td>X</td>
<td>Safety Audit highlighted concerns about the bollards, Parish Council contacted.</td>
</tr>
<tr>
<td>Ridgewell</td>
<td>Stambourne Road</td>
<td>DC244 - Extension of existing footway</td>
<td>£5,000</td>
<td>X</td>
<td>Completed</td>
</tr>
<tr>
<td>Bures</td>
<td>Colchester Road</td>
<td>DC249 - Design of controlled crossing</td>
<td>£20,000</td>
<td></td>
<td>Design in progress for 2011/12</td>
</tr>
<tr>
<td>Bures</td>
<td>Bridge Street</td>
<td>DC245 - Pram crossing</td>
<td>£1,500</td>
<td>X</td>
<td>Completed</td>
</tr>
<tr>
<td>Braintree</td>
<td>Marlborough Road and Mountbatten Road</td>
<td>Widening of footway and adjustment of speed humps</td>
<td>£15,000</td>
<td>X</td>
<td>Completed</td>
</tr>
<tr>
<td>White Colne</td>
<td>Bures Road</td>
<td>DC 247 - Signing and lining works</td>
<td>£3,000</td>
<td>X</td>
<td>Completed</td>
</tr>
</tbody>
</table>
# Appendix B - Localism Schemes - Reserve List

## Schemes £20,000 and over

### WITHAM

<table>
<thead>
<tr>
<th>New Footway</th>
<th>Indicative Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1019 from Wickham Bishops Road to Ulting Road Hatfield Peverel - Southern side of carriageway</td>
<td>£45,000</td>
</tr>
<tr>
<td>Inworth Road, Feering</td>
<td>Extension of existing footway</td>
</tr>
<tr>
<td>Church Road, Hatfield Peverel (Some Parish land required) Ranulph Way to Church</td>
<td>Footway</td>
</tr>
<tr>
<td>Boars Tye Road, Silver End</td>
<td>Footway extension</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>£265,000</strong></td>
</tr>
</tbody>
</table>

**Pedestrian Crossing Facilities**

<table>
<thead>
<tr>
<th></th>
<th>Indicative Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spa Road, Witham</td>
<td>Crossing with central island</td>
</tr>
<tr>
<td>Feering Hill, Feering</td>
<td>Zebra crossing</td>
</tr>
<tr>
<td>Station Road, Kelvedon</td>
<td>Zebra crossing</td>
</tr>
<tr>
<td>Boars Tye Road, Silver End</td>
<td>Zebra Crossing</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>£215,000</strong></td>
</tr>
</tbody>
</table>

**Miscellaneous Schemes**

---
## Appendix B - Localism Schemes - Reserve List

### Schemes £20,000 and over

<table>
<thead>
<tr>
<th>Scheme Description</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HALSTEAD</strong></td>
<td></td>
</tr>
<tr>
<td><strong>New Footway</strong></td>
<td></td>
</tr>
<tr>
<td>9 Stambourne Road, Ridgewell from Stage 1 past all the properties - STAGE 2</td>
<td>£65,000</td>
</tr>
<tr>
<td>10 The Causeway, Toppesfield</td>
<td>£35,000</td>
</tr>
<tr>
<td>11 Colchester Road Bures, from Millennium Footbridge to link up with O/S Boat House</td>
<td>£50,000</td>
</tr>
<tr>
<td>12 Oak Road at Railway Bridge, Rivenhall</td>
<td>£60,000</td>
</tr>
<tr>
<td><strong>Pedestrian Crossing Facilities</strong></td>
<td></td>
</tr>
<tr>
<td>13 Colchester Road, Bures O/S number 44 and prow 77</td>
<td>£135,000</td>
</tr>
<tr>
<td>14 Swan Street, Sible Hedingham</td>
<td>£45,000</td>
</tr>
<tr>
<td>15 Gt Yeldham Road, Sible Hedingham</td>
<td>£45,000</td>
</tr>
<tr>
<td>16 High Street, Great Yeldham</td>
<td>£135,000</td>
</tr>
<tr>
<td><strong>Miscellaneous Schemes</strong></td>
<td></td>
</tr>
<tr>
<td>17 A1017 Gt Yeldham opposite oak tree</td>
<td>£30,000</td>
</tr>
<tr>
<td>18 A1124 Colchester Road Halstead</td>
<td>£60,000</td>
</tr>
<tr>
<td>19 Sible Hedingham</td>
<td>£35,000</td>
</tr>
<tr>
<td>20 Bures, Station Hill</td>
<td>£60,000</td>
</tr>
<tr>
<td>21 Colne Engaine</td>
<td>£230,000</td>
</tr>
<tr>
<td>Schemes £20,000 and over</td>
<td>Funding</td>
</tr>
<tr>
<td>--------------------------</td>
<td>---------</td>
</tr>
<tr>
<td>22 New Footway, Braintree</td>
<td>£45,000</td>
</tr>
<tr>
<td>23 Pedestrian Crossing Facilities</td>
<td>£135,000</td>
</tr>
<tr>
<td>24 London Road 85m south of Godlings Way, Braintree</td>
<td>£65,000</td>
</tr>
<tr>
<td>25 Miscellaneous Schemes</td>
<td>£200,000</td>
</tr>
<tr>
<td>26 B1018 Braintree Road, Cressing (option 2) Bend improvement scheme (plus land purchase costs)</td>
<td>£205,539</td>
</tr>
<tr>
<td>27 Various Locations, Cressing Lining, TRO’s extending speed limit</td>
<td>£375,539</td>
</tr>
</tbody>
</table>
## Appendix B - Localism Schemes - Reserve List

### Schemes under £20,000

<table>
<thead>
<tr>
<th>WITHAM</th>
<th>Indicative Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>New Footway</strong></td>
<td>£0</td>
</tr>
<tr>
<td><strong>Pedestrian Crossing Facilities</strong></td>
<td></td>
</tr>
<tr>
<td>30 Newland Street j/w The Grove, Witham</td>
<td>Changes to tactile paving of pedestrian crossing to improve accessibility for those who are less abled £3,000</td>
</tr>
<tr>
<td><strong>Miscellaneous Schemes</strong></td>
<td></td>
</tr>
<tr>
<td>31 Various locations</td>
<td>VAS sign face £5,000</td>
</tr>
<tr>
<td>32 Hatfield Peverel, Maldon Road B1019</td>
<td>Illuminated zebra crossing poles £12,000</td>
</tr>
<tr>
<td>33 Rivenhall, Oak Road</td>
<td>7.5 Tonne Weight Limit (Estimated cost) £5,000</td>
</tr>
<tr>
<td>34 Mulberry Gardens, Witham</td>
<td>Parking restrictions due to Commuter Parking (Estimated cost) £5,000</td>
</tr>
<tr>
<td>35 O/s 9A Trews Gardens, Kelvedon</td>
<td>Keep Clear road markings £1,000</td>
</tr>
<tr>
<td></td>
<td><strong>£28,000</strong></td>
</tr>
</tbody>
</table>
### Appendix B - Localism Schemes - Reserve List

#### Schemes under £20,000

<table>
<thead>
<tr>
<th>Scheme Description</th>
<th>Location</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HALSTEAD</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Footway</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Extension of existing footway</td>
<td>A1017 High Street, Gt Yeldham (Just North j/w Toppesfield Road)</td>
<td>£15,000</td>
</tr>
<tr>
<td>Pedestrian Crossing Facilities</td>
<td></td>
<td>£0</td>
</tr>
<tr>
<td><strong>Miscellaneous Schemes</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Re-align carriageway outside W H Smith</td>
<td>High Street, Halstead</td>
<td>£17,500</td>
</tr>
<tr>
<td>VAS sign face</td>
<td>Various locations</td>
<td>£5,000</td>
</tr>
<tr>
<td>Widen Footpath O/S Boat House (to minimum width)</td>
<td>Bures, Colchester Road</td>
<td>£10,000</td>
</tr>
<tr>
<td>No Waiting at Any Time TRO Advertising</td>
<td>Factory Lane West, Halstead</td>
<td>£1,000</td>
</tr>
<tr>
<td>Review Weight Restriction</td>
<td>B1058 Castle Hedingham to Bulmer</td>
<td>£5,000</td>
</tr>
<tr>
<td>Signage to show pedestrians in the road</td>
<td>Middleton Road/Allen's Hill, Middleton</td>
<td>£2,000</td>
</tr>
</tbody>
</table>

**Total Funding:** £40,500
<table>
<thead>
<tr>
<th>Schemes under £20,000</th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>BRAINTREE</strong></td>
<td></td>
</tr>
<tr>
<td>New Footway</td>
<td>£0</td>
</tr>
<tr>
<td>Pedestrian Crossing Facilities</td>
<td>£0</td>
</tr>
<tr>
<td><strong>Miscellaneous Schemes</strong></td>
<td>£0</td>
</tr>
<tr>
<td>Various locations</td>
<td>£5,000</td>
</tr>
</tbody>
</table>
Appendix C

Braintree District Local Highways Panel
Reserve Schemes List – Scheme Summary

1. B1019 Wickham Bishops Road to Ulting Road, Hatfield Peverel - Widen existing footway on southern side.

Photograph looking northwest

Photograph looking southeast

Plan showing B1019, the footway to be made widened is on the southern side.
Appendix C

It is believed that this request originated from Hatfield Peverel Parish Council in 2009. The Parish Council were keen to establish a footpath from the Green along the B1019 Maldon Road to Wickham Bishops Road to serve the proposed ECC Country Park, The Keith Bigden Memorial Site at the former Dannatts Quarry site. A continuation of this along Wickham Bishops Road would also help to serve the Willowmead Nursing Home. A site visit was undertaken recently and it was ascertained that there is an existing footway between the above roads on the southern side.

The most direct indicator of safety is the number of recorded accidents along the route. In this instance, there have been five slight recorded personal injury accidents, all of which occurred between Wickham Bishops Road and Letchs Corner southbound. All involved vehicle conflict and no pedestrians were involved.

Estimated Cost - £45,000
Appendix C

2. B1023 Inworth Road, Feering - Extension of existing footpath

This request is supported by both local residents and the Parish Council. During a site visit recently it was observed that the road is reasonably busy with a general mix of traffic, including HGV's. At the junction with B1024 London Road, Gore Pit Corner, the entrance to the road has a direction sign indicating Maldon and this also includes a brown tourism sign indicating a number of establishments that can be accessed along this route.

Having investigated this issue there is a 100 metre stretch of carriageway starting from the B1024 London Road/Gore Pit Corner heading towards Threshelfords Business Park where there is no footway is present. Then there is a section of existing footway proceeding 200 metres south and linking up to the Business Park. Therefore, pedestrians will have to walk in the road at this point and considering that this road is subject to significantly high traffic volumes, this is undoubtedly of some concern, especially where children and the elderly are concerned. The wish would be to extend this footway northward to join up to the footway at London Road end.

It is also believed that part of the planning submission for the Threshelfords Business Park included a Green Travel Plan, which included giving local employees the ability to walk to the Park, which they cannot do at present. The lack of footway has affected the ability of the businesses to comply with the Green Travel Plan element of the planning permission.

The existing extent of footway, where it begins is 1.3 metres wide and the carriageway is 6.0 metres wide at this location, which could be considered to be a pinch point along this route. The average vehicle width for a 7.5 tonne van/lorry would be 2.5 metres; therefore this would only leave a width of 1.0 metre at this point. However, the road width at other points varies between 6.4 and 7.2 metres wide.

The most direct indicator of safety is the number of recorded accidents along the route. In this instance, there has been one recorded slight personal injury accidents
Appendix C

along this route. This occurred on the 7 March 2009 at Domsey Brook that is located further south along the route and this involved a vehicle collision.

In order to progress this scheme it would require agreement of each resident along the proposed section of footway to sell the necessary land in order to construct the footway. Currently our Design & Consultancy team have been looking at this scheme, with a view to writing to all directly affected residents to establish what remedial work would be required to their property in order to carry out this scheme.

Estimated cost - £150,000
Appendix C

3. Church Road (Ranulph Way to Church), Hatfield Peverel – New footway

Hatfield Peverel Parish Council wanted a footpath on the southern side of Church road to link the existing footpath at Ranulph Way with the access to St Andre's Parish Church. The Parish Council have now indicated that all or part of the land required is in private ownership and the owners do not want to let the Parish Council have the land for free. As such this will affect the viability and cost of this scheme, furthermore there is already an extensive footway opposite to serve the needs of local residents.

A site visit was undertaken and it was evident that there is an existing pedestrian desire line along the grass verge between the route in question. Therefore, this would indicate that this route is used by local residents, however predominantly those who live along this specific route. There is a footway opposite, which runs the entire length of road.

As with many other types of highway improvements, the demand for new roads/footways far exceeds the funding available and the current budget only permits a few footway schemes to be completed each year. The County Council receives many requests for new footways and as such, must direct funds to locations around the county where the greatest benefits can be achieved. In addition, where new footways are considered they need to be incorporated within the council’s highway maintenance programme and this would incur additional costs in the long term, due to ongoing maintenance costs.

Estimated Cost - £20,000 (without any additional Land Costs)
Appendix C

4. Boars Tye Road, Silver End - Footway extension

Photograph from Outside Brettons looking northwest towards Ralphs Farmhouse/Cottages. The proposed footway is required to be constructed on the east side verge, as a continuation from the existing footway outside Brettons.

Photograph from outside 1 Ralphs Cottages looking southeast towards Silver End. The proposed footway is required to be constructed on the east side verge.
Appendix C

We understand the approach in question was from the Parish Council and is from Cressing starting from the Silver End signs just before the workmen cottages at Ralphs Farm along this stretch of road into Boars Tye Road outside a property known as Brettons. This is a potential footway length of 400 metres along the left hand side of road approaching Boars Tye Road.

We appreciate the concern of those that walk into Silver End from this location, and the requirement for pedestrian safety, the most direct indicator of safety is the number of recorded accidents along the route. The personal injury collision record for the last three years along this route has been reviewed and I can confirm that there is a zero accident record within the entire vicinity of the location in question.

Estimated cost - £50,000
Appendix C

5. Spa Road, Witham - Pedestrian Crossing with Central Island

Spa Road looking southeast of junction with Humber Road

Spa Road looking north of junction with Humber Road
Appendix C

Spa Road looking north of pinch point

A site visit was undertaken and an initial assessment was made of the length of Spa Road from Powers Hall End to Highfields Road, which equates to approximately 700 metres in length. This was undertaken by vehicle and then on foot, to ascertain the layout of the road from both a vehicular driver view and pedestrian crossing perspective.

The approach from Powers Hall End along Spa Road indicated that carriageway and line markings were in good condition and the road is subject to the recent introduction of new lamp columns. A school warning sign is located on the southbound approach 50 metres from the junction. A mobile speed camera sign would indicate that speeding has been reported as an issue in the past. Given the nature of the road, which is predominantly straight and wide with slight bends and good visibility, the road gives the impression of being faster, although it is subject to street lighting and evidently a 30mph speed restriction.

It is assumed that the request for a 'crossing with central island' means either a formal or informal crossing point. In this case this would mean either a 'formal' zebra crossing with central ‘splitter’ Island or an 'informal' pedestrian refuge island. It is also assumed that the crossing would be requested within the vicinity of shops (Co-op) and local school (Powers Hall Infant School).

An informal dropped kerb crossing point is located 30 metres south from the junction of Brain Road; however this is not subject to a pedestrian refuge. It is assumed that the reason for this is that there is insufficient pedestrian crossing demand and due to
Appendix C

good sight lines, it is therefore assumed that pedestrians would not necessarily experience difficulty in crossing.

Normally, traffic engineers use the approved methodology in determining the proposed pedestrian crossing priority list of new sites. This is based upon the pedestrian / vehicle conflict occurring at each location utilising the formula - PV^2, where P is the number of pedestrians crossing, and V is the volume of traffic present over an hourly period. The hourly figures used are based on the average of the four busiest hours for the site. However, this criteria was not used in evaluating any location along this route, it is determined that the peak times for crossing points would be during school opening and closing times.

The junction of Spa Road leading to the school entrance is subject to significant double yellow lines junction protection measures to deter obstructive parking. The visibility from the junction along both sections of Spa Road is good. There is an informal crossing point located directly in front of the shopping area with very good sightlines in either direction and a significant length of the road along this length is subject to road narrowing white line markings.

An 'angled slow point' chicane type traffic calming measure is located 100 metres north from the junction of Humber Road. This is located approximately in the central section of Spa Road to slow down those vehicles that have drifted over the posted speed limit.

It was also observed that several sections of shared use cycle route along Spa Road have been implemented in recent years taking the route as far southwards from the Powers Hall Infant School area up to the informal crossing point and located close to the park, adjacent to the junction with Highfields Road. A further informal crossing point is located where this terminates at the edge of the local park.

The most direct indicator of safety is the number of recorded accidents along the route. In this instance, there have been four recorded personal injury accidents, 3 slight and 1 serious, which equalled to one accident every year since 2008. All involved vehicle conflict and no pedestrians were involved. As an example, the adjacent Powers Hall End Road has one serious and twice the amount of slight injury accidents.

Whilst this site does not meet the criteria for accident reduction intervention, the site would need to be further investigated to ascertain if it met the criteria for the introduction of an upgrade to or additional pedestrian crossing measures, such as a refuge island. However, it is considered unlikely as the main pedestrian desire lines are catered for and access and visibility are good.

Furthermore, due to the nature of the housing estates on either side of Spa Road, there are only a number of access points into and out of each estate and these are where crossing points have been introduced. In addition, an underpass is located
Appendix C

midway along the road connecting the two areas of the estate, providing an off road access area between the estates.

Estimated cost - £40,000
Appendix C

6. Feering Hill, Feering – Zebra Crossing

A site visit was undertaken recently and at this time was it was observed that there is an existing zebra crossing located some 30 metres south of Barnfields. This was a conversion of an existing informal crossing point (pedestrian refuge) to a zebra crossing. It is therefore assumed that this request has been resolved.

Estimated cost - £65,000
Appendix C

7. Station Road, Kelvedon - Zebra crossing/crossing point

Photograph looking southeast

This request was originally part of an earlier planning consent for Deal’s Garage development. Kelvedon Parish Council does not see a particular need for a zebra crossing in Station Road but have previously identified a need for a zebra crossing/crossing point on the High Street between number 33 and the Labour Club, which they are keen to pursue.

A site visit was undertaken recently, Station Road is located on the B124 adjacent B124 High Street/Feering Hill. This road provides a direct link to Kelvedon Railway Station and it is assumed that the provision of a pedestrian crossing would be of benefit to commuters.

The available ECC Traffweb accident data would indicate that there has been 1 slight police reported personal injury accident reported along this stretch of road between the High Street and Pantlings Lane. This accident occurred 30 yards south west of the rail bridge and involved a collision between a vehicle and a cyclist.

Estimated cost - £45,000
Silver End Parish Council has identified a need for a pedestrian crossing in the vicinity of number 36. They have indicated that there is an issue with both the speed and volume of traffic on Boars Tye Road. Residents including the Elderly and Parents with young Children are experiencing difficulties in crossing this road. There is a bus stop on one side of the road as well as several village amenities (shop, playground and sports field). There has also been an increase in pedestrian traffic since the opening of the Wood Grove Estate.

There is currently an existing crossing at the junction of Western Road and School Road. This request is for a further zebra crossing on Boars Tye Road, to provide a safe crossing to access local amenities. The location in question is subject to street lighting and is a 30mph road. On road parking was not considered a problem and visibility is considered to be good.

The personal injury collision record for the last three years along this route has been reviewed and I can confirm that there is a zero accident record within the entire vicinity of the location in question.

Estimated cost - £65,000
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9. Stambourne Road, Ridgewell – Stage 2 new footway (extension to Stage 1)

Photographs looking northwest

Following completion of Stage 1 of the footway extension from the Village this request is now for Stage 2 of this scheme. Stage 2 is the 115 metre extension of the walkable verge to the frontage of properties 1 - 8. As the carriageway width is approximately 5 metres, this would require further investigation regarding a boundary check to ascertain how much footway could be obtained before encroaching upon resident's personal property. As the majority of this footway along this length has been
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completed, it would make sense to incorporate the remaining space in front of resident’s houses.

Estimated Stage 2 Cost - £65,000
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10. The Causeway, Toppesfield – Footway adjacent to carriageway

Photograph looking north (towards junction with Camoise Close) proposed footway is to be constructed on grass verge.

Photograph looking south proposed footway to be constructed on verge outside properties.
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This is a request from the Parish Council for a new footway between houses 1 to 21 and linking up with the existing footway between houses 23 to 47. Following a recent site visit it was confirmed that along the route of this proposal there was a significant number of BT telegraph poles and it was not clear as to how many of these telegraph pole would be affected. However, the council would not enter into any discussion with BT regarding the relocation of any telegraph pole unless it was deemed of vital importance. The cost for doing so could be in the region of £30-50,000 depending on the specific requirements in relation to the BT network on site.

We would therefore need to produce a draft footway design in order to clarify any effect upon the poles and what the costs involved maybe.

Estimated cost - £35,000
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11. B1508 Colchester Road (Millenium footbridge to link up with O/s The Boat house) – Extension of existing footway

Bures Hamlet Parish Council have identified a need to widen the existing footway outside the Boat House to link in with their request for a pedestrian crossing outside number 44, see scheme 13. The extension/widening of the footway is to encourage pedestrian use of both sides of the footway.

A site visit was recently carried out it was first observed that the boundary outside the 'Boat House' should be checked to ascertain if any encroachment of the public highway has taken place, over the intervening years. This enquiry would also enable the council to identify the extent of publicly maintained highway along this route. The length of pathway requested at this location would be 122 metres in length.

A number of cars were parked along this route on the verge, and it was assumed that these cars belonged to local residents from the adjacent Victorian cottages with no off road parking. However, the inclusion of a footpath at this location would require these vehicles to be parked elsewhere. Furthermore, to deter this parking from continuing, a parking restriction may have to be considered to prevent future parking on the footway. However, this situation has led to the existing verge being eroded and would possibly lead to rutting of the verge during periods of inclement weather. The length of this particular verge is approximately 40 metres.

Whilst the site visit was undertaken during a weekday and not during peak school times or at weekends when more pedestrians would potentially be leisure walking to the recreation ground area, only a handful of pedestrians were witnessed accessing the area and they were using the existing footpath and crossing at the entrance to the Public Right of Way (PROW). Traffic along the Colchester Road (B1508) was of a low volume during this period of the day. In addition, a parking restriction is in place on the north east section of the road indicating 'Mon-Fri 8am-9.30pm, 2.30pm-4.00pm. This would suggest that school parking has taken place in the past and the rutted verge
along the area surrounding the PROW which was worn, indicated that vehicles are parked at this location out with the times of the parking restriction. The majority of houses adjacent the recreation ground area have off road parking and therefore there are no sight line issues along this stretch of road.

The footpath from the B1508 Colchester Road, Bures leads across the sports ground to Nayland Road, Bures St Mary and was created with help from both Essex and Suffolk County Councils under the safer journeys to school schemes. The Parish Council indicate that this is a well used route by both Parents and School Children avoiding the narrow footway on Bridge Street.

The most direct indicator of safety is the number of recorded accidents along the route. In this instance, there have been two recorded slight personal injury accidents that occurred adjacent to the Hamlet Court cul-de-sac, both of which involved vehicle shunts. Both of these were not within the area in question.

Estimated cost - £135,000
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12. Oak Road Railway Bridge, Rivenhall
Signal controlled One-way System and pedestrian guard rail

Photograph looking northwest

Photograph looking southeast
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The railway bridge in question is located on Oak Road, adjacent Henry Dixon Road and is on the line serving Witham and Kelvedon on either side of the bridge. There is one footway going underneath this bridge on the northwest side. The carriageway width either side of the bridge is approximately 6 metres and under the bridge 4.5 metres.

The personal injury collision record for the last three years at this junction has been reviewed. There have been 2 slight personal injury collisions, relating to vehicle incidents, neither of which involved a pedestrian collision. However, there is a zero accident record at this location. Therefore, this site does not meet the requirement for further road safety intervention under our Accident reduction Programme. The benefits of any scheme here would have to be considered against its installation costs and the existing accident statistics.

Estimated cost - £60,000
13. B1508 Colchester Road, O/s 44 and Public Right of Way 77, Bures – Controlled crossing

Bures Hamlet Parish Council has identified a need for a pedestrian crossing outside number 44 and PROW 77 to link in with their request to widen the existing footway outside the Boat House, see scheme 11. Both of these schemes are to encourage pedestrian use of both sides of the footway.

A site visit was undertaken during a weekday and not during peak school times or at weekends when more pedestrians would potentially be leisure walking to the recreation ground area, only a handful of pedestrians were witnessed accessing the area and they were using the existing footpath and crossing at the entrance to the PROW. Traffic along the Colchester Road (B1508) was of a low volume during this period of the day. In addition, a parking restriction is in place on the north east section of the road indicating 'Mon-Fri 8am-9.30pm, 2.30pm-4.00pm. This would suggest that school parking has taken place in the past and the rutted verge along the area surrounding the PROW which was worn, indicated that vehicles are parked at this location out with the times of the parking restriction. The majority of houses adjacent the recreation ground area have off road parking and therefore there are no sight line issues along this stretch of road.

The most direct indicator of safety is the number of recorded accidents along the route. In this instance, there have been two recorded slight personal injury accidents that occurred adjacent to the Hamlet Court cul-de-sac, both of which involved vehicle shunts. Both of these were not within the area in question.

The design of this crossing was selected for funding by the Panel in 2011/12 and is currently ongoing.

Estimated cost - £135,000
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14. Swan Street, Sible Hedingham – Upgrade to Zebra Crossing

Photograph looking northwest

A site visit was undertaken recently and it was confirmed that there is an existing zebra crossing placed 70 metres north of Summerfields. This crossing is located in the most appropriate location, as it was identified as the main shopping area, where the highest amount of pedestrian activity would take place. It would appear from correspondence received by the Mid Area Office that there were difficulties for both wheelchair and mobility scooter users in that the poles for the crossing were in the middle of each footpath and obstruct the passage of pedestrians. This now appears to have been rectified by an improvement scheme at this crossing.

Estimated cost - £45,000
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15. A1017 Yeldham Road, Sible Hedingham – Zebra Crossing

Sible Hedingham Parish Council indicated that they wished for the zebra crossing to be put in near number 4. The area in question is a 30mph zone. It is assumed that this request relates to providing a safe crossing point for pupils who attend the Sible Hedingham sixth form. This school is located on the north edge of the village (Note* access to vehicles to the school is obtained via Station Road). During a recent site visit it was considered that pedestrians have a good vantage point. There were no bus stops within the vicinity which would increase pedestrian crossings.

The most direct indicator of safety is the number of recorded accidents along the route. In this instance, there have been two recorded slight personal injury accidents that occurred between Oxford Lane and Station Road, one of which involved a vehicle shunt; the other involved a child cyclist, on the 14 September 2011 at 16:40pm.

Whilst this particular request is for a zebra crossing, as the road is an 'A' road (A1017), a zebra crossing would not be appropriate, due to the volume of traffic, and a signal controlled ‘puffin’ crossing would have to be considered. However, whilst pedestrian flows have not been assessed, the traffic accident information would indicate that this is not an accident cluster site and would not meet the criteria for our Accident Reduction Programme. Also, whilst it is assumed that vehicle traffic flows would be high, it could be considered that the introduction of such a measure would increase traffic congestion.

Estimated cost - £45,000
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16. High Street, Great Yeldham - request for a controlled crossing

Photograph looking northwest

This request is for a controlled crossing. A site visit found that there are two pedestrian refuge traffic calming measures located on either side of Whitlock Drive. This was accompanied with white line road narrowing markings. Visibility was considered to be good. Traffic and pedestrian flows were considered to be low.

The most direct indicator of safety is the number of recorded accidents along the route. In this instance, there have been no recorded personal injury accidents.

Estimated cost - £135,000
17. A1017 Church Road j/w Bridge Street, Great Yeldham – Harden surface/install footway

Photograph looking northwest

Following a recent site visit there is a clear pedestrian desire line across a triangular island verge at the junction of Bridge Street/Church Road. Whilst a pedestrian/vehicles count was not been carried out at this time, there was no footfall in the period of time the Officer being on site. This would require an initial design to ensure that there is sufficient width to install a minimum footway width of 1.2 metres. It was also noted on the green that there was a triple lidded BT manhole/chamber which was on the direct line across the triangular island verge. This would require liaison with BT to ensure that it has the specification to take pedestrian traffic, should this require any alteration this would affect the scheme costs.

Estimated cost – £45,000
18. A1124 Colchester Road, near junction with Mallows Field, Halstead – Removal of BT/EDF distribution pole

The distribution pole which was obstructing both the footway and the sight line of the junction has now been removed. It would also appear that owner of 2 Mallows Field has altered their boundary wall.

Estimated cost - £60,000
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19. B1058 Castle Hedingham to A131 Bulmer – 7.5 Tonne Weight Limit Traffic Regulation Order Revision

Several Parish Councils have flagged up issues with the existing Essex County Council (Nunnery Street, Station Road Castle Hedingham and Bulmer Tye) (7.5 Tonne Weight Restriction) Order 2004. HGV’s are routinely driving along the length of the B1058, from the A131 to legitimately make deliveries within this weight restriction, especially to the industrial premises on Station Road, Castle Hedingham, instead of using an alternative route.

The entrance to Station Road is signed to TSRGD 622.1A ’7.5 tonne weight limit’ and ‘except for access’. There is an accompanying sign to TSRGD 820.2 ’unsuitable for heavy goods vehicles’. This road is a short cut between the A1017 and A131. The entrance to the A131 is also signed to TSRGD 622.1A. Whilst such a long length of road is contained within weight restrictions, it is presumed that ECC Trading Standards officers find it difficult to determine whether an HGV is travelling through or accessing premises.

The proposal is to revoke and reintroduce a smaller length of weight restriction would be the most appropriate option as it will enable, with some additional signs, the remaining weight restriction to be enforced more effectively. The shorter length, resulting in a new traffic order, will mean it is easier for ECC Trading Standards officers to assess whether a vehicle is accessing premises or contravening the weight restriction by driving through it.

The council would have to factor in the consultation required with stakeholders, including trading standards and Essex Police. The cost of the new TRO would have to be considered, including the timescale to do so, in line with other similar requests and programmed schemes of this type. In terms of implementation, the existing signage would have to be removed and any electrical disconnections would have to be arranged. The opposite would have to be arranged in terms of providing an appropriate location with suitable electrical connections for the signage to be lit.

Estimated costs - £5,000
20. Station Hill, Bures – widen footway/build out

Following a site visit it was determined that the area in question was the section of footway between Water Lane and Bridge Street (B1508). The footway in question is to the right as you enter from Bridge Street. The footway is 18 metres long and is 1.4 metres at its widest and 1.0 metres at its narrowest point. There is no further footway on this side of the road, between this location and the station. There is however a full length footway opposite.

The most direct indicator of safety is the number of recorded accidents along the route. In this instance, there have been no recorded personal injury accidents and as such this site would not meet the criteria for intervention under the Accident reduction programme. It would also appear that public usage of this section of footway is low and that there is an alternative footway opposite.

However, it was noticed that parking at this location was creating a potential pinch point. This could be as a result of either parking from the adjacent public house and/or commuter parking from the station. Therefore, it would be worth considering this area for a Parking Scheme.

Estimated cost - £60,000
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21. Colne Engaine - Village Improvements

Following discussions in 2010 between Officers and Colne Engaine Parish Council the following Village improvements were identified;

- 30 mph speed roundels on the carriageway on access points to Village, additional signage within Village Road Narrows and Maximum Speed 20 mph,
- Removal of unwanted signs/posts,
- Creation of echelon parking bays on The Green (grasscrete).
- There was also a request for a Bus Shelter within the Village but following opposition from some of the residents, the Parish Council decided not pursue this aspect of the Village Improvements.

Estimated costs - £45,000
A site visit was undertaken and it was observed that the area around the junction of New Street and South Street was subject to some congestion as a number of
vehicles were entering and leaving the Tesco store. A number of pedestrians were witnessed using the footpath in question, including both the Elderly and Mothers with pushchairs. However, it was observed that the footpath itself was in good condition.

An initial assessment was made by undertaking an investigation of the length of path on the left hand side approach along New Street from its junction with South Street, this path equates to approximately 90 metres in length. The width of the path varies marginally along this length; however it ranges in width between 1.0 and 1.5 metres. the ideal minimum path width is 1.2 metres. The existing carriageway width is 6.2 metres which is close to the ideal minimum of 6.0 metres.

The available accident data would indicate that there have been three slight police personal injury accidents, reported at the junction of New Street and St Michaels Road, B1256, none on the footpath and only one accident involved a pedestrian.

It is considered that extending the footway, however marginally, would not achieve any particular benefit to pedestrian safety. Furthermore, this proposal would require excavation work to take out existing kerbs and lay the correct profile for new kerbs. Drainage gully's which are located adjacent the existing kerbs, would need to be extended further out into the carriageway requiring further excavation and extension of existing drainage pipes. Both of these requirements would also require traffic management and the closure of the footway during works and potential one way working. To retain a carriageway width of 6.0 metres, you are only gaining 0.2 metres of extra footway.

Estimated cost - £45,000
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23. Beckers Road (Vicinity of Beckers Green Road and Stubbs Road) Braintree - Controlled Crossing

Photograph looking northwest

Cressing Road is located between the A120 and the B1256 Coggleshall Road. The road is long and measures approximately 1.2 miles in length. The majority of houses have off road parking and on street parking was not considered an issue. There are no parking restrictions and visibility and sight lines are considered to be good. There are a number of traffic signs to TSRGD 879 'mobile speed cameras' in place and this would indicate a history of speed related concerns monitored by Essex Police.

It is understood that the request is for the conversion of the existing informal crossing point, located on Cressing Road adjacent Stubbs Lane, to a zebra controlled crossing. This crossing is located on this part of the road as it provides access to Braintree Rugby club and a college located to the west of Cressing Road. Similarly, a park is located to the east of Cressing Road and access to this is located some 40 metres from the crossing The approach to the crossing in both directions, is signed with warning signs to TSRGD 545 'children going to or from school or playground ahead'. The existing crossing point is a pedestrian refuge with tactile paving and dropped kerbs on either side. This would have been installed a number of years ago, as the condition is rather substandard. A similar refuge is located at the junction of Stubbs Lane; however this is lacking a dropped kerb and tactile paving on either side. Street Lighting is of a concrete type and would have to be determined if this meets the current lighting standard. Two bus stops are located 40 metres north of the existing pedestrian refuge.

The available ECC accident data would indicate that there have been 12 police reported personal injury accidents reported along the entire 1.2 mile length of
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Cressing Road. Of these, there is only one slight accident that involved a pedestrian (a child), at the junction of Stubbs Lane and Cressing Road.

It is considered that this location could potentially meet the criteria for further investigation, simply because of its location and proximity to a college, rugby ground, park and two bus stops. However, the accident records do not indicate that there is a pattern of accidents at this specific location and therefore this location would not meet the criteria for intervention under the Accident Reduction Programme.

Estimated cost - £135,000
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24. London Road 85 metres south of Godlings Way, Braintree – Zebra crossing

Photograph looking northeast

London Road is located between the A120 and St Michael's Road (B1256). An existing pedestrian refuge is located 27 metres north from the junction of Godlings Way. In addition, a Vehicle Activated Sign (VAS) is located in close proximity on the eastern side of London road, facing traffic approaching south. This would indicate concerns with speeding traffic. In addition, Godlings Way is traffic calmed and this would normally indicate that this road was subject to 'rat running' traffic occurring between London Road and Notley Road. The majority of houses along this length of London Road have off road parking, however on street parking was observed to the north of the junction of Godlings Way, in proximity to William Julien Courtauld Hospital. There were a number of parking restrictions, however this location is on the brow of a hill and the road bends on the approach north after the junction with Goldings Way.

The available ECC accident data would indicate that there have been 5 police reported personal injury accidents reported along this entire stretch of road between St Michael's Road (B1256) and the A120. All of these involved vehicle shunts accept for one that was considered serious that involved a cyclist. This accident occurred close to the junction with Marshalls Drive.

Due to a limited amount of finance available, pedestrian crossing requests at sites throughout the County which do not meet the numerical criteria issued by the Department of Transport, are placed into a ranking system. This is achieved by obtaining various details such as pedestrian counts, traffic flows, vehicle speeds and
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the personal injury accident record for the proposed site. The perceived need for a crossing facility and its likely cost effectiveness are also carefully considered. Having assessed this site, it is evident that there is insufficient room to provide a zebra crossing, which is due to the proximity of driveways. There is also an issue with parked vehicles north of Godlings Way, close to the bend.

The footway area south of Godlings Way is subject to raised planters, which it is assumed have been placed here to deter footway parking. Furthermore, the hospital is catered for through the existing informal crossing point and it is considered that pedestrian levels would not be significant enough for the introduction of such a measure.

Estimated cost - £65,000
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25. Church Street junction with Bovingdon Road, Braintree – Pram Crossing/Central Refuge Island.

Photographs looking south

A site visit was recently carried out Church Street was entered via the A131 and it was observed that there was a significant amount of on road parking along this route. Whilst, this can create a traffic calming effect on through traffic, it can also create visibility issues for pedestrians, particularly children. A mobile speed camera sign to
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TSRGD 879, was found adjacent to Bocking Churchstreet Primary School would indicate that speeding has been reported as an issue in the past.

The available ECC accident data would indicate that there have been 2 serious police reported personal injury accidents reported along this entire stretch of road. The first occurred on the 7 May 2009 (a Thursday) at 13:00 hours on Church Street at its junction with Dorewards Avenue and involved a collision between a vehicle and pedestrian. The second occurred on the 19th June 2009 (a Friday) at 13:11 hours at the junction of Church Street and involved a collision between a vehicle and a motorbike.

It was determined that because of the bend at the junction of Bovingdon Road and the proximity of parked cars, that it would not be appropriate to provide a PRAM crossing with pedestrian refuge at this location (which is the location of the serious accident). Extensive double yellow lines would need to be considered as any PRAM crossing would have to be located on a straight section, where drivers would have enough time to observe the crossing.

Estimated cost - £20,000
26. Coldnailhurst Avenue junction with Queens Road, Braintree – New Roundabout

Photograph looking From Queens Road towards it's junction with Coldnailhurst Avenue

This location was reviewed at a site visit where it was noted that there was a number of cars coming out of Queens Road onto Coldnailhurst Avenue. However, the traffic was steady and congestion was not considered to be a problem. A zebra crossing is located further up Coldnailhurst Avenue.

The cost of constructing a mini roundabout at this location has been estimated at £65,000. However, the cost maybe affected if additional land is required at the junction in order to construct a roundabout in accordance with design standards. This could exceed the funds available within the Localism budget.

The personal injury collision record for the last three years at this junction has been reviewed. There have been 3 slight personal injury collisions, predominately due to vehicles turning across other vehicles, along the entire length of Coldnailhurst Avenue. However, there is a zero accident record at this specific junction and on this basis it would not meet our criteria for intervention under the Accident Reduction programme.

Estimated cost - £65,000
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27. Clockhouse Way (Between number 5 to 10) Braintree – Bring up section of road to adoptable standard with Street lights

The cul-de-sac which forms houses 5 to 10 has no street lighting and currently does not form part of the publicly maintainable highway. Whilst a scheme would need to be drawn up by our Street Lighting team for this, we would also require an indication from whoever is currently responsible for the maintenance of the cul-de-sac that they wish it to be adopted. There could also be a requirement to improve the surfacing before the road is at an adoptable standard.

Estimated cost - £60,000
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28. B1018, Braintree Road (near Hoppit House/The Shrubbery) Cressing – Bend improvement scheme

Photograph of bends travelling towards Braintree

Photograph of bends travelling towards Witham
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The existing horizontal alignment and road widths, result in these bends being particularly difficult for HGV’s to negotiate. There are two personal injury accidents recorded at this location in the last 5 years. The current layout does provide a speed reduction feature for vehicles travelling in either direction. Therefore removing this may result in an increase in Speed and could lead to a migration/creation of an accident record beyond the bends.

Option 2 was chosen by the Highway Panel which involved the localized widening of the existing carriageway. Though this would still require some land to be purchased, with a related cost. The risk of accident migration would be greatly reduced as the speed reducing feature is retained. The localised widening should address the issues of the current layout. This option also requires the vegetation over the area to be cleared to improve the inter-visibility for both road users and pedestrians. There is also a recommendation that the existing crossing point is moved further south to improve visibility for pedestrians. An informal right turn facility has also been incorporated into the scheme, which should separate the opposing traffic flows, and allow sufficient space for HGV’s top pass. This will also reduce the risk for vehicles wanting to turn right into the sub-station access.

There would also be a requirement for the relocation of Statutory Undertakers’ apparatus but this would be restricted to the inside of the bend only. Currently this would affect BT plant and their estimated relocation costs are estimated at £50,000 however these costs would require confirmation by BT.

Estimated cost - £205,539
29. Various Locations, Cressing – Speed reduction measures

Following correspondence with Cressing Parish Council in 2010 regarding Speed reduction measures for Cressing Village, several options were identified by Officers for their consideration.

New gateway signs to replace the existing “Cressing” signs, to show a defined entry point into the Village. They could also carry the message “Reduce your Speed” or something similar. They could also be used in conjunction with other carriageway markings. The Parish Council were not keen to pursue a Signing option.

Carriageway Markings were suggested as follows;

- In conjunction with the Gateway Signs narrowing lines and 20 mph roundels,
- 150mm wide edge of carriageway lines through out the 30 mph area to imply a narrower carriageway width with the effect of reducing vehicle speeds,
- “SLOW” markings in appropriate locations,
- Where the carriageway width of The Street falls below 5.5 metres remove the centre line, to signify to drivers that the carriageway is not wide enough for two vehicles to pass which will reduce the speed at which it is negotiated by motorists. This should also remove the problem of two large vehicles trying to pass each other and mounting the footway.

There was also the suggestion of a Vehicle Activated Sign, subject to the minimum footway width of 1.2 metres being maintained around the post. Though the County Council are reviewing our policy on the installation of both Vehicle Activated Signs and Speed Indicator Devices, as such we are not installing any new Signs.

Estimated cost - £25,000
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30. Newland Street junction with The Grove, Witham – Improvements to pedestrian crossing tactile paving

Photograph of crossing looking east

Photograph of crossing looking south
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Following reports from local residents who use mobility scooters it has been identified that there is a problem with using the controller for this crossing. The users of mobility scooters cannot reach it safely from the existing tactile paving. This requires changes to the tactile paving to allow scooters or wheel chairs to stop closer to the controller.

Estimated cost - £3,000
31. Various locations, Witham – Vehicle Activated Sign faces

The County Council are reviewing our policy on the installation of both Vehicle Activated Signs (VAS) and Speed Indicator Devices (SID); as such we are currently not installing any new VAS/SID Signs.

Estimated cost - £5,000
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32. B1019 Maldon Road, Hatfield Peverel – Internally illuminated Zebra Crossing Poles

Photographs taken looking northwest

The crossing in question is to the right as you exit from Woodham Drive, a distance of 55 metres. The existing zebra crossing conforms to design standards and has the advantage of having the belisha beacons incorporated within two street lighting columns. This provides advanced lighting of the road safety feature from a distance, more so in the dark and during periods of inclement weather. The belisha beacons have baffles attached to prevent light pollution and focus the flashing beacons to oncoming traffic in both directions.

The personal injury collision record for the last three years at this junction has been reviewed. There have been 1 serious personal injury collisions, relating to a vehicle incident and did not involve a pedestrian. However, there is a zero accident record at this zebra crossing.

Estimated cost - £12,000
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33. Oak Road, Rivenhall – 7.5 Tonne Weight Limit

Photograph looking northwest

Photograph looking southeast
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The 7.5 Tonne Weight Limit request originated from Rivenhall Parish Council, following a resident’s survey conducted by themselves and an HGV survey undertaken by the County Council. The proposal is for a 7.5 tonne HGV weight restriction that would operate on one side of Oak Road, at its junction with Henry Dixon Road. It is our understanding that this request would not prevent vehicles from entering Oak Road from the A12.

In the first instance it would need to be established where this request fits within the overall ECC Traffic Management Strategy. As a Highway Authority we need to look at how a local solution affects the wider area, as it may have a detrimental effect on adjacent areas within the district. In addition, it will require consultation with both the Highways Agency and Essex Police to determine their reaction/view on any proposal that effects the operation of the A12. It might also be beneficial to consult with the Freight Transport Association to determine their views. The County Council has a duty to protect the function of the highway network, amongst other transport related matters we need to ensure that businesses with high HGV usage that are located along higher category routes such as the A12 operate efficiently and safely.

To divert HGV traffic away from Oak Road, Rivenhall would mean the introduction of a traffic regulation order (TRO), to impose the weight restriction. Another consideration would be that any road that is subject to a weight restriction is only as effective as the enforcement it receives. This would have to be considered by trading standards to ascertain if they have the resources to do so. In addition to the problems of enforcement, HGV access would still need to be maintained for deliveries to residents themselves, e.g. furniture deliveries, small building works etc.

Estimated cost £5,000
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34. Mulberry Gardens, Witham – Residents Parking restrictions

It is understood that Witham Rail Station is approximately 1 mile by foot from this location and that commuters park on unrestricted roads throughout the area. At a recent site visit it was noted that there was a significant number of vehicles parking on the public highway. It was also observed that a number house had no off road parking and some of the parked vehicles could therefore belong to Residents. At the time of the visits cars were not parked right up to the junction, though if they were this could creating obstruction and visibility problems.

Where commuter parking is considered a problem, the issue with providing parking restrictions is that it can displace the problem to nearby areas.

Estimated cost - £5,000
35. Trew Gardens Kelvedon – Keep Clear Road Markings

This request came from a local resident who wanted to address the problem of the “blind corner” at the entrance to the bungalows outside 9A. It was observed that there are parking restrictions in place in the form of double yellow line parking restrictions. In addition, there is an existing ‘Keep Clear’ marking to TSRGD 1026 situated at the entrance to the bungalows outside 9A.

Estimated cost - £1,000
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36. A1017 High Street (North of the junction with Toppesfield Road), Great Yeldham – extension of existing footway

Photograph looking south

A site visit was undertaken and it was determined that the area in question was the section of footway north from Toppesfield Road, towards the High Street. The footway in question is to the left as you exit from Toppesfield Road. The footway is 35 metres long from the perpendicular of the junction and the footway stops at this point. There is no further footway on this side of the road, until it starts again close to the beginning of the village. Officers have previously had concerns about land ownership issues which could affect this scheme. There is however a full length footway opposite. The personal injury collision record for the last three years at this junction has been reviewed and we are currently not aware of any vehicle or pedestrian accidents.

Estimated cost - £15,000
37. High Street, Halstead – Re-align carriageway outside WH Smiths

Photograph looking north                           Photograph looking southwest

It is our understanding that this request is to re-align the public carriageway adjacent WH Smiths newsagent. Having assessed the situation and observed the location from various viewpoints, including standing at the Bridge Street/High Street section, the following observations were made:

- there is a pinch point prior to the bridge and an existing building frontage is protected by bollards
- whilst there were double yellow lines at the location outside WH Smiths, cars were witnessed parking on the double yellow lines
- there is a potential pedestrian pinch point on the footpath at the corner of WH Smiths, however this was not considered an obstruction issue
- The area outside the front of WH Smiths was subject to a degree of street clutter, however a number of benches were being used by pedestrians, particularly the elderly
- the area of footway opposite WH Smiths, had items, including 'A' boards, cluttering the footway

Estimated cost - £17,500
Appendix C

38. Various Locations, Halstead – Vehicle Activated Sign faces

The County Council are reviewing our policy on the installation of both Vehicle Activated Signs (VAS) and Speed Indicator Devices (SID), as such we are currently not installing any new VAS/SID Signs.

Estimated cost - £5,000
Appendix C

39. Colchester Road, Bures – Widen footway outside The Boat House

Duplicate please see scheme 11.
Appendix C

40. Factory Lane West, Halstead – No Waiting at Anytime Traffic Regulation Order advertising

The No Waiting at Anytime Traffic Regulation Order needs to be advertised in order to legalise it following implementation of 2008 consolidation order.

Estimated cost - £1,000
Appendix C

41. B1058 Castle Hedingham to Bulmer – Weight Restriction review

Duplicate please see scheme 19.
Appendix C

42. Middleton Road/Allen’s Hill, Middleton – Signs to show Pedestrians in the road

Photograph looking northwest

This request originated in 2011 from the Parish Council and is supported by Essex Police for signage to show pedestrians walking in carriageway. The Parish Council feel that the road is dangerous due to a sharp S-bend and an existing brick wall.

The personal injury collision record for the last three years at this junction has been reviewed and we can confirm that there is a zero accident record within the entire vicinity of the location in question.

Estimated cost - £2,000
Appendix C

43. Various Locations, Braintree - Vehicle Activated Sign faces

The County Council are reviewing our policy on the installation of both Vehicle Activated Signs (VAS) and Speed Indicator Devices (SID); as such we are currently not installing any new VAS/SID Signs.

Estimated cost - £5,000
<table>
<thead>
<tr>
<th>Job no</th>
<th>Date</th>
<th>Parish</th>
<th>Street</th>
<th>Works</th>
<th>Date completed or Status</th>
<th>Requested by</th>
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<tbody>
<tr>
<td>619</td>
<td>06/10/11</td>
<td>Bures Hamlet</td>
<td>Colne Road</td>
<td>Remove earth from road</td>
<td>Completed</td>
<td>MOP</td>
</tr>
<tr>
<td>620</td>
<td>13/10/11</td>
<td>White Notley</td>
<td>The Street</td>
<td>Relocate Speed Indictaor Device</td>
<td>Completed</td>
<td>PC</td>
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<td>621</td>
<td>12/10/11</td>
<td>Catsle Hedingham</td>
<td>Yeldham Road</td>
<td>Side footway and clear vegetation</td>
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<td>PC</td>
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<td>622</td>
<td>17/10/11</td>
<td>Hatfield Peveral</td>
<td>B1137 Main Road</td>
<td>Side footway, cut back vegetation and weeds</td>
<td>Completed</td>
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<td>623</td>
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<td>Great Notley</td>
<td>Miller’s Drive</td>
<td>Clear weeds/vegetation</td>
<td>Pending</td>
<td>ECC</td>
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<td>624</td>
<td>10/10/11</td>
<td>Coggeshall</td>
<td>Grange Hill</td>
<td>Remove tree branch</td>
<td>11/10/2011</td>
<td>MOP</td>
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<tr>
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<td>19/10/11</td>
<td>Great Maplestead</td>
<td>Monks Lodge Road</td>
<td>Lay planings at edge of carriageway</td>
<td>10/11/2011</td>
<td>ECC</td>
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<td>Panfield</td>
<td>Badgers Leap</td>
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<td>Swan Street/Potter Street</td>
<td>Clear weeds/vegetation</td>
<td>01/12/2011</td>
<td>PC</td>
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<tr>
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<td>High Street</td>
<td>Repaint railings</td>
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<td>ECC</td>
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<tr>
<td>629</td>
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<td>Steeple/Helions Bumpste</td>
<td>Various Parish roads in 30 mph zone</td>
<td>Sign maintenance</td>
<td>15/12/2011</td>
<td>ECC</td>
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<td>Various Parish roads</td>
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<td></td>
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<td>20/12/2011</td>
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<td></td>
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<td>02/11/11</td>
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<td>Nayling Road</td>
<td>Remove weeds, cut back tree, general tidy up</td>
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<td>ECC</td>
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<td>632</td>
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<td>Toppesfield</td>
<td>Footpath 22/33</td>
<td>Cut back vegetation at western end and expose fingerposts</td>
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<td>Adjust No Entry Signs</td>
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<td>Coggeshall Road/John Ray Street</td>
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<td>Millenium Way</td>
<td>Cut back vegetation on footway</td>
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<td>Notley Cross</td>
<td>Clear graffiti from road sign</td>
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<td>Witham</td>
<td>Newland Street</td>
<td>Cut back tree</td>
<td>16/01/2012</td>
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<td>Newlands Precinct</td>
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<td>15/12/2011</td>
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<td>Bures Road</td>
<td>Remove earth from road</td>
<td>23/12/2011</td>
<td>ECC</td>
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</tbody>
</table>

ECC - Essex County Council
BDC - Braintree District Council
TC - Town Council
PC - Parish Council