

Tendring Local Highway Panel Meeting Agenda

Date: Thursday 23rd March 2017

Time: 17:00hrs

Venue: Council Chamber Tendring DC Offices - Weeley

Chair: CC Member Mick Page

Panel Members: CC Alan Goggin, CC Member Andy Wood, CC Member Paul Honeywood, CC Member Ivan Henderson, CC Member Andrew Erskine, CC Member Carlo Guglielmi, CC Member Colin Sargeant, Tendring Cllr Nick Turner

Other Attendees: EH Sonia Church - Highways Liaison Manager
EH Joe Hazelton – Highways Liaison Officer
TDC Officer Steve Gove

Secretariat: Lizzie Ridout

Page	Item	Lead	Papers
1	Welcome & Introductions	Chair	Verbal
2	Declarations of Interest Apologies for Absence	Chair	Verbal
3	Minutes of meeting held on 5 th January 2017 to be agreed as correct record	Chair	Report 1
4	Public Questions (10 minutes)	Chair	Verbal
5	Approved Works Programme Update	Joe Hazelton	Report 2
6	Potential Schemes for consideration of Panel in 2017/18 <ul style="list-style-type: none"> ❖ Safer Roads ❖ Traffic Management ❖ Cycling ❖ Passenger Transport ❖ Quiet Lanes ❖ Walking ❖ Public Rights of Way 	Joe Hazelton	Report 3
7	Appendix <ul style="list-style-type: none"> ❖ Section 106 update ❖ Rangers Report ❖ Completion Notices 	Joe Hazelton	Report 4
8	❖ AOB	All	Verbal
9	Date of next meeting: 05 th June 2017	Chairman	Verbal

* Any public questions should be submitted no later than Wednesday 16th March 2017 to joe.hazelton2@essexhighways.org

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**TENDRING LOCAL HIGHWAYS PANEL – MINUTES AND ACTIONS
THURSDAY 5 JANUARY 2017 – 5PM
COUNCIL CHAMBER, THORPE ROAD, WEELEY CO16 9AJ**

Chair	CC Member Mick Page
Panel Members	CC Member Alan Goggin, CC Member Andy Wood, CC Member Andrew Erskine, CC Member Paul Honeywood, CC Member Ivan Henderson, CC Member Carlo Guglielmi, CC Member Colin Sargeant, TDC Member Nick Turner
Officers	Sonia Church (SC) – Highways Liaison Manager Joe Hazelton (JH) – Highways Liaison Officer Steve Gove (SG) – TDC Task Force Manager
Secretariat	Lizzie Ridout – TDC Deputy Management & Members’ Support Manager

Item:	Action:	Owner:
1.	Welcome and Introductions: Cllr Page welcomed all to meeting.	Cllr Page
2.	Apologies for absence None.	Cllr Page
3.	Declarations of interest None.	All
4.	Minutes of meeting held on 16th June 2016 to be agreed as correct record. Agreed.	All
5.	Public Questions Cllr Page advised the Panel that changes had been made to the LHP Terms of Reference. However, due to the public forum sessions proving so beneficial to all, he proposed to continue with the residents of Tendring being able to attend meetings and put their questions and comments forward, and issued a blanket invite to the residents of Tendring for all future meetings. The Panel was unanimous in this decision. <ul style="list-style-type: none"> • Meadow Way, Jaywick Sands – Vehicles continue to access the 	Cllr Page JH/Cllrs Page &

	<p>wrong way. It has been advised that temporary barriers cannot be installed. Officers advised that they are waiting for costings however a contractor has been approached to carry out the scheme. It was envisaged that this work would be completed this month.</p> <ul style="list-style-type: none"> <p>Golf Green Road, Jaywick Sands – The road surface at his bend is in poor condition and as a result, causing accidents leading to damaged walls. Residents have requested traffic calming measures to be installed and a petition was submitted supporting this request. Cllr Honeywood advised that this is a bigger problem than initially thought. Officer advised this request is currently in the validation process.</p> <p>Mountview Road, Clacton – A resident requested that the issue of speeding be looked at again. Cllr Sargeant advised this was an un-adopted road and residents were considering installing traffic calming measures themselves.</p> <p>Wellesley Road, Clacton – A resident reminded the Panel that recent speed surveys had proved that 1 vehicle is speeding every 40 seconds. The resident questioned what was going to be done and also thanks Cllr Sargeant for his help in the matter so far. Officers advised that the request is currently being validated. Cllr Sargeant also advised that a team of radars would be on this road, and also Mountview Avenue as speeding was seen to be increasing.</p> <p>VAS signs, Great Bromley – Mr Perry questioned the long delay in arranging the installation of VAS’s in Great Bromley. He advised Great Bromley Parish Council had received the funding almost a year ago and had been asked by the funding provider when installation would take place. Officers advised that they were awaiting the results of a speed survey and would liaise with Cllr Guglielmi. Mr Perry said that the problem is further exacerbated by HGV’s travelling through the village. Cllr Guglielmi stated that the time taken for speed surveys and results to come back to officers, along with the validation process, is unacceptable. Officers further advised that changes had recently been made to the validation process and it was hoped that improvements would start to be seen shortly.</p> <p>Harwich and Frating Road junction, Great Bromley – Cllr Fred Nicholls, Ward Member for Thorrington, Frating, Elmstead and Great Bromley, reported a further road traffic accident on the junction outside The Court House. He said that Essex Police had attributed the faded white lines to the cause. Officers advised that the maintenance had been reported and that a conflict study would be arranged however there was no further funding in this financial</p> 	<p>Honeywood</p> <p>JH/Cllr Honeywood</p> <p>JH/Cllr Sargeant</p> <p>JH/Cllr Sargeant</p> <p>JH/Cllr Guglielmi</p> <p>JH/Cllrs Guglielmi & Page</p>
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	<p>year. Cllr Guglielmi asked if the white lines could be repainted by the Highway Ranger service, to which officers advised that was not possible. It was agreed that a site visit be arranged with officers, Cllr Guglielmi, Cllr Page and the Parish Council.</p> <p>Mark Cole, Chairman of Colchester and District Driving Instructors' Association raised the following issues:</p> <ul style="list-style-type: none"> • Primrose Lane and B1352 crossing – requested a Give Way sign • B1352 nr Stour Woods – requested chevrons • Brickman's Bridge – Mr Cole highlighted the loss of life at the site in recent years. <p>Cllr Guglielmi advised he would look into and submit validation. Officers then clarified the process of schemes to members.</p> <ul style="list-style-type: none"> • Chapel Lane, Thorrington – Kate Miller requested a further site meeting to which Cllr Page agreed. • Church Road Footpath, Thorrington - Kate Miller also requested a site visit to which officers agreed a joint visit with Chapel Lane. • Sladburys Lane, Holland-on-Sea - Cllr Broderick, Ward Member for Haven, advised of narrow lane and pathways; she had applied for replacement bollards which had been hit by vehicles. Cllr Sargeant advised that ECC had refused to replace the bollards and it was a particularly crucial area to resolve. Cllr Sargent undertook to raise with Cllr Johnson on this issue. • B1029/Church Road, Brightlingsea – Lynne Howard asked for progress on the proposed zebra crossing outside the Colne Community School and College. Officers advised a meeting had taken place with the school and were looking to implement the crossing. 	<p>JH/SC/Cllr Guglielmi</p> <p>JH/Cllr Page</p> <p>JH/Cllr Page</p> <p>Cllr Sargeant</p> <p>JH</p>
<p>6.</p>	<p>Approved Works Programme Update 2016-17</p> <p>Cllr Sargeant requested that his thanks to all past and present members and officers in their help with the Holland Road/Valley Road scheme be noted.</p> <p>Cllr Henderson also thanked officers for the completion of the Parkeston Road, Dovercourt scheme which provided enhanced school crossing signage.</p> <p>Officers advised the Panel of the available updates on individual schemes contained in the report. Members raised queries on the following:-</p> <ul style="list-style-type: none"> • 32 – Cllr Goggin reported that the Parish Council had suggested 	

	<p>sections of footpath be completed and requested reconsideration of the scheme</p> <ul style="list-style-type: none"> • 35 – A137 Lawford Manningtree (shuttle signals) – Officers advised that there were structural concerns which would be monitored for a further 3 months, the outcome of which may affect the design of the shuttle signals and therefore the scheme was being paused for the time being. Cllr Guglielmi advised that he wished for the scheme to be completed as soon as possible and undertook to take the matter up with County Councillors Bass and Bentley. • 31 – High Street j/w Richard Avenue, Brightlingsea – Cllr Goggin queried if this should be in the yellow update category. • 26 – George Street, Harwich – Cllr Henderson advised the delay on this scheme was unacceptable. Officers advised that the delay was with UK Power Networks and this would be raised. • 50 – Little Clacton Road, Clacton – Cllr Wood advised there was no requirement for a footpath on this road however the double S bend section was in need of chevrons. Officers advised they would discuss further with Cllr Wood. • 53 – Chapel Lane, Thorrington – Cllr Goggin requested that this scheme be started now however Cllr Page advised to carry out the agreed site visit first, as mentioned in Public Questions. • 62 – Steam Mill Road, Bradfield – In respect of the verbal update, Officers advised they would advise Cllr Guglielmi. 	<p>JH/Cllr Goggin</p> <p>Cllr Guglielmi</p> <p>JH</p> <p>SC</p> <p>JH/Cllr Wood</p> <p>Cllrs Goggin & Page</p> <p>JH & Cllr Guglielmi</p>
<p>7.</p>	<p>Potential Capital Schemes 2016/17</p> <p>Officers advised that as part of the Essex County Council 2017/18 budget it was believed that the Capital budget for the Tendring District Local Highways Panels (LHP) would remain the same as that for 2016/17. This would mean for Tendring District LHP the available 2017/18 capital budget would be £395,241.</p> <p>It was recommended for 2017/18 that the Panel make further scheme funding recommendations to create a £553,337 rolling programme of highway improvement works.</p> <p>The Potential Scheme List identified all the scheme requests which had been received for the consideration of the Tendring District Local Highways Panel. The Panel were asked to review the schemes on the Potential Scheme List, making funding recommendations against those they wished to see implemented and remove any schemes the Panel did not wish to consider for future funding.</p> <p>On the Potential Schemes List, there were currently potential schemes</p>	<p>JH</p>

	<p>with an estimated £198,050.</p> <p>Officers advised the Panel of the available updates on individual schemes contained in the report. Members raised queries as follows:-</p> <p><u>Traffic Management</u></p> <ul style="list-style-type: none"> • 1 – B1034 The Street, Kirby-le-Soken – Cllr Turner questioned the delay in this scheme to which officers advised they were waiting on costings. • 6 – Entrance to Weeley on B1033 Colchester Road, Thorpe Road, Weeley – Cllr Erskine requested further discussions as the Parish Council wanted to raise some improvements. Officers agreed to this. • 10 – Monkey Street to A120, Little Bentley – Cllr Guglielmi asked what time of year the survey had been undertaken; Officers advised it was in December 2016. Cllr Guglielmi undertook to raise this with Cllrs Johnson and Bentley. • 11 – B1027 Alresford – Cllr Goggin passed on thanks from the Chairman of Alresford Parish Council. • 13 – Colchester Road, Stones Green – Cllr Erskine requested an update. • 19 – Station Road, Victoria Crescent, Lawford – Officers recommended the roundel be removed and the scheme not to proceed as it does not comply with the 30mph policy. • 17 – B1441 Weeley Bypass opposite St Andrew’s Primary School – Cllr Erskine requested an urgent solution to the parking problems. • 30 – Williamsburg Avenue, Harwich – Cllr Henderson requested this be implemented as soon as possible. • 27 – Harwich Road, Chapel Lane, Beaumont – Cllr Erskine asked officers the next steps and planned action, officers advised they would explore further options. • 32 – Harwich Road, Little Clacton – Cllr Erskine reported that residents felt the survey had been carried out in places that aren’t affected as much as others, and requested that the survey be revisited by liaising with the parish council and residents. <p>Cllr Erskine also raised the issue of HGV’s having difficulty turning in Plough Corner and advised that Feverills Road was being used. Officers advised that they would investigate and liaise with the Parish Council.</p> <ul style="list-style-type: none"> • 37 – Frating Abbey Farm Road, Thorrington – Cllr Goggin advised he had already sent an email to officers; this had been 	<p>JH/ Cllr Turner</p> <p>JH/Cllr Erskine</p> <p>JH/Cllr Guglielmi</p> <p>Cllr Goggin</p> <p>JH/Cllr Erskine</p> <p>JH</p> <p>JH/Cllr Erskine</p> <p>Cllr Henderson</p> <p>JH/Cllr Erskine</p> <p>JH</p>
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	<p>acknowledged the scheme list would be updated.</p> <ul style="list-style-type: none"> • 38 - Jaywick Lane, Jaywick Sands – Cllr Honeywood requested progress of speed survey; officers advised they would pursue. • 35 – A137 Manningtree (shuttle signals) – Cllr Guglielmi asked for the visual to be displayed to clarify where the potential structural problems are. Officers advised that the wall may need to be pinned. Cllr Guglielmi undertook to raise the matter with Cllrs Bass and Bentley. <p>Cllr Guglielmi also highlighted that Little Bentley Bridge did not appear on the list; officers advised they would send to Cllr Guglielmi.</p> <p><u>Passenger Transport</u></p> <ul style="list-style-type: none"> • 7 – Peter Bruff Avenue, Clacton – Cllr Wood advised that the bus stop had moved 50 yards which was causing problems with vehicles parked there. Officers advised they would discuss with the Passenger Transport team and would provide an update to Cllr Wood. • 3 – Bird in Hand, Harwich – Cllr Henderson requested the bus cage be implemented as soon as possible. • 15 – Connaught Avenue, Frinton – Cllr Turner advised the scheme was not required; Officers advised they would remove from the list once confirmed by Cllr Turner via email. <p><u>Public Rights of Way</u></p> <ul style="list-style-type: none"> • 1 – Footpath 4, Weeley – Cllr Erskine advised he was not aware but would take up. <p><u>Quiet Lanes</u></p> <p>Cllr Goggin queried the progress; Officers advised it was waiting for new funding.</p> <p><u>Walking</u></p> <ul style="list-style-type: none"> • 3 Kingsman Drive, Clacton – Officers advised there were more locations to be added and would discuss with Cllr Wood and the Validations Officer. 	<p>JH/Cllr Honeywood</p> <p>JH/Cllr Guglielmi</p> <p>JH</p> <p>JH/Cllr Wood</p> <p>Cllr Henderson</p> <p>JH/Cllr Turner</p> <p>Cllr Erskine</p> <p>JH/Cllr Goggin</p> <p>JH/Cllr Wood</p>
8.	<p>Section 106 update</p> <p>Cllrs Sargeant and Guglielmi highlighted the lack of joined up working between Planning and Essex Highways. It was agreed that the Tendring Highways Panel would write to Cllr Johnson to reinforce the need for joined up working.</p>	ER
9.	Highways Rangers report	

	<p>Officers advised that they were keen to work more closely with Steve Gove to produce a more robust report. Cllr Guglielmi advised he wished for the amount of work the Highways Rangers to be increased as work can be completed quicker. It was agreed that the Tending Highways Panel would write to Cllr Johnson to request that the criteria for the Highways Rangers be increased.</p> <p>Cllr Turner advised the funding would need to be increased from the current £80,000 accordingly, to which Cllr Guglielmi suggested funding could be moved from the Highways Panel. Officers advised that the funding would come from the revenue budget and would impede on the survey funding.</p>	JH/SC/ER
10.	<p>AOB</p> <p>Cllr Turner and Steve Gove requested that funding options be explored for new equipment to assist with the Highways Rangers.</p> <p>Cllr Page, on behalf of the Panel, congratulated Joe Hazelton on his engagement over the Christmas period.</p>	JH/SC
11.	<p>Date of next meeting:</p> <p>Dates to be sent to officers and then circulated to members.</p>	ER

Completed Scheme

Cancelled Scheme

P1 - Panel priority scheme to be delivered in the 2017/18 financial year

P2 - Scheme to form rolling works programme

Tendring District Approved Scheme List

Ref	Activity Code	Scheme Name	Scheme Type	Completion Date	Works Description	Scheme stage	Allocated Budget	Comments	Priority
1	LTEN142024	School Road, Tendring - VAS	Traffic Management	26/01/2017	Design and implementation of a VAS.	Total Scheme	£ 8,500.00	Completed.	
2	LTEN161002	CR Scheme - High Street j/w Richard Avenue, Brightlingsea	Safer Roads	01/02/2017	Kerb line build out, remove centre/give way road markings provide new give way road markings, new dropped crossing points/tactile paving.	Total Scheme	£ 15,000.00	Completed.	
3	LTEN152007	George Street, Harwich	Traffic Management	02/02/2017	Junction improvements following on from a feasibility study undertaken in 2014.	Total Scheme	£ 5,000.00	Completed - Awaiting UKPN connection	
4	LTEN151004	A137 Harwich Rd jw B1029 Station Rd, Ardleigh	Safer Roads	21/02/2017	Progression of Casualty Reduction Scheme.	Total Scheme	£ 25,000.00	Completed.	
5	LTEN141008	A137 Colchester Road, Fox Street	Safer Roads	09/03/2017	Replace chevron signing with yellow-backed chevron signs, install additional yellow back to back chevron to compliant the existing arrangement with the addition of road studs.	Total Scheme	£ 9,000.00	Completed.	
6	LTEN131018	B1027 Valley Rd/Oxford Rd, Clacton	Safer Roads	-	Repositioning give way lines and sizes of roundabouts.	Design Only	£ 3,000.00	ASDA development have completed the works.	
7	LTEN141010	B1027 Valley Road, Oxford Road, Little Clacton	Safer Roads	-	Remove signage, reposition give way signage and replace with yellow backed 'give way' signage. Increase size of mini roundabout dome.	Total Scheme	£ 32,000.00	ASDA development have completed the works.	
8	LTEN142080	Grange Road, Lawford, Manningtree	Traffic Management	17/03/2017	Feasibility Study of a footway for Grange Road on the north side between Bromley Road and School Lane. To link up with the existing footway west of School Lane.	Feasibility Study	£ 3,000.00	Completed.	
9	LTEN142070	Pathfields Road, Clacton on Sea	Traffic Management	17/03/2017	Study to relieve the traffic congestion and parking issues.	Feasibility Study	£ 3,000.00	Completed.	
10	LTEN161003	CR Scheme - Rosemary Road j/w Beach Road, Clacton-on-Sea	Safer Roads	2017/18 Financial Year	Build out footway to narrow Rosemary Road at its junction with Beach Road to improve junction visibility. Additional informal pedestrian crossing points (dropped kerbs & tactile paving).	Total Scheme	£ 15,000.00	Design completed. Implementation re-profiled into 2017/18.	P1
11	LTEN141009	Vista Road, Skelmersdale Road	Safer Roads	2017/18 Financial Year	Remove existing 'give-way' signing, replace with new yellow backed signing on both north and south bound approaches of Vista Road.	Total Scheme	£ 10,000.00	Design completed. Implementation re-profiled into 2017/18.	P1
12	LTEN151008	Frinton Road, Kirby Cross	Traffic Management	2017/18 Financial Year	Zebra crossing upgrades including replacement bollards, belisha beacons, tactile paving and carriageway markings.	Total Scheme	£ 5,000.00	Design completed. Implementation re-profiled into 2017/18.	P1
13	LTEN162005	Meadow Way, Beach Way, Jaywick	Traffic Management	2017/18 Financial Year	Design and implementation of kerb line build out with additional chevron signage to deter drivers from illegally travelling the wrong way down a one-way street.	Total Scheme	£ 4,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
14	LTEN142021	Blue Roundabout Off A120 Harwich St Nicholas Roundabout	Traffic Management	2017/18 Financial Year	Design for the implementation of a Mayflower ship sculpture on the St. Nicholas roundabout in Harwich.	Design Only	£ 30,000.00	Top-up required - £30,000 for the implementation of the foundation and civils work.	P1
15	LTEN142068	A137 Lawford Manningtree (shuttle signals)	Traffic Management	2017/18 Financial Year	Comprehensive traffic study including the design of shuttle signals to replace the priority working system.	Feasibility Study	£ 10,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P2
16	LTEN001011	A137 Station Road, Lawford	Safer Roads	2017/18 Financial Year	Sign removal, renewal/replacement and consideration to gantries to provide advance height restrictions.	Total Scheme	£ 55,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1

Tendring District Approved Scheme List

Ref	Activity Code	Scheme Name	Scheme Type	Completion Date	Works Description	Scheme stage	Allocated Budget	Comments	Priority
17	LTEN162006	Wix Road, j/w Tinkers Street, Ramsey	Traffic Management	2017/18 Financial Year	Feasibility study into new footway and video survey to determine actual numbers of people travelling to the play area. Scheme to implement 2x playground warning signs listed on the Potential Schemes List - LTEN152116.	Feasibility Study	£ 8,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
18	LTEN162003	B1035 Clacton Road, Horsely Cross	Traffic Management	2017/18 Financial Year	Signage review of existing weight limit prohibitions and any remedial works associated with it.	Feasibility Study	£ 3,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P2
19	LTEN162002	The Street, Crow Lane, Crown Lane, Tendring Village	Traffic Management	2017/18 Financial Year	Feasibility study to consider the improvement options - Single chevrons, verge marker posts at the bends and a bend warning sign.	Feasibility Study	£ 3,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P2
20	LTEN162013	Gorse Lane, Clacton-on-Sea	Traffic Management	2017/18 Financial Year	Sight line improvements to signage & install additional signage to improve directions to the industrial estate.	Total Scheme	£ 2,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
21	LTEN162012	Walton Road, Kent's Hill, Thorpe-Le-Soken	Traffic Management	2017/18 Financial Year	Feasibility report improvements - Additional edge of Carriageway markers and cut back vegetation. Bend warning signs & SLOW road markings.	Total Scheme	£ 15,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
22	LTEN152082	Ramsey Village - HGV Route	Traffic Management	2017/18 Financial Year	Feasibility Study looking at the safest route for HGVs and the signage that would be required.	Feasibility Study	£ 10,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P2
23	LTEN162011	Little Clacton Road, Clacton-on-Sea	Traffic Management	2017/18 Financial Year	Feasibility study into new footway and video survey to determine the amount of people that would benefit from the footway.	Feasibility Study	£ 25,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
24	LTEN162010	Valley Road, Clacton-on-Sea	Traffic Management	2017/18 Financial Year	Feasibility Study into traffic management improvements at the junction.	Feasibility Study	£ 3,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P2
25	LTEN162009	Various locations around Manningtree - Signage Review	Traffic Management	2017/18 Financial Year	Signage review to look into the untidy/unnecessary and outdated signage around the town of Manningtree.	Feasibility Study	£ 3,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P2
26	LTEN162008	Chapel Lane, Thorrington	Traffic Management	2017/18 Financial Year	Feasibility into a one way street. Design & cost of improvements to the Bennett junction. Parking restrictions could also be considered at the junction.	Feasibility Study	£ 3,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
27	LTEN162007	Marine Parade East, Clacton-on-Sea	Traffic Management	2017/18 Financial Year	Detailed design for a zebra crossing, degree of pedestrian conflict score criteria met.	Feasibility Study	£ 6,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P2
28	LTEN165024	Thorpe Road, Weeley	Passenger Transport	2017/18 Financial Year	Additional bus stop infrastructure required due to ECC retendered route	Total Scheme	£ 650.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P2
29	LTEN165023	Thorpe Road, Weeley	Passenger Transport	2017/18 Financial Year	Additional bus stop infrastructure required due to ECC retendered route	Total Scheme	£ 650.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P2
30	LTEN165021	Route 19, Tendring	Passenger Transport	2017/18 Financial Year	Additional bus stop infrastructure required due to ECC retendered route	Total Scheme	£ 1,200.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P2
31	LTEN158002	Footpath 45 & 48 Lawford - footpath improvements	Public Right of Way	2017/18 Financial Year	Provision of a firm, levelled surfaced path sufficient for all year use.	Total Scheme	£ 24,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P2
32	LTEN168002	Footpath 41, Lawford	Public Right of Way	2017/18 Financial Year	Vegetation clearance and surface path with planning's.	Total Scheme	£ 6,500.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
33	LTEN163001	Pedestrian Dropped Kerbs across the District	Walking	2017/18 Financial Year	Pot of monies to allow further Pedestrian dropped kerbs to be installed	Total Scheme	£ 40,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1

Completed Scheme

Cancelled Scheme

P1 - Panel priority scheme to be delivered in the 2017/18 financial year

P2 - Scheme to form rolling works programme

Tendring District Approved Scheme List

Ref	Activity Code	Scheme Name	Scheme Type	Completion Date	Works Description	Scheme stage	Allocated Budget	Comments	Priority
34	LTEN003003	Steam Mill Road, Bradfield	Walking	2017/18 Financial Year	Design and implementation of a new footway.	Total Scheme	£ 130,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
35	LTEN163003	Harwich Road, Great Bromley	Walking	2017/18 Financial Year	Feasibility study into linking the two separate footpath sections.	Feasibility Study	£ 6,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P2
36	LTEN163002	Thorrington Road, Great Bentley	Walking	2017/18 Financial Year	Feasibility Study into new footway.	Feasibility Study	£ 5,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
37	LTEN161001	CR Scheme - Church Road, Thorrington	Safer Roads	Quarter 4	Verge excavation/footway works to improve visibility and pedestrian safety.	Total Scheme	£ 30,000.00	Scheme cancelled - Inadequate verge available to install footpath.	
38	LTEN165025	Centenary Way, Great Clacton	Passenger Transport	2017/18 Financial Year	New wooden bus shelter.	Total Scheme	£ 8,500.00	Scheme cancelled.	
39	LTEN001012	A137 Station Road, Lawford - (VAS)	Safer Roads	2017/18 Financial Year	Design and implementation of 2x VAS.	Total Scheme	£ 20,000.00	Scheme cancelled - No longer required.	

**TENDRING DISTRICT COUNCIL WITH ESSEX COUNTY COUNCIL
LOCAL HIGHWAY PANEL – 23rd MARCH 2017
2017/18 POTENTIAL CAPITAL SCHEMES**

As part of the Essex County Council 2017/18 budget the 2017/18 Capital Budget for the Tendring Local Highways Panel (LHP) will remain the same as that for 2016/17, namely £395,000. At the January 2017 Panel meeting it was recommended for 2017/18 that the Panel made scheme funding recommendations to create a £553,000 rolling programme of highways improvement works.

2017/18 Budget Summary

Item	Amount
23017/18 Capital Budget (100%)	£395,000
Recommended Rolling Programme Total (140%)	£553,000
Programmed Works (on Approved Works Programme, re-profiled into 2017/18)	£143,000
Casualty Reduction Schemes	£58,650
Total amount available for the LHP to allocate in 2017/18	£193,350
2017/18 Priority Schemes	£335,050

TENDRING DISTRICT COUNCIL WITH ESSEX COUNTY COUNCIL
LOCAL HIGHWAY PANEL – 23rd MARCH 2017
2017/18 POTENTIAL CAPITAL SCHEMES



This Potential Scheme List identifies all the scheme requests, which have been received for the consideration of the Tendring District Local Highways Panel. The Panel are asked to review the schemes on the attached Potential Scheme List, making funding recommendations against those they wish to see implemented and remove any schemes the Panel would not wish to consider for future funding.

On the Potential Schemes List, there are currently potential schemes with an estimated **£355,000** as shown in the summary below:

Potential Schemes List	
Scheme Type	Total Estimated Costs
<i>Safer Roads</i>	* £59,450
<i>Traffic Management</i>	£103,300
<i>Passenger Transport</i>	£154,250
<i>Cycling</i>	£0
<i>Public Rights of Way</i>	£6,000
<i>Walking</i>	£26,000
<i>Quiet Lanes</i>	£6,000
Total	£355,000

* This figure includes the 2017/18 Safer Roads schemes

RAG Status	Description of RAG Status
G	The scheme has been validated as being feasible and is available for consideration.
A	The scheme has previously been approved for design only/feasibility study and the results are awaited before the scheme can be fully considered.
R	The scheme request is against ECC criteria.
	A scheme request has been received and is in the initial validation process/awaiting survey information.

Safer Roads

Total Value of schemes	£59,450
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Ref	Location	Description	Parish	Scheme stage	Cost Code	Allocated Budget	Comments	RAG	Priority
1	A133 Main Rd jw B1029 Bromley Rd - Crossroad	The crossroad junction has seen many small collisions and many larger ones in recent years. Cars failing to give way.	Frating	Design	LTEN161006	£ 800.00	Recommended to undertake a Road Safety Conflict study to investigate further.	G	P1

2017/18 Casualty Reduction list to follow. Total value of schemes = £58,650

Traffic Management

Total Value of schemes	£73,300
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG	Priority
1	Shop Road, Bentley Road, Little Bromley	Traffic Management signage improvement to be considered.	Due to the lack of footpath, speeding motorist are causing serious concerns for pedestrians.	Cllr Guglielmi	Little Bromley	Total scheme	LTEN162004	£ 18,000	A CMA has been signed off by Cllr Johnson for 2x Vehicle Activated Sign (VAS) signs to be installed along Shop Road to alert motorists to slow through the village.	G	P1
2	B1034 The Street, Kirby-Le-Soken - Layby Assessment	Surface, kerbing and drainage improvements.	Layby deterioration.	Cllr Turner	Frinton and Walton Parish	Feasibility	LTEN152110	TBC	In validation		
3	Wix Road, Ramsey - Playground warning signs	Design and installation of 2x playground warning signs.	Speeding issues reported along with a lack of appropriate signage.	Cllr Erskine	Ramsey	Feasibility	LTEN152116	£ 2,500	Validation - Officers recommendation not to extend the speed limit. Suggested that 2x playground warning signs with sub plates are implemented.	G	P1
4	Church Road, Brightlingsea - Crossing	Design and implementation of a zebra crossing point.	Students and pedestrians have reported issues crossing the road.	Cllr Goggin	Brightlingsea	Design	LTEN152118	TBC	In validation - PV2 score of 0.217, criteria for crossing met.		
5	Bateman Road, Red Barn Road, Brightlingsea - Pedestrian Refuge	Design and implementation of a controlled crossing point.	Students and pedestrians have reported issues crossing the road.	Cllr Goggin	Brightlingsea	Design	LTEN152119	TBC	In validation		
6	Heath Road, Bradfield - Parking Signage	Design and implementation of parking restriction signage.	Speeding, difficulty crossing road, congestion, parking, signage issues identified.	Bradfield Parish Council	Bradfield	Total scheme	LTEN152123	£ 4,000	Validation - Recommend design & implementation of parking signage and poles. Evaluate 3 School Ahead Warning signs with the possibility to design and implement replacements.	G	P1
7	Entrance to Weeley on B1033 Colchester Rd, Thorpe Rd, Weeley	Traffic management improvements.	Speeding concerns have been raised by the parish through Cllr Erskine.	Cllr Erskine	Weeley	Design	LTEN152124	£ 6,000	Validation - Recommended for design of 3x carriageway speed roundels, 2x gateway features and signing including level cost 1 estimate.	G	P1
8	Whitehall Academy, Melbourne Rd, Thomas Rd, Clacton-on-Sea	Traffic management improvements.	Congestion, parking, difficulty crossing the road.	Cllr Wood/Cllr Pemberton	Clacton	Feasibility	LTEN152130	N/A	No positive options available, report communicated to Cllrs on 25/01/2017.	R	
9	A120, Harwich Gateway Signage - Historic Harwich Gateway signage	Design and implementation of entrance gateway feature.	Lack of Harwich entrance signing.	Cllr Henderson	Harwich	Total scheme	LTEN152133	£ 5,000	Validation - Recommend design and implementation of Harwich signing by the entrance to Historic Harwich.	G	P1

Traffic Management

Total Value of schemes	£73,300
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG	Priority
10	Bridge over Holland Brook, Church Road, Little Bentley - Traffic Management Improvements	Design and implementation of priority working/warning signs.	Congestion/accidents have been witnessed on the bridge.	Cllr Guglielmi	Little Bentley	Total scheme	LTEN142079	£ 6,000	Validation - Recommend priority working signs along with advanced warning signs to be installed.	G	P1
11	B1027 Alresford - VAS	Design and implementation of a VAS near the junction with School Road.	Speeding concerns along this stretch of road have been reported.	Alresford Parish Council	Alresford	Total scheme	LTEN152015	TBC	In validation - Request presented to Cabinet Member at Highways Surgery. Once validated, to progress via Cabinet Member Action.		
12	Colchester Road, Stones Green - Feasibility	Traffic management improvements.	Drainage issues have been reported across Colchester Road by residents.	Tom Palmer, Flood * Water Management Team, ECC	Stones Green	Feasibility	LTEN152020	TBC	Surface water Alleviation Team have requested this is progressed through the ECC Community Flood Grant Team. Application reference number is: CFIF800266 To remain on the Potential Schemes List until it has been resolved.		
13	B1441 Clacton Road, Weeley	Design and implementation of VAS.	Speeding concerns have been raised along the B1441 Clacton Road in both directions.	Weeley Parish Council	Weeley	Total scheme	LTEN152022	TBC	In validation - Criteria for VAS met on both surveys in either direction.		
14	B1029 Brightlingsea Road, Brightlingsea - Hunching	The road has been raised by Councillor as a possible site for Hunching.	Large vehicles have been identified to struggle this this section of road due to the narrowness.	Cllr Goggin	Brightlingsea	Feasibility	LTEN162015	TBC	In validation		
15	B1441 Weeley Bypass, opp St Andrews Primary School	Pedestrian safety improvements.	Pedestrian safety crossing the road, dangerous parking on tactile paving.	Cllr Erskine/Richard Watson	Weeley	Total scheme	LTEN163004	£ 14,000	Validation - Design and installation of railings on both sides of the road, adjustments to School Keep Clear markings, sections of double yellow lines, new School Keep Clear markings on the main road.	G	P1
16	B1027 Flag Hill, St. Osyth - Wildlife signage	Relocate existing wildlife signage to incorporate a larger area.	Lack of signage warning drivers of wildlife crossing the road.	St Osyth Parish Council	St. Osyth	Total scheme	LTEN162016	£ 3,500	Validation - Officer confirms that wildlife signs are already in place, recommended to relocate the existing signage to cover a larger area.	G	P1
17	Wignall Street, Lawford	Design and implementation of pedestrian crossing point.	Pedestrians finding it difficult to cross the road safely.	Lawford Parish Council	Lawford		LTEN162020	TBC	In validation		

Traffic Management

Total Value of schemes	£73,300
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG	Priority
18	Wellesley Rd, Oliver's Rd, Old Rd, Clacton	Traffic management improvements.	Speeding issues, pedestrian crossing issues.	Cllr Sargeant	Clacton-on-Sea		LTEN162021	N/A	Current speed limit 30mph Southbound mean av: 30.5mph Officer cannot recommend any scheme / traffic calming measures appropriate to PR1 & PR2 status roads which could have a positive impact on existing speeds. Speeds are showing good compliance against posted speed limit.	R	
19	St. Johns Roundabout, Clacton	Traffic management improvements.	Speeding issues reported.	Cllr Sargeant	Clacton-on-Sea		LTEN162022	N/A	Current speed limit: 30mph Eastbound mean av: 29.4mph Westbound mean av: 29.6mph With these results in mind we would not look to progress the request further. Speeds are showing good compliance against posted speed limit.	R	
20	Harwich Road, Little Oakley	Traffic management improvements.	Speeding, lack of signage	Little Oakley Parish Council	Little Oakley		LTEN162023	N/A	In validation		
21	School Rd, Beaumont Rd, Wix Rd, Great Oakley	Traffic management improvements.	Congestion, parking and difficulty crossing the road.	Great Oakley Parish Council	Great Oakley		LTEN162026	TBC	In validation		
22	Garland Road, Parkeston	Weight restriction/No Through Road Signage.	Lack of signage.	Ramsey & Parkeston Parish Council	Ramsey		LTEN162028	TBC	In validation		
23	Bar Corner, St Osyth (2nd Application) - Traffic Management Improvements	Design and implementation of clearer signage.	Speeding, Congestion, parking, Difficulty crossing the road, Lack of footway and appropriate signage.	St Osyth Parish Council	St Osyth		LTEN162029	£ 8,500	Validation - Improved signage and lining. Relocation of a bus stop, sign clutter clearance.	G	P1
24	Mill Street, Robinsons Road, Hurst Green	Traffic management improvements.	HGV struggling to turn on corners of narrow roads, causing damage to residents properties .	Cllr Goggin	Hurst Green		LTEN162031	TBC	In validation		
25	Harwich Road jw Frating Road, Great Bromley - Conflict study	Traffic management improvements.	Vehicle speeds and accidents	Great Bromley Parish Council	Great Bromley		LTEN162032	£ 800	Validation - Maintenance have refreshed the lining. Recommended Road Safety conflict study to investigate further.	G	P2
26	Clacton Road, Elmstead Market - Bollards	Traffic management improvements.	Lack of awareness from drivers	Elmstead Parish Council	Elmstead		LTEN162036	TBC	In validation		

Traffic Management

Total Value of schemes	£73,300
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG	Priority
27	Harwich Road, Little Clacton	Design and implementation of clearer speed signage/VAS.	Speeding issues identified.	Cllr Erskine	Little Clacton		LTEN162038	TBC	Speed survey does not meet the criteria for a VAS on 30mph limit: Northeast bound: 32.4mph Southwest bound: 32.0mph Passed to validation to explore other options.		
28	Plough Rd, Colles Brook Rd, South Heath Rd, Great Bentley	Slow Road markings or design and implementation of a VAS.	Speeding and lack of signage identified.	Great Bentley Parish Council	Great Bentley		LTEN162040	TBC	Awaiting reply from Parish Council on speed survey location.		
29	A137 Manningtree - Shuttle Signals	Implementation following comprehensive study for shuttle signals.	Congestion around the underpass, station and roundabout.	Cllr Guglielmi	Lawford	Implementation	TBC	TBC	Awaiting the completion of the comprehensive traffic study with Partnering Consultant.	A	
30	Pathfields Road, Clacton	Implementation following study into relieving congestion and parking issues.	Congestion and parking issues.	Cllr Wood	Clacton	Implementation	LTEN162045	£ 5,000	Technical note recommends the removal of existing 'Motor Vehicles Prohibited' signs, installation of new road hump triangle markings to existing raised crossing point, investigations on waiting restrictions and the refreshment of other road markings.	G	P1
31	Frating Abbey Farm Road, Thorrington	Traffic calming improvements.	Speeding issues identified.	Cllr Goggin	Thorrington		LTEN162041	TBC	In validation		
32	Jaywick Lane, Jaywick	Traffic calming improvements.	Speeding issues identified.	Cllr Honeywood	Clacton		LTEN162042	N/A	In validation - awaiting speed survey results.		

Passenger Transport

Total Value of schemes	£154,250
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG	Priority
1	The Street, Little Clacton , outside No 157	Replacement bus shelter.	Replacement of an ageing bus shelter.	Little Clacton Parish Council	Little Clacton	Total scheme	LTEN165027	£ 8,000	Replacement metal bus shelter.	G	P2
2	The Street, Little Clacton , outside No 170	Replacement bus shelter.	Replacement of an ageing bus shelter.	Little Clacton Parish Council	Little Clacton	Total scheme	LTEN165028	£ 6,000	Replacement metal bus shelter.	G	
3	Bird in Hand, Harwich	Implementation of bus cage.	Missing bus stop cage.	Harwich Town Council	Harwich	Total scheme	LTEN165029	£ 750	Implementation of a bus cage.	G	P1
4	Clacton Road, Weeley	Replacement bus shelter.	Aging bus shelter removed	Weeley Parish Council	Weeley	Total scheme	LTEN165030	£ 9,000	Replacement wooden shelter.	G	
5	Heath Road, Cansey Lane	New bus stop with infrastructure.	Shelter deterioration.	Bradfield Parish Council	Bradfield	Total scheme	LTEN165032	£ 9,000	Implementation of new wooden shelter.	G	
6	Heath Road, The Village Maid	Removal of old brick shelter and implementing a new wooden shelter.	Shelter deterioration.	Bradfield Parish Council	Bradfield	Total scheme	LTEN165033	£ 9,000	Implementation of new wooden shelter.	G	
7	Peter Bruff Avenue, Great Clacton	To lay down 23m yellow bus cage at the stop known as Tapsworth on Peter Bruff Avenue.	Local residents parking on the bus stop.	Great Clacton Parish Council	Great Clacton	Total scheme	LTEN165034	£ 750	Implementation of bus cage.	G	P1
8	Wignall Street, Lawford	Implementation of bus cage.	Missing bus stop pole and flag from stop.	Lawford Parish Council	Lawford	Total scheme	LTEN165035	£ 750	To formally mark the bus stop with pole and flag.	G	P1
9	Long Road, Lawford	Formally mark the bus stop with pole and flag.	Bus shelter located 65m away from the flag.	Lawford Parish Council	Lawford	Total scheme	LTEN165036	£ 9,000	Removal of old shelter, implementation of new wooden shelter.	G	
10	Harwich Road, jw Mayes Lane, Little Oakley	Implementation of new shelter at the correct location.	Exposed location with no shelter for waiting passengers.	Little Oakley Parish Council	Little Oakley	Total scheme	LTEN165037	£ 9,000	Implementation of wooden shelter.	G	P2
11	Harwich Road, j/w Seaview Avenue, Little Oakley	Replacement of deteriorating wooden shelter with new shelter.	Shelter deterioration.	Little Oakley Parish Council	Little Oakley	Total scheme	LTEN165038	£ 9,000	Replacement wooden shelter.	G	P2
12	Point Clear to St. Osyth	Some infrastructure is missing (never formally marked), while others are in a dangerous condition with a pole and flag leaning towards the highway with other bus stop infrastructure attached to non-standard poles.	Route infrastructure is aged and missing in places.	St. Osyth Parish Council	St. Osyth	Total scheme	LTEN165039	£ 10,000	From Point Clear to St. Osyth the bus route infrastructure needs upgrading. Poles, flags and bus cages.	G	P2
13	Abbey Street, Thorpe-Le-Soken	Upgrade and replacement of aging infrastructure on along route.	Deterioration of old shelter	Thorpe-Le-Soken Parish Council	Thorpe-Le-Soken	Total scheme	LTEN165040	£ 9,000	Removal of old shelter, implementation of new wooden shelter.	G	

Passenger Transport

Total Value of schemes	£154,250
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG	Priority
14	Kirby Le Soken to Kirby Cross, Tendring	The bus route between Kirby Le Soken and Kirby Cross needs various infrastructure upgrades. To include timetables, poles and flags.	Deterioration of various infrastructure across the route.	Passenger Transport Team	Tendring	Total scheme	LTEN165042	£ 5,500	Route infrastructure upgrades. Poles, flags and bus cages.	G	P2
15	Connaught Avenue, Frinton-on-Sea	Two new bus stops with infrastructure.	Route infrastructure deterioration.	Passenger Transport Team	Frinton and Walton Parish	Total scheme	LTEN165043	£ 6,000	Route infrastructure upgrades. Poles, flags and bus cages.	G	P2
16	Walton-on-the-naze to Kirby Cross, Tendring	Route infrastructure upgrades including poles, flags and timetables.	Deterioration of various infrastructure across the route.	Passenger Transport Team	Tendring	Total scheme	LTEN165044	£ 11,500	Route infrastructure upgrades. Poles, flags and bus cages.	G	P2
17	Walton-on-the-naze to Kirby-le-Soken	Route infrastructure upgrades including poles, flags and timetables.	Deterioration of various infrastructure across the route.	Passenger Transport Team	Tendring	Total scheme	LTEN165045	£ 6,500	Route infrastructure upgrades. Poles, flags and bus cages.	G	P2
18	Naze to the Walton, Tendring	Route infrastructure upgrades including poles, flags and timetables.	Deterioration of various infrastructure across the route.	Passenger Transport Team	Tendring	Total scheme	LTEN165046	£ 7,000	Route infrastructure upgrades. Poles, flags and bus cages.	G	P2
19	Edward Close, Little Clacton	Remove and replace shelter.	Old passenger shelter that can not be improved and requires renewing.	Passenger Transport Team	Tendring	Total scheme	LTEN165047	£ 9,000	Replacement wooden shelter.	G	P2
20	Colchester Road, Great Bentley	Bus stop located on a grass verge, need for a hard standing area for passengers to stand and wait.	Lack of formal bus stop and hardstand.	Passenger Transport Team	Great Bentley	Total scheme	LTEN165048	£ 2,000.00	Provide area of hardstand with bus stop infrastructure.	G	
21	Church Road, Brightlingsea	The Town Council support a shelter with seat on the north side of Church Road at the Maltings Road Stop. This stop will cover Maltings Estate/Colne School serving passengers travelling to the town centre.	Lack of shelter identified.	Passenger Transport Team	Brightlingsea	Total scheme	LTEN165049	£ 6,500.00	Formulation of bus stop with flag, pole and shelter with a seat.	G	
22	Cox's Hill, Lawford	New development built on Cox's Hill, to implement shelter with infrastructure.	Lack of passenger transport infrastructure.	Passenger Transport Team	Lawford	Total scheme	LTEN165050	£11,000.00	Shelter and infrastructure on both sides of the road.	G	

Cycling

Total Value of schemes	£0
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG	Priority
1	Dovercourt car park, Railway station & corner of Hill Road, Dovercourt	Implementation of bike racks.	The severe lack of provision to securely store a bicycle could deter residents and visitors to the town from travelling by this environmentally friendly mode of transport.	Clr Henderson, Harwich Town Council	Dovercourt		LTEN164001	N/A	The three locations are not owned by ECC therefore we would be unable to proceed further with this request.	R	

Public Rights of Way

Total Value of schemes	£6,000
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Ref	Location	Description	Problem	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG	Priority
1	Footpath 4, Weeley	Popular footpath providing a link between St. Andrews Rd and Second Avenue in unfavourable condition.	Overgrown, deteriorating surface condition.	Weeley	Total scheme	LTEN168006	£ 6,000.00	Undertake vegetation clearance and provide a surfaced black topped path with timber edging for a distance of 55m meters x 1.5m wide.	G	P2

Walking

Total Value of schemes	£26,000
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG	Priority
1	Ramsey Road, Dovercourt - Footpath	Design and implementation of a footpath link.	No continuous/connecting footpath.	Internal request	Dovercourt	Design	LTEN153003	£ 5,000	Validation - Recommended to proceed with two small sections of footway to link Gipsey Lane and Ramsey Service Road.	G	P2
2	Kingsman Drive, Hudson Close, Clacton Dropped kerbs	Design and implementation of dropped kerbing.	Lack of dropped kerbs identified.	Cllr Wood	Clacton	Total scheme	LTEN163006	£ 10,000	Validation - The locations confirmed for 2x sets of dropped kerbs are appropriate. Validation suggest investigation to into wider area, futher dropped kerbing sites identified.	G	P1
3	Valley Road, Clacton-on-Sea - Pedestrian crossing	Design and implementation of controlled crossing point.	Pedestrians experiencing difficulties crossing the road.	Cllr Sargeant	Clacton-on-Sea	Design	LTEN163007	£ 6,000	Validation - Officer recommendation to proceed with the design and consultation of the zebra crossing in first year only.	G	P1
4	St. Osyth Road, Clacton	Study to consider the possibility of a footpath link.	Lack of footway and speeding issues identified.	Cllr Wood	Clacton-on-Sea		LTEN163008	TBC	In validation		
5	Grange Road, Lawford Footway	Implementation following a Feasibility Study into a missing section of footway.	Lack of footway identified	Cllr Guglielmi	Lawford	Design	LTEN163009	£ 5,000	Feasibility Study - Recomend the progress of a detailed design.	G	P2

Quiet Lanes

Total Value of schemes	£6,000
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Comments	Estimated Cost	RAG	Priority
1	Gutteridge Hall Lane, Weeley - Quiet Lane	Recommended for Quiet Lanes	Recommended for Quiet Lanes	Weeley Parish Council	Weeley	Total scheme	LTEN152004	Validation - Criteria for quiet lane has been met.	£ 3,000	G	P1
2	Mill Lane, Weeley - Quiet Lane	Recommended for Quiet Lanes	Recommended for Quiet Lanes	Weeley Parish Council	Weeley	Total scheme	LTEN152006	Validation - Criteria for quiet lane has been met.	£ 3,000	G	P1

Report 4 – Appendix

- 1) **Tendring Ranger Report** P24

- 2) **Completed Feasibility Studies**
 - LTEN142080 – Grange Road, Lawford P25 – P31
 - LTEN142070 – Pathfields Road, Clacton-on-sea P32

- 3) **Completed Designs**
 - LTEN141009 – Vista Road, Skelmersdale Road, Clacton P33

- 3) **A133 Route Study** P34 – P59

Tendring LHP Rangers Report

Ref	Site Name	Area Name	Defect Description	Defect Location	Job Entry Date	Job Completion Date
1	Deanhill Avenue	Great Clacton	6m bushes overhanging footway	Opposite No.2.	12/01/2017	
2	Hastings Avenue	Great Clacton	7m bushes overhanging footway	Close proximity to No.3.	20/01/2017	
3	Nelson Road	Harwich	Overgrown vegetation.	Entire Stretch.	02/02/2017	
4	Passageway	Harwich	Overgrown vegetation on footway.	Entire Stretch.	02/02/2017	
5	Albert Street Rear Service Road	Harwich	Overgrown vegetation on footway.	Entire Stretch.	03/02/2017	
6	Sturrick Lane	Great Bentley	Moss coving footway.	Opposite No.32.	07/02/2017	
7	Mill Lane	Harwich	Overgrown vegetation on footway.	Entire stretch of footway.	21/02/2017	
8	Walton Road	Frinton And Walton	Vegetation encroaching on the footway.	Opposite No.92 to Edith Road.	22/02/2017	
9	Rawden Close	Harwich	Overgrown vegetation on footway.	Entire stretch.	08/03/2017	
10	Bradfield Road	Wix	Overgrown vegetation on footway.	From A120 bridge heading towards Spinnels Lane.	09/03/2017	

DC3466– Grange Road, Lawford

1.0 Brief

Study to ascertain the feasibility of installing a footway on the existing verge on the northern side of Grange Road, Lawford - to link the existing footways west of School Lane to Bromley Road.

2.0 Site Description

Grange Road is bounded on the southern side by a narrow strip of verge and hedging and on the northern side by residential properties which have verge frontages. The verge on the northern side of Grange Road is 3m plus in width. This verged area also has several vehicle accesses. There are 2 lay-bys and two trees at the eastern end of the road. The measured width of Grange Road is 4.3m.



Figure 1: Grange Road

3.0 Site Location Plan



4.0 Site Observations

A site visit was undertaken to observe conditions on site and to determine the feasibility of installing the footway and other possible improvement measures. The following were observed:

1. Pedestrian walking on carriageway (Grange Road) towards School Lane due to the lack of footway
2. Due to the lack of a drainage system on Grange Road between School Lane and Bromley Road, surface water was observed pooled along the road near vehicular entrances into properties.
3. The verges to the north of the road where it is proposed to install the footway is fairly wide with the narrowest sections of the verge being 3m plus.
4. Damage to the verge in certain areas due to vehicular over run
5. Certain street covers and other features like Fire hydrants were observed.
6. Overhead UKPN cables.



Figure 2: Verge damage due to vehicular over run and water pooling on road



Figure 3: Stats cover (Fire Hydrant) in verge



Figure 4: Lay-by on road



Figure 5: Overhead UKPN cable along road



Figure 6: Trees at eastern edge of road and second layby



Figure 7: Existing gully on road



Figure 8: Existing kerb outlet on road

5.0

Considerations

During detailed design, the following issues will need to be considered:

1. The existing trees will need to be surveyed to see whether they can remain in their current state or will require some form of alteration to accommodate the footway.
2. Consideration will need to be given to the existing vehicular accesses and how the sections outside the new footway are to be treated. This may well require discussions with the affected residents.
3. The existing drainage system will require checking for operation and capacity before the proposed gullies can be connected to it.

6.0

Recommendations

It is recommended that the following measures are implemented to improve safety:

1. Install a 1.8m wide footway on Grange Road to link the existing footway on Bromley Road to School Lane.
2. Keep the existing 2no. Lay-bys but modify the layouts on site to ensure the proposed footway can be accommodated.
3. Introduce road side gully system (6 No. gullies) as part of the works, to link with the existing drainage at the east of Grange Road.
4. Provision of dropped kerbs and tactile paving at junction with School Lane.

Please refer to drawing DC1-3466-00-001 for proposal details.

Economic Analysis

It is estimated the cost to deliver the above mentioned recommendations will be £90,000

Prepared by:	Kwabena Adu-Gyamfi	Date:	17 March 2017
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Scope

This technical note has been produced to summarise the recommendations in the draft feasibility report previously worked on under scheme reference DC3443 – Pathfields Road, Clacton

Site Observations

Pathfields Road is situated in the parish of Clacton-On-Sea, Essex and stretches from its junction with Douglas Road in the south for a distance approximately 215m northwards. There is some 30m of road way extending beyond this point which is of un-adopted status and there are bollards across the road denoting this.

The road is a cul-de-sac and serves as the access road to The Clacton Coastal Academy and nine residential dwellings. It is generally no less than 6.0m wide but reduces in width at the raised table crossing in front of the two Academy buildings.

There are School Keep Clear markings in advance of the School Crossing raised table but no restrictions after this where there is regular on street parking by teachers/staff/visitors/parents.

The crossing point is uncontrolled and although manned by site security at times throughout the day, the pupils have a tendency to cross here without any awareness of other road users.

There are two existing Motor Vehicles prohibited signs located in advance of the School Crossing point.

Motorists are adhering to the School Keep Clear markings.

Conclusions

Previous discussions with Network Assurance have indicated they would not support the introduction of an additional speed hump in Pathfields Road as first requested in the scheme requirements.

The two existing 'Motor Vehicles Prohibited' signs serve little purpose as motor vehicles need to pass them to access the school. As such they are just unnecessary street clutter.

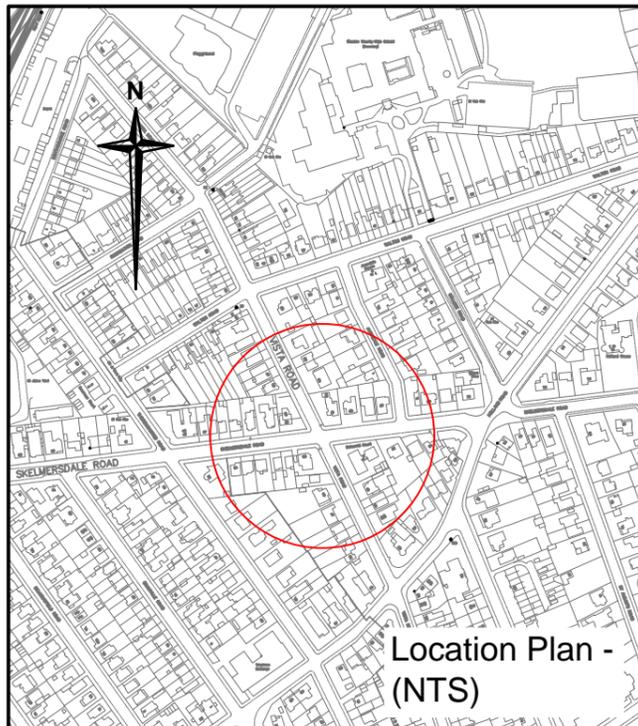
The introduction of additional parking restrictions to the north of the school crossing point are still feasible, but the Academy would need to be consulted again to obtain their views on which side of the carriageway to install them on.

Recommendations

It is recommended the scheme is taken forward to a detailed design and target cost commission to cover the following:

- Removal of existing 'Motor Vehicles Prohibited' signs
- Installation of new road hump triangle markings to existing raised crossing point
- Investigations and consultation with Academy on proposed waiting restrictions north of crossing
- Refreshment of other road markings within Pathfields Road

The estimated cost for the detailed design is £3,000



Location Plan - (NTS)

Sign Details - NTS



Diag 504.1

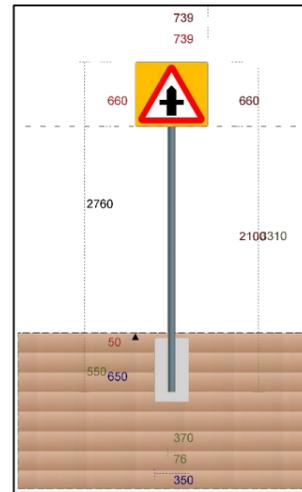
Scheme Ref.	DC3460	x-height	100.0
Sign Ref.	Give Way	SIGN FACE	
Letter colour	N/A	Width	740mm
Background	YELLOW	Height	660mm
Border	N/A	Area	0.49sq.m
Material	Class RA2 (12899-1:2007)		



Diag 602

Scheme Ref.	DC3460	x-height	100.0
Sign Ref.	Give Way	SIGN FACE	
Letter colour	N/A	Width	925mm
Background	YELLOW	Height	825mm
Border	N/A	Area	0.78sq.m
Material	Class RA2 (12899-1:2007)		

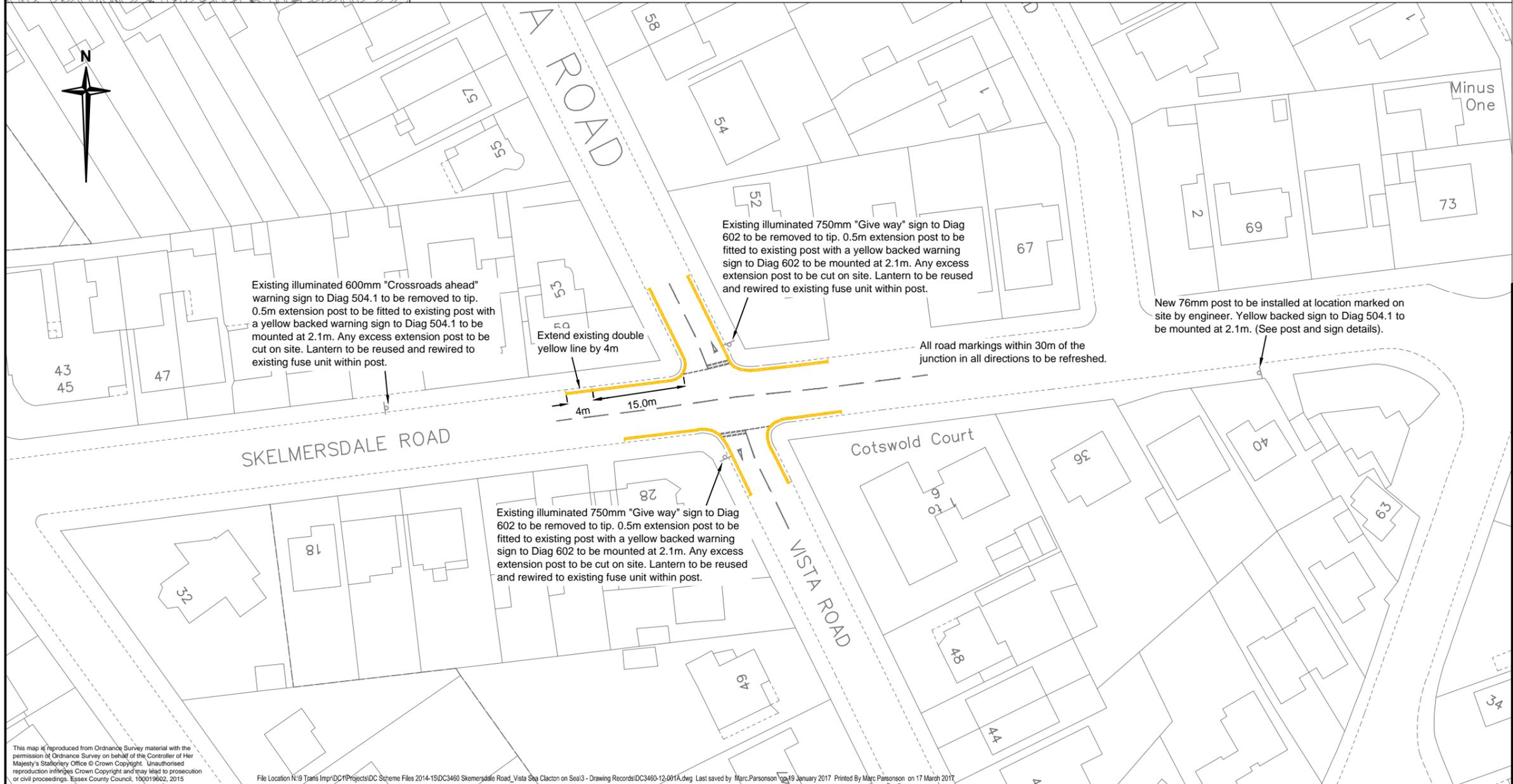
Post and Sign Details - NTS



POST(S) & FOUNDATIONS	
Assembly Name	Skelmersdale Road
Author	MJP
Reference	
Scheme Reference	DC3460
Description	Cross roads ahead warning sign
Illumination	No
Mounting Height	2100
Post Manufacturer	(Unspecified)
Post Model	Steel Round Post/GenericS355CHS
Post Type	Steel/S355;S355J2H;A573;SN490B
Further post info	
Post Shape	Circle
Post Size	76.1 diam x 3.2 thickness.
Number	1
Centres	-
Length	Total = 3310.0, above ground = 2710
No. of Foundations	1
Foundation Depth	650.0
Foundation Width	350.0
Foundation Length	350.0
Foundation Volume	0.080
Earth Cover	50.0

Notes

- Do not scale from this drawing. This is to be read in conjunction with other contract drawings and documents.
- Contractor to be in possession with statutory undertakers drawings.
- Signs to be in accordance with 'The Traffic Signs and Regulations and General Directions 2016'.
- All signs to have a min of 0.5m clearance from edge of carriageway.
- Sign to be mounted at a height of 2.1m.
- All works to be in accordance with the Department of Transport Specification for Highway Works and Essex County Council specifications and Standard Construction Drawings.



Rev.	Date	Description of revision	Drawn	Checked	Reviewed	Approved
A	01/17	Refresh lining, Relocation of a post.	MJP			

DRAWING STATUS
FOR CONSTRUCTION



Mark Rowe, Service Director, Highways
County Hall A2 Annex, Chelmsford, CM1 1QH
Tel: 0845 6037631 © Essex County Council

SCHEME TITLE
CR SCHEME - CROSSROAD/JUNCTION AND SIGNING IMPROVEMENTS LCOL141009

DRAWING TITLE
Signing & Lining

DESIGNED	DRAWN	CHECKED	REVIEWED	APPROVED
MP	MP	JMc	MP	NF
DATE	DATE	DATE	DATE	DATE
22/01/15	22/01/15	26/02/15	26/02/15	2/3/15

DRAWING UNITS: UNITS
DIMENSIONS IN MILLIMETRES
LEVELS IN METRES
SCALE AT A2 (594x420mm)
1:500
DRAWING No. **DC3460-12-001** REV. **A**

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A133 Weeley Bypass

Road Traffic Collision Analysis

All casualties

Date produced:	18/08/2016
Author:	Ross Corbyn BSc (Hons) MCIHT MSoRSA Road Safety Engineer.

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1. Aim

The aim of this document is to summarise patterns in road traffic collisions, recorded by Essex police, involving all road users who were injured using the A133 in Essex between the Colchester Road/ B1033/ Bowling Green Roundabout and the B1442 St Osyth/ Progress Way Roundabout . This report uses collision data from 1st January 2006 to 30th November 2015 (11 years, 11 month period) over a 5.7km length of the A133; it also includes unvalidated data from 01/12/2015 to 12/06/2016.

This study should be read in conjunction with Fatal Reports.

2. Executive Summary

a. Key findings

- 60 collisions were recorded over a 10 year period along the 5.7km route
- 27% (18 collisions) of the recorded collisions involved overtaking or crossover onto the opposing carriageway
- 11% (7 collisions) of the recorded collisions involved vulnerable road users (2 pedestrians and 5 cyclists, 3 of these were fatal collisions (1 pedestrian, 2 cyclists).
- There have been 7 fatal collisions involving 8 casualties over the ten year period, 2 involving cyclists and one involving a pedestrian. There have been 6 fatal collisions in the 13 month period between 12/05/2015 and 12/06/2016.
- Of the 60 collisions 5 involved cyclists, and 16 involved motorcycles/mopeds/ powered two wheelers.
- Using our collision intervention cluster criteria of 4 personal injury accidents within a 50m radius in a 5 year period there are 4 potential cluster sites, none of these clusters include a fatal collision. If the criteria is extended to the 10 year period there are 6 potential collision cluster sites however only one of these includes a fatal collision.

b. Observations

- There is a suitable alternative route for cyclists through Weeley Village.
- There is an issue of drivers overtaking vehicles and crossing over into the opposing carriageway leading to head on collisions.
- The route has a lower than expected collision rate for a rural A road compared with national data.
- The route has minimal conflict points. These being the laybys west of Bentley Road Bridge, and north of the Progress Way Roundabout. There is also an at grade pedestrian crossing for footpath 12. There have been no recorded collisions at the at grade footpath.
- The collision data shows only the laybys present an issue for drivers, there have been four collisions involving the laybys which involved two motorists turning into the laybys and being struck by overtaking vehicles, one involved a pedestrian running into the carriageway into the path of oncoming traffic, and one involved a motorist performing a U-turn from the roundabout into the path of an oncoming vehicles (remedial measure introduced between 2009 and 2012).
- The A133 route was recently resurfaced (2014), there is no evidence within the collision data to suggest that there is a skidding issue for the route the current scrim data indicates a sound/ warning class of surface (this is explained in greater detail in section d below).
- There are cluster sites (site 1 and 6) at both roundabouts predominantly loss of control type collisions and vehicles failing to give way pulling into the path of oncoming vehicles.

c. Recommendations

Stage 1 Recommendation: Short Term Remedial Measures

- Undertake additional speed data to ascertain if there is a significant speeding issue along the route.
- For the cluster site number 5 “east of the layby” (east bound), provide additional signing to highlight the bend.
- Although the fatal collisions do not suggest a driving during darkness issue there are no details of the condition of the existing road studs, a night time audit of the studs condition should be undertaken and if necessary studs should be replaced.
- An experimental/ temporary 50mph speed limit complete with signing and on carriageway roundels should be installed for an 18 month period (This would allow additional data to be taken as although the number of fatal collisions along the route is high, the actual number of collisions for a rural A road is lower than expected).
- Installation of “Think Bike” signing on both roundabouts
- Undertake a pedestrian survey and cyclist survey to ascertain vulnerable road user numbers both along, and crossing the route at Footpath 12
- It is also recommended that speed mitigation measures such as improved signing, lining, and surfacing is considered at the A133 Colchester Road/ Bowling Green roundabout.
- Additional signing could be installed to highlight the bend and the laybys when travelling south towards Clacton/ Progress Way roundabout after the railway bridge.

Stage 2: Recommendations: Longer Term Remedial Measures:

- Two Feasibility studies:
 - 1) Investigate the costs and viability of an average speed camera system installation along the route for both 60mph and 50mph.
 - 2) Investigate with local parishes and local cycling groups the feasibility of a prohibition of cycling along the A133 route, inclusive of appropriate signing for cyclists through Weeley Village.

3. Background to the Study

During the previous twelve months (01/06/2015 to 12/06/2016, there have been six fatal collisions. Each Fatal collision has been investigated and are appended as part of this study See Appendix A. Of the six collisions one included two fatally injured casualties. Two of the fatal collisions involved pedal cyclists. When expanding the collision data to 10 years there was an additional fatal involving an elderly pedestrian 22/11/2006. For the 10 year period there has been 7 fatal collisions (8 fatal casualties).

As part of the fatal investigation process ten years of collision data is reviewed in proximity to the collision location to ascertain if there is a similar trend or pattern mirroring the circumstances of the fatal collisions.

Following the collision analysis (5.7km stretch between Colchester Road/ B1033/ Bowling Green Roundabout and the St Osyth/ Progress Way Roundabout) between 1st January 2006 to 30th November 2015 (11 years, 11 month period), and Invalidated data (01/12/2015 to 12/06/2016), there were 60 recorded personal injury collisions, however 9 of the collisions occurred at the Bowling Green Roundabout, and 7 at the Progress Way roundabout.

Study Location:

Site extents

A length of 5.7km of the A133 between Colchester Road/ B1033/ Bowling Green Roundabout and the St Osyth/ Progress Way Roundabout in both directions has been analysed as part of this study as per image 3 overleaf.

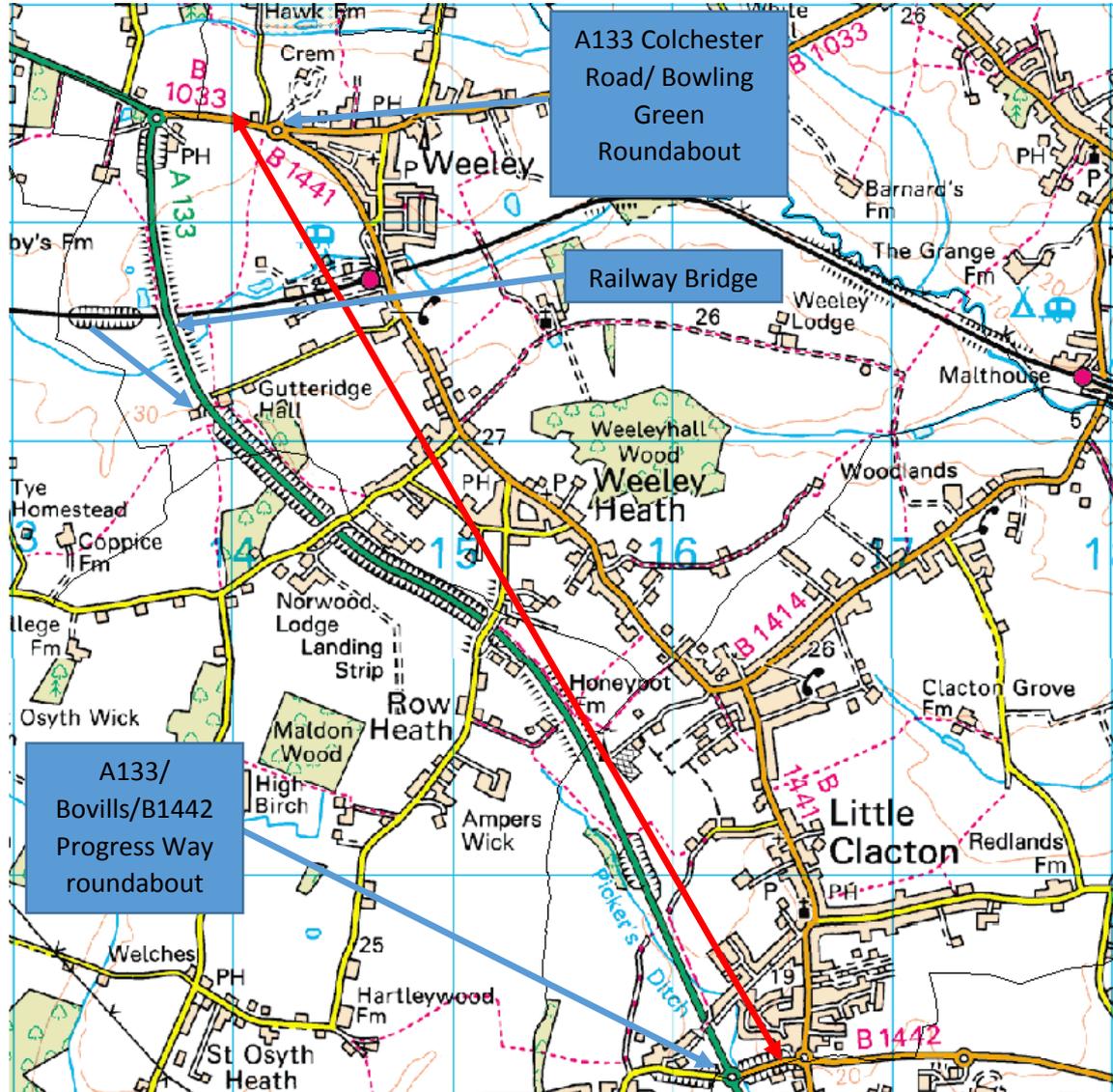


Image 1: A133 Weeley Bypass Study length

Speed Limit(s)

The A133 is derestricted for this section between the A133/ Colchester Road Roundabout and the A133/ Bovills/B1442 Progress Way roundabout. There is a section of 40mph limit at the Colchester Road roundabout that terminates with its intersection of the A133 Little Clacton/ Weeley bypass.

4. Signing:

Warning Signs:

There are numerous warning signs for both approaches to the roundabouts respectively. There are high winds signs on the approach to the rail over bridge to the north of this section of the A133. There are deer warning signs south of the rail over bridge. There are also a number of signs for pedestrians and cyclists demarking the cycle route and shared cycleway,

at the Colchester Road Roundabout. The approach to the Bovills / B1442 Progress Way Roundabout has a number of brown tourist signs for local attractions/amenities. There is advanced signing for the laybys with half mile sub plates in both directions, the southernmost layby has parking signing; the northern most layby is missing a parking sign. There is also a direction sign missing from the island for north bound motorists joining the A133 from Bovills roundabout.

Advanced Direction Signs:

There are ADS' on the northern approach to the Colchester Road roundabout and on the southern approach to Bovills / B1442 Progress Way Roundabout.

Speed Limit Signing:

The route is Derestricted/ National Speed limit.

Other Signing:

There are flag signs for footpath 12.

5. Carriageway description:

The carriageway is a 2 lane single carriageway throughout the entire study length. There is an additional lane at the flares for the roundabouts in both directions.

6. Carriageway Condition:

Good condition, no notable defects, as the road has been recently surface dressed (completed on 22/04/2015, the surface was double dressed). There is no indication at this time regarding any issue with the skid resistance of the highway. It was also noted that the original remedial safety scheme for the route provided buff banding either side of the slow markings on the approaches to the roundabout and following the surface dressing of the carriageway these have not been replaced.

7. Lighting conditions:

There are street lights on the circulatory and on the approaches to both the Colchester Road Roundabout, and the Bovills /Progress Way Roundabout. The main route of the A133 between the roundabouts are not illuminated, there is also no "over spill" light from adjacent buildings.

8. Flow data

Vehicle flow survey data has not been obtained for this study between the two roundabouts on the A133 Weeley bypass. It is recommended that speeds are taken at various points along the route to clearly identify if there is a specific speed related issue.

There is speed data south of the Bovills /Progress Way Roundabout, this is the only recent data close to the site. The road layout is similar and shows the following:

SOUTHBOUND

Total recorded volume	58,611.0
Avg daily volume (based on 7 days)	8,373.0
Average daily speed (7 days)	55.1mph
Average daily 85%ile (7 days)	60.3mph
% of vehicles exceeding 60mph	14.4%

Avg weekday volume (Mon-Fri, 24hrs)	8,858.0
Avg weekday speed (Mon-Fri, 24hrs)	54.7mph
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	53.3mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	58.7mph
Percentage of HGVs	0.9%

NORTHBOUND

Total recorded volume	59,236.0
Avg daily volume (based on 7 days)	8,462.3
Average daily speed (7 days)	50.5mph
Average daily 85%ile (7 days)	56.1mph
% of vehicles exceeding 60mph	5.5%

Avg weekday volume (Mon-Fri, 24hrs)	8,881.0
Avg weekday speed (Mon-Fri, 24hrs)	50.3mph
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	48.8mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	54.2mph
Percentage of HGVs	0.9%

COMBINED

Total recorded volume	117,847.0
Avg daily volume (based on 7 days)	16,835.3
Average daily speed (7 days)	52.8mph
Average daily 85%ile (7 days)	58.2mph
AADT (annual average daily traffic)	17,539

Avg weekday volume (Mon-Fri, 24hrs)	17,739.0
Avg weekday speed (Mon-Fri, 24hrs)	52.5mph
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	51.1mph

The Latest flow survey data obtained (24/02/2016) at the Colchester Road Roundabout, indicated a 24 hour southbound flow of 9647 vehicles exiting onto the A133 and a northbound flow of 9305 vehicles entering the Colchester Road Roundabout. This is a cumulative flow of 18952.

The Latest flow survey data obtained (24/02/2016) at the St Osyth Rd/ Progress Way Roundabout, indicated a 24 hour southbound flow of 9424 vehicles exiting Weeley bypass and a northbound flow of 9581 vehicles entering the A133 from St Osyth Rd/ Progress Way Roundabout. This is a cumulative flow of 19005.

9. Speed data

Speed data was taken at two locations on the A133 (as shown on the images below). For site 1 A133 500m South East of Rectory Road Bridge. The flows show that the average speed in both directions is 55mph with an average 85%ile speeds of 62mph.

SITE LOCATION



Location plan for site 1

ROAD TRAFFIC COLLISION ANALYSIS



Southeast bound

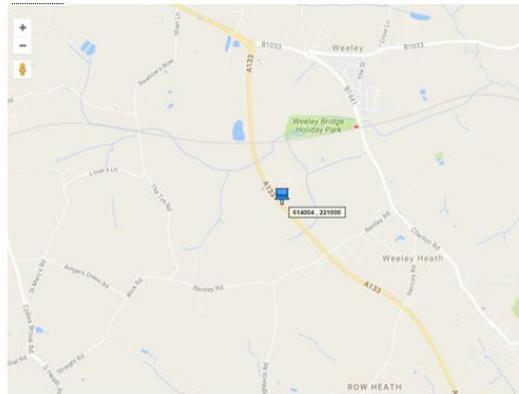
Total recorded volume	85262.0
Avg daily volume (based on 7 days)	12180.3
Average daily speed (7 days)	55.4
Average daily 85%ile (7 days)	61.8
% of vehicles exceeding 60mph	9.2%
Avg weekday volume (Mon-Fri, 24hrs)	63971.0
Avg weekday speed (Mon-Fri, 24hrs)	55.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	51.8
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	57.8

Northwest bound

Total recorded volume	89461.0
Avg daily volume (based on 7 days)	12780.1
Average daily speed (7 days)	55.7
Average daily 85%ile (7 days)	62.5
% of vehicles exceeding 60mph	12.4%
Avg weekday volume (Mon-Fri, 24hrs)	66567.0
Avg weekday speed (Mon-Fri, 24hrs)	55.3
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	51.9
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	58.1

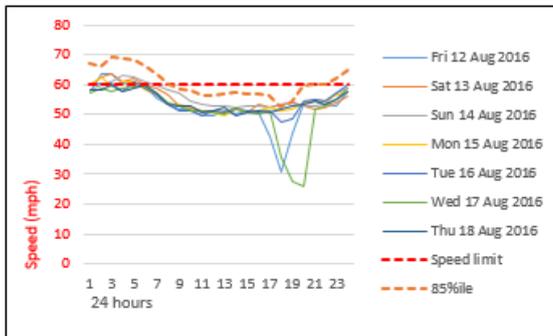
For site 2 A133 600m North West of Bentley Road Bridge. The flows show that the average speed in both directions is 55mph with an average 85%ile speeds of 61.7mph.

SITE LOCATION

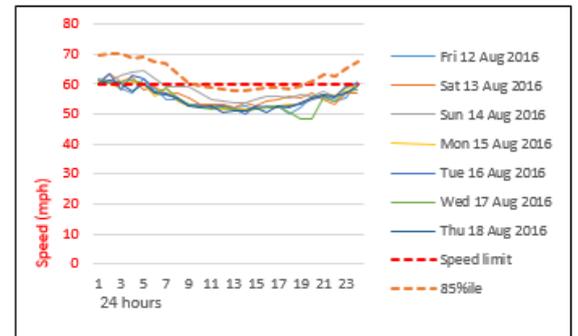


Location plan for site 2

Northwest bound



Southeast bound



This data supports the initial view that average speeds along this stretch are not excessively high and that an average speed of 55mph is not contributing to the Fatality rate.

10. Previous Engineering measures installed

There is limited information regarding previous engineering measures along the route, however, at four locations measures have been installed and remain. With the exception of the HFS surfacing and speed camera road markings which have been removed between 2009 and 2015. There have been improvements made between 2009 and 2012, it is believed that these measures were installed as a result of "Shunt" type collisions on the approach to both roundabouts, and at the laybys. These measures included "Slow" road markings complete

with “Buff” HFS banding both side, and Buff HFS on the approach to the roundabout itself. There had also been the inclusion of central hatching in place of the hazard centre line on the approaches to the laybys both north and south of the bridges on the route. However following the surface dressing in 2015 the buff banding and buff HFS on the approaches to the roundabouts have not been replaced. There is no evidence to suggest that the failure to reinstate the buff HFS has any correlation to the recent fatal collisions. It was also observed that in 2009 there was highway markings for speed camera enforcement, again these have not been reapplied following the surfacing scheme.



Images 2,3,4: View looking north at Colchester Road Roundabout 2009, 2012, 2015



Images 5,6,7 : View looking north 2009, 2012, 2015 at the laybys north of Progress Way Roundabout



Images 8,9,10: View looking south 2009, 2012, 2015, on the approach to the rail bridge

Vulnerable road user issues

The route has little provision for vulnerable road users, there are no footways, and there are no formal crossing points, other than at the splitter islands at the two roundabouts. The collision history does suggest that there are issues for vulnerable road users, 3 of the 7 fatalities within the 10 year period involved 1 pedestrian and 2 cyclists, however as the route analysed is so long comparable with a normal cluster site investigation there is no single location, or single manoeuvre that suggests an issue. It is suggested however that additional data is taken to establish the frequency of cyclists using this route, if there is a high user number then remedial measure should be investigated further. It was also noted that there

is an at grade signed footpath (12) that cross' the A133 close to the southern laybys. There is no data to suggest that there has been a history of collisions between pedestrians and motorists at this location.

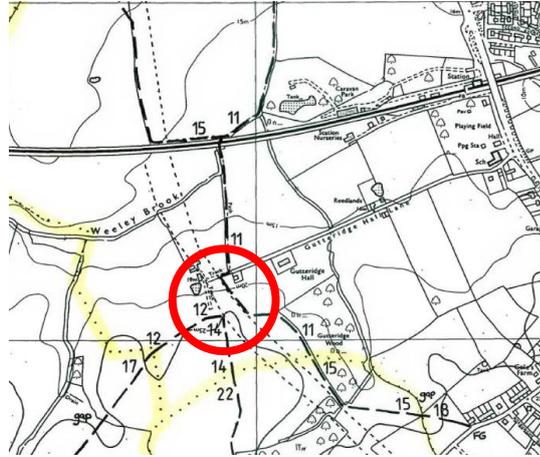


Image 11: Screen shot from the Definitive map showing footpath 12 crossing at grade on the A133 (note A133 shown as dashed parallel lines on the plan).

11. All collisions Analysis

This section summarises patterns and trends along the route. These include general comments about the route as a whole and details relating to the fatal collisions.

The collision analysis shows that the fatalities do not conform to any pattern or any one location.

a. Severity of Collisions

The following summary indicates the number of and severity of the collisions which involved all users on the A133.

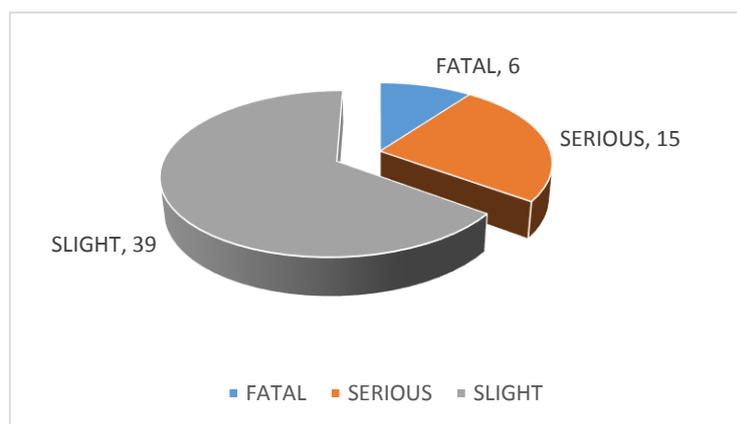


Image 12: All Collisions Severity

b. Fatality Age & gender

Image 7 below indicates the number and gender of the fatalities and image 8 indicates the age of the fatalities.

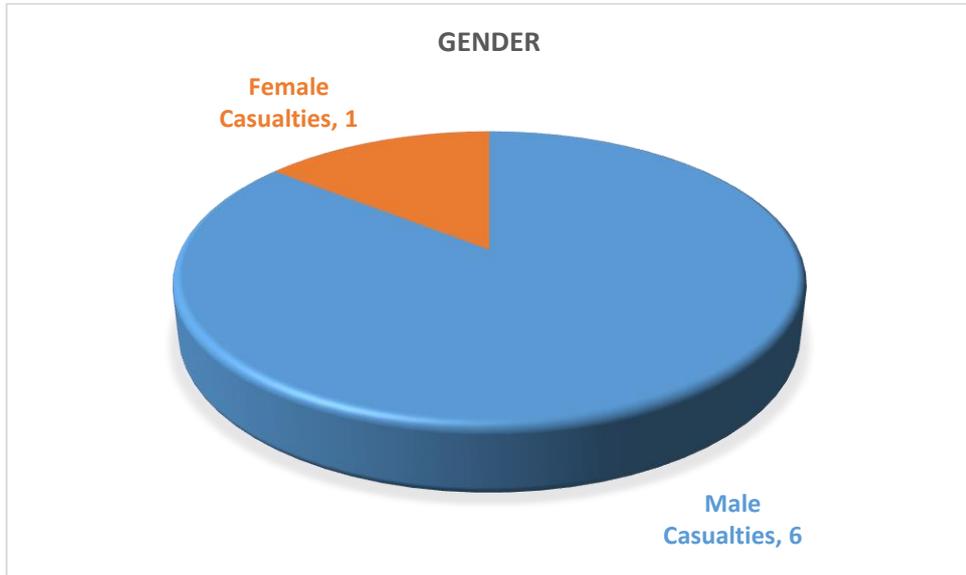


Image 13: Fatalities Gender

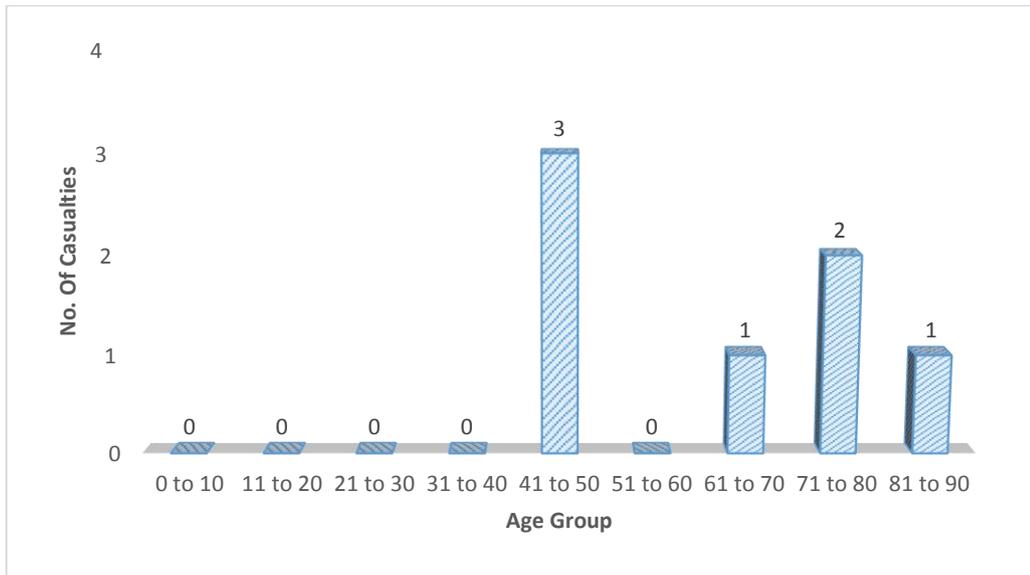


Image 14: Fatality Age (7 Fatalities from 6 Collisions)

c. Lighting Conditions

The following summary indicates the number of collisions that occurred during the hours of darkness for the 60 collisions:

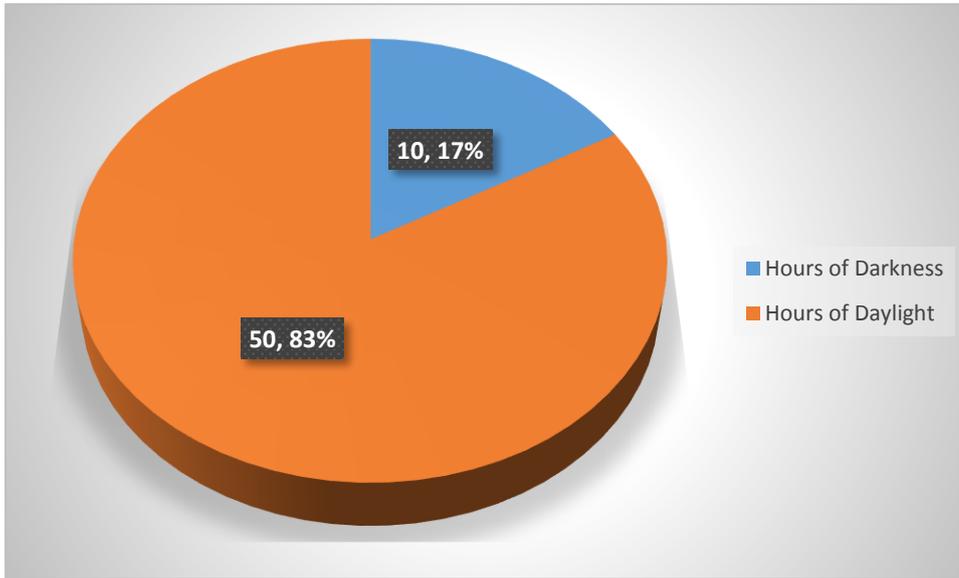


Image 15: Lighting Conditions

d. Carriageway Surface Condition

The image below shows the latest SCRIM data for the route, as the route was surface dressed in 2015 it is clear that the carriageway is in very good condition this is highlighted by the predominant green and blue colouring of the condition survey.

15-16 Condition Surveys

Scrim Deficiency 2015-16 -

Countywide



Image 11: Condition Survey Key



Image 16: SCRIM condition survey for Weeley by Pass A133

e. Collision Trends

The following summary indicates the number of collisions per calendar year on this section of the A133:

Collision Trend shows (see Image 13 below) that the number of collisions was decreasing between 2006 and 2010 with only 1 collision recorded in 2010, following this the collision trend has continued to increase with 7 collisions in 2013, 6 in 2014 and 9 in 2015. So far there have been 5 during 2016. Following detailed investigation there is no clear indication why the number of collisions have increased.

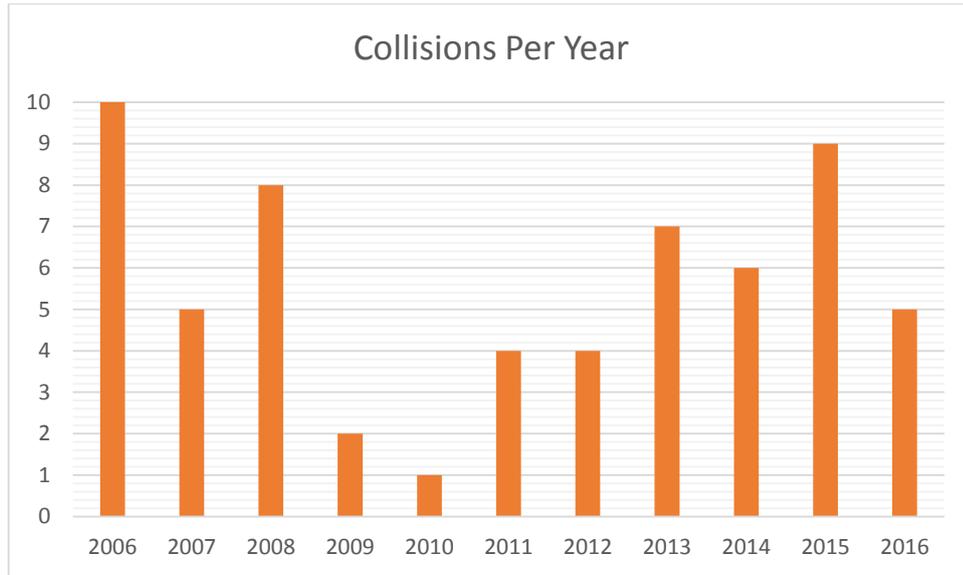


Image 17: Collisions per year (Note data is only for the first quarter of 2016)

Looking at the route as a whole, the main collision types are over taking/ head on with 18 collisions, Loss of control with 10 collisions and nose to tail collisions with 13. It is however expected that as the route analysis consists of two roundabouts the number of nose to tail collisions isn't significantly high. The chart below shows the differing collision types for the 10 year period investigated.

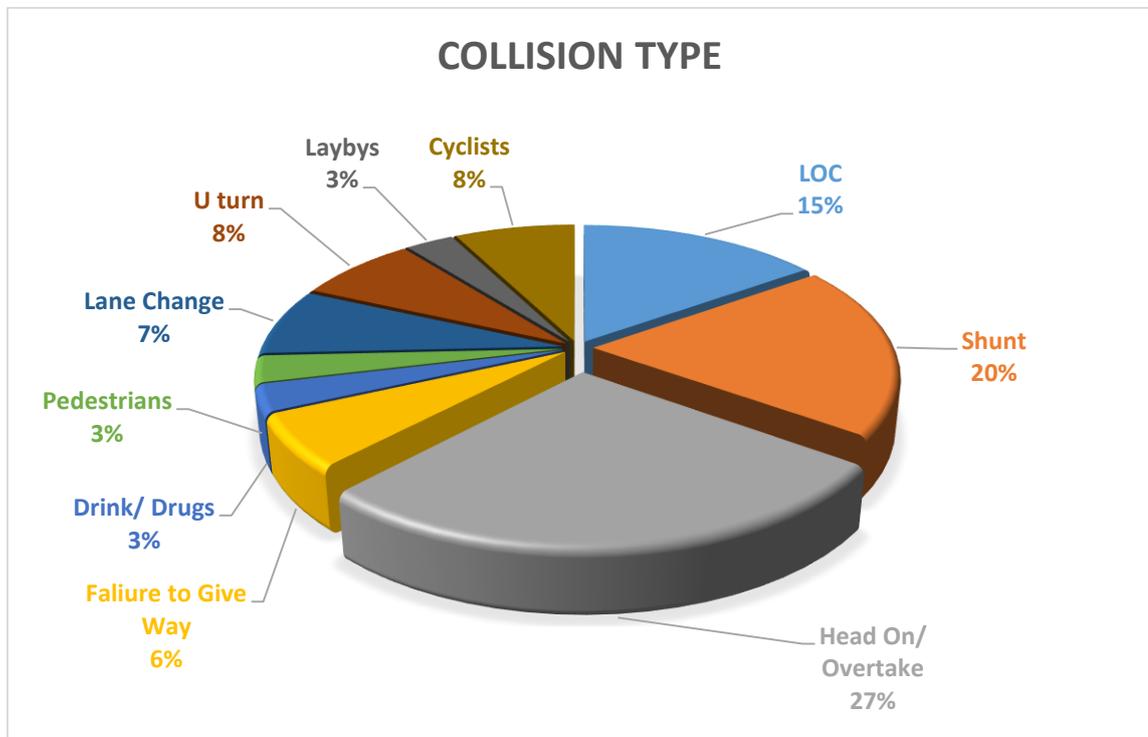


Image 18: Collision Type and User Group

The chart below shows the split of Collision Numbers and Severity of collisions by user group (Image 20). The highest collision type is motor vehicles (Cars/ LGV/ HGV), however this is to be expected as this is the highest user group. The second group is powered 2 wheeled motor vehicles with 16 collisions involving this group. The final three groups are vulnerable users, the main concern is that these user groups are all very low numbers in terms of numbers using the route, yet the severity of injury is high. The data set available shows that 5 cyclists were killed or seriously injured and 1 pedestrian (other) was fatally injured along the route as a whole.

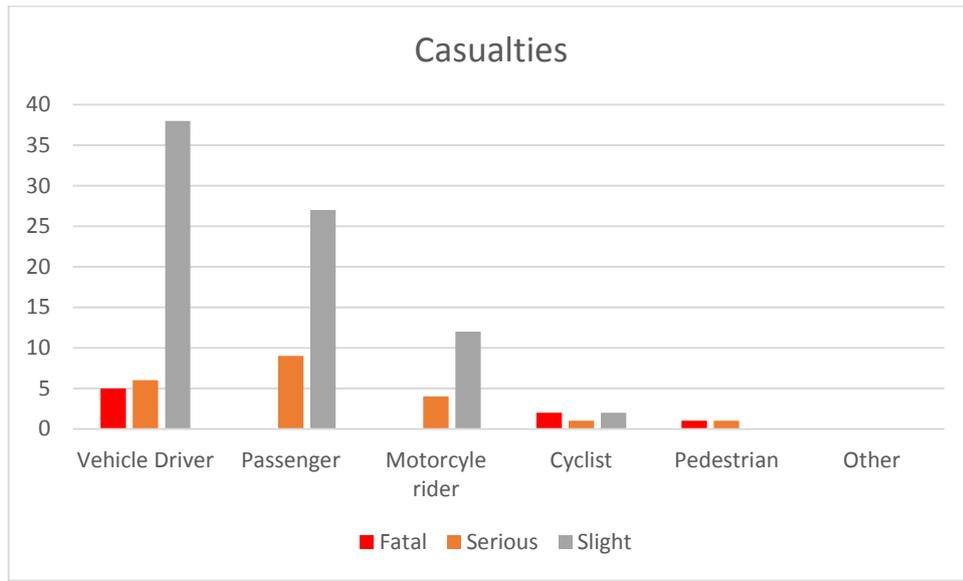


Image 19: Casualties Severity by Road User Group

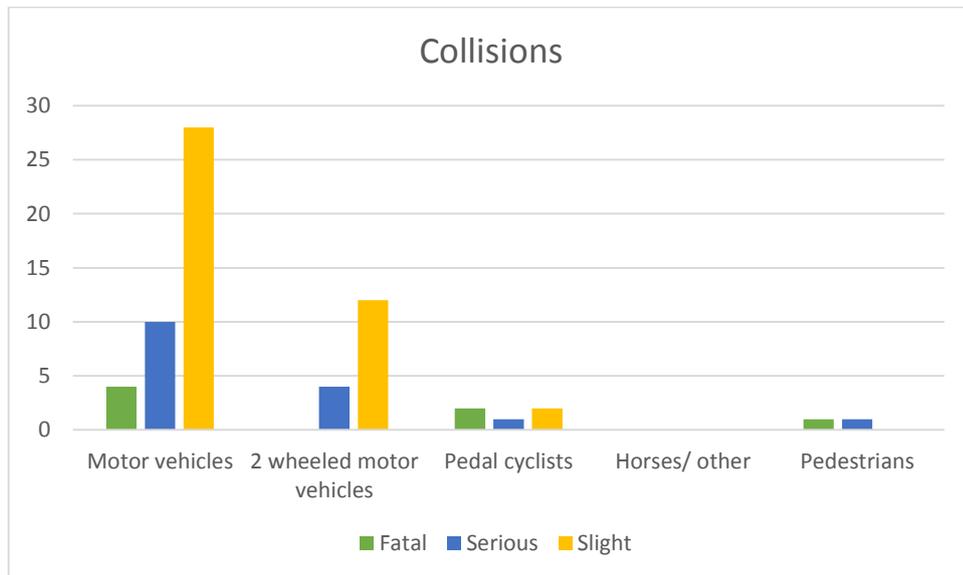


Image 20: Collisions Severity by Road User Group

Summary

- 60 collisions were recorded over a 10 year period along the 5.7km route
- 27% (18 collisions) of the recorded collisions involved overtaking or crossover onto the opposing carriageway
- 11% (7 collisions) of the recorded collisions involved vulnerable road users 2 pedestrians and 5 cyclists, 3 of these were fatal (1 pedestrian, 2 cyclists).
- There have been 7 fatal collisions involving 8 casualties over the ten year period, 2 involving cyclists and 1 involving a pedestrian.
- Of the 60 collisions 5 involved cyclists, and 16 involved motorcycles/mopeds/ powered two wheelers.
- Using our collision intervention cluster criteria of 4 personal injury collisions within a 50m radius in a 5 year period there are 4 cluster sites, none of these clusters include a fatal collision. If the criteria is extended to the 10 year period there are 6 collision cluster sites only one of these includes a fatal collision.

12. Cluster analysis

This section looks at any clusters of collisions along the route. Essex Highways currently look at a cluster site of a 50m radius looking for four or more collisions within a 5 year period. For this study we have extended this study length to a 10 year period. This has produced a total of six cluster sites, only one of these sites includes a fatal collision. Each site will be investigated to summarise the collision data, and any collision patterns.



Image 21: Cluster Sites 1 to 6 along The A133

Cluster Site Number 1.

There is a five year and ten year cluster site at the Bowling Green Colchester Road/ B1033 Roundabout. The predominant issue is for the east bound Colchester Road Arm adjoining with the roundabout these consist of Loss of control, Failure to give way, and poor lane change/ side swipe collisions. The Image overleaf shows the location of the collisions, there have been 9 Collisions within a 50m radius. Of the 9 Collisions 1 was serious and 8 were slight. The predominant pattern is 4 loss of control collisions, 2 Failure to Give Way, 2 lane change/ side swipe collisions, and 1 Nose to tail/ shunt. There was one collision involving a pedal cyclist, and one involving a motor cyclist. The collisions are at various points around the roundabout, there is no clear pattern other than the 4 Loss of control collisions which are all speed related. It is recommended that speed mitigation measures such as improved signing, lining, and surfacing is considered at the roundabout, the change in speed limit to 50mph would also help.

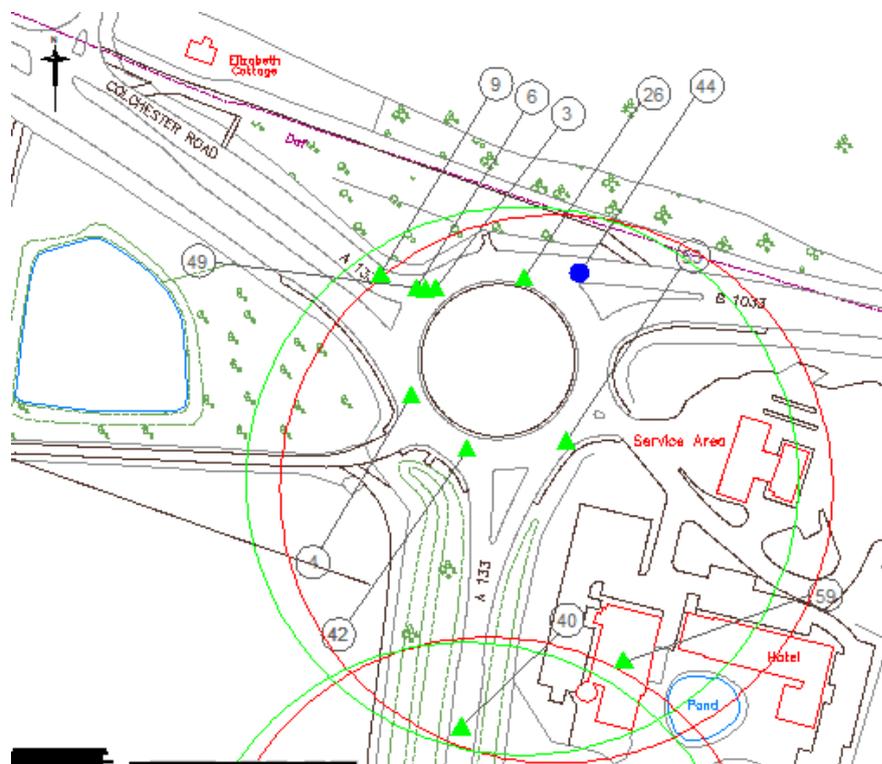


Image 22: 5 year (Green circle) and 10 year (Red Circle) Cluster sites at A133 Colchester Road/ Bowling Green Roundabout

Date	Collision Type	Investigation Reference	Severity	Weather	Brief Description
11/08/2006	Shunt	4	Slight	Wet	Vehicle 1 Traveling from Clacton in the general direction of Colchester turning left on the roundabout to travel to A120 - A12 collided with Vehicle 2 (Pedal Cycle).
01/11/2006	Loss of control	6	Slight	Dry	Vehicle 1 Travelling A133 towards Clacton Approaching Roundabout fails to alter course speed or direction mounts roundabout drives across top of roundabout re-enters onto highway mounts central island colliding with street furniture
25/11/2006	Failure to give way/ Loss of control	9	Slight	Wet	Vehicle 2 heading from Colchester to Clacton, Vehicle 1 at side road pulls out with no lights on, vehicle 2 swerves to avoid vehicles 2 goes across the other side of the road and collides with road sign, vehicle 1 then drives off towards Colchester

15/09/2010	Lane change/ overtake	26	Slight	Dry	Vehicle 2 was between A133 from Colchester going towards Colchester Road Weeley towards the crematorium, when a white van driver had been in the right hand lane when entering roundabout cut him up to get into Colchester Road, a collision occurred, the driver momentarily lost control, negotiated it and followed vehicle 1 into Waylen Drive and exchanged details.
14/01/2014	Failure to give way	42	Slight	Wet	Vehicle 1 failed to see Vehicle 2 and pulled out of the junction colliding with Vehicle 2 which was already on the roundabout
03/10/2014	Loss of control	44	Serious	Dry	Vehicle 1 has lost control on the exit of a roundabout and collided with keep left crossing point damaging signing and lamp post.
04/02/2015	Loss of control	49	Slight	Wet	Vehicle 1 (Motor Bike) travelling A133 towards Clacton on entering the roundabout front wheel slipped on slippery road surface resulting in motorcycle and rider falling to the ground.
23/02/2016	Loss of control	59	Slight	Wet	Vehicle 1 had just joined the roundabout from the B1033. Wheel of his motorbike has skidded out from under him and he has come off his bike. Minor injuries of soft tissue damage caused.
06/10/2013	Side swipe	40	Slight	Dry	Both vehicles involved are travelling towards Weeley, As Vehicle 1 has moved o the right side of the lane to turn right at the roundabout. Vehicle 1 has struck motorcyclist, Vehicle 2, causing him to fall to the ground and come off his bike.

Table 1: Collision data and description for Cluster Site 1.

Cluster Site Number 2.

There is a five year and ten year cluster site 2 Bowling Green South A133. There is no predominant issue is for this site. The Image below shows the location of the collisions, there have been 4 Collisions within a 50m radius. There was one collision involving a motor cyclist. The collisions are at various points along the A133 there is no clear pattern to investigate. (Note that this cluster overlaps with Cluster 1 with two collisions within the same area). There are no remedial measures appropriate for this cluster.

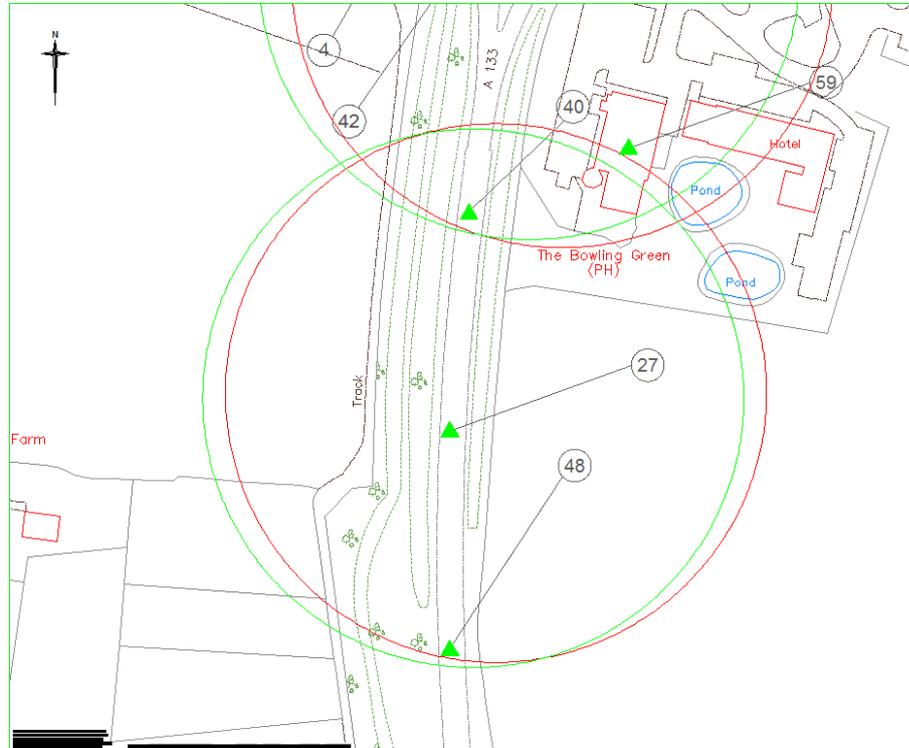


Image 23: 5 year (Green Circle) and 10 year (Red Circle) Cluster sites south of Bowling Green Roundabout A133

Date	Collision Type	Investigation Reference	Severity	Weather	Brief Description
19/10/2011	Shunt	27	Slight	Wet	Vehicle 2 was waiting at temporary traffic lights on the A133 by pass, Vehicle 1 moved forward and hit Vehicle 2
06/01/2015	U Turn	48	Slight	Dry	Vehicle 1 travelling A133 to Colchester. Vehicle 2 travelling A133 to Colchester overtaking slower moving vehicles. Vehicle 1 performs a U Turn in the road in order to change direction, whilst turning Vehicle 2 struck the rear off side of Vehicle 1.
23/02/2016	Loss of control	59	Slight	Wet	Vehicle 1 had just joined the roundabout from the B1033. Wheel of his motorbike has skidded out from under him and he has come off his bike. Minor injuries of soft tissue damage caused.
06/10/2013	Side swipe	40	Slight	Dry	Both vehicles involved are travelling towards Weeley, As Vehicle 1 has moved o the right side of the lane to turn right at the roundabout. Vehicle 1 has struck motorcyclist, Vehicle 2, causing him to fall to the ground and come off his bike.

Table 2: Collision data and description for Cluster Site 2.

Cluster Site Number 3.

There is a ten year cluster site 3 “Gutteridge Hall Lodge” A133 south of the rail bridge. There is no predominant issue for this cluster site. The Image below shows the location of the collisions, there have been 4 Collisions within a 50m radius. There has been one serious collision and 3 slight collisions. There was one collision involving a motorcyclist and one collision involving a moped. Two of the collisions involved poor overtaking manoeuvres. The collisions are at various points along the A133 there is no clear pattern to investigate. There is no recommended remedial measure for this site.

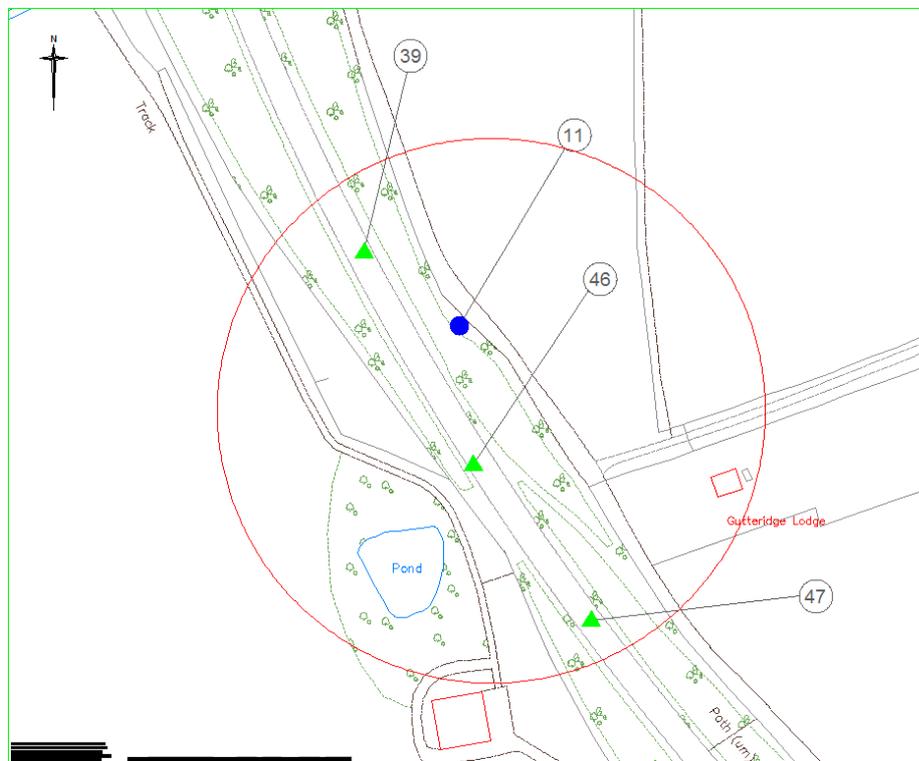


Image 24: 10 year (Red Circle) Cluster sites at Bowling Green Roundabout A133

Date	Collision Type	Investigation Reference	Severity	Weather	Brief Description
30/03/2007	Overtake	11	Serious	Dry	Both vehicles travelling A133 from Clacton area towards Weeley. Vehicle 1 (Articulated Lorry) overtook Vehicle 2 (125 scooter) but in doing so the rear nearside of the trailer came into contact with Vehicle 2 causing the rider to fall off. Vehicle 1 failed to stop.
31/08/2013	Overtake	39	Slight	Dry	Vehicle 1 has overtaken on A133 Clacton bound. When Vehicle 1 is overtaking it has lost control and Vehicle 1 has swerved into nearside hitting kerb and trees on roadside.
15/10/2014	U turn	46	Slight	Wet	Vehicle 1 and Vehicle 2 both travelling in general direction of Weeley. Vehicle 1 in near stationary traffic Vehicle 2 filtering down outside of traffic. Vehicle 1 starts to perform a U turn manoeuvre pulling into the path of Vehicle 2 which collides with Vehicle 1
21/10/2014	Shunt	47	Slight	Dry	Vehicle 2 travelling on A133, Colchester Road, Weeley between Weeley Roundabout and Progress Way Roundabout in general direction of Clacton. Vehicle 1 travelling in same direction behind Vehicle 2. Vehicle ahead of Vehicle 2 slows down and stops due to wildlife in carriageway. Vehicle 2 slows down and stops Vehicle 1 fails to stop in time and collides with rear of Vehicle 2.

Table 3: Collision data and description for Cluster Site 3.

Cluster Site Number 4.

There is a ten year cluster site at the "A133 laybys" West of Bentley Road. There is no predominant pattern for collisions at this site. The Image below shows the location of the collisions, there have been 4 Collisions within a 50m radius. Of the 4 Collisions 1 was serious and 3 were slights. The predominant pattern is 2 poor overtake manoeuvres, 1 shunt, and 1 U turn. There was one collision involving a sheep in the road, and one involving a motorist being struck whilst turning into the layby. There is no clear pattern. There are no significant remedial measures proposed for this cluster, however additional signing could be installed to highlight the bend and the laybys when travelling south towards Clacton/ Progress Way roundabout.

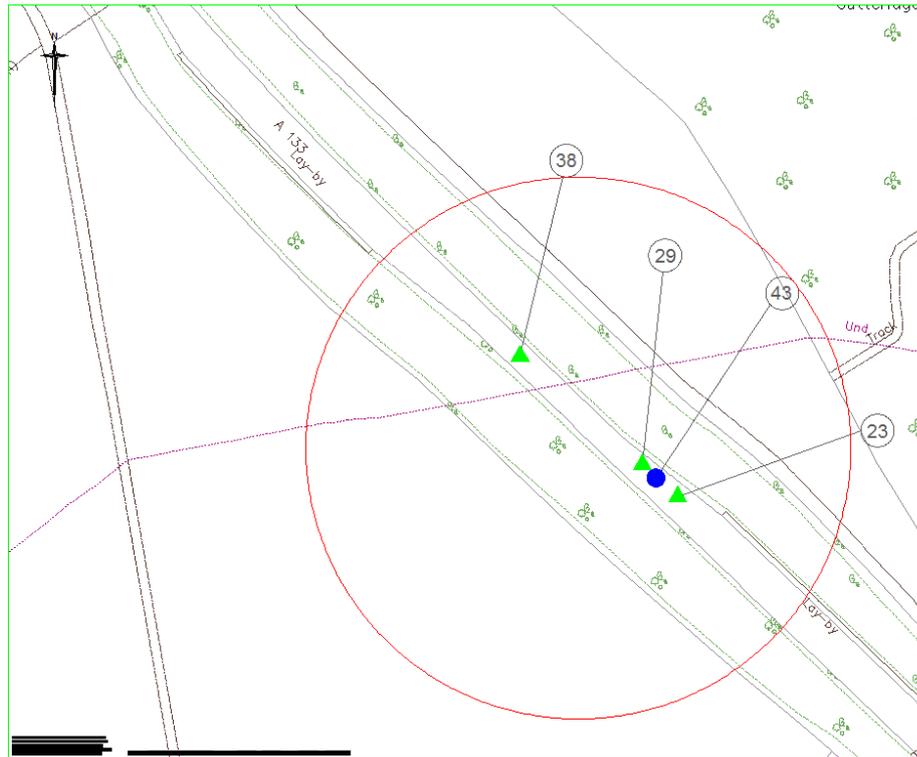


Image 25: 10 year (Red circle) A133 laybys West of Bentley Road

Date	Collision Type	Investigation Reference	Severity	Weather	Brief Description
16/12/2008	Animal in carriageway	23	Slight	Dry	Vehicle 1 travelling on A133 Clacton, sheep comes from left hand side of vehicle collides with vehicle
07/05/2012	Shunt	29	Slight	Dry	Vehicle 1 travelling southbound, slowed to turn right into layby. Vehicle 2 made contact with rear of Vehicle 1
05/08/2013	Overtake	38	Serious	Wet	Vehicles 1, 2, and 5, travelling towards Clacton, from Weeley. Vehicle 3 and Vehicle 4 travelling away from Clacton. Vehicle 1 commences overtake manoeuvre passing Vehicle 5, when overtaking Vehicle 2 collides with Vehicle 2, crosses into the opposite side carriageway striking Vehicle 3 and spun into Vehicle 4. Vehicle 3 continues travelling and crosses into path of Vehicle 5.
11/09/2014	Overtake	43	Serious	Dry	Vehicle 1 travelling in the general direction of Clacton. Vehicle 2 and Vehicle 3 and Vehicle 4 travelling towards Weeley. Vehicle 1 has collided with the offside of Vehicle 2 followed by the offside of Vehicle 3 and finally with the front offside of Vehicle 4.

Table 5: Collision data and description for Cluster Site 4.

Cluster Site Number 5.

There is a ten year cluster site “East of the laybys” on the A133 west of the Bentley Road Bridge. The predominant pattern for collisions at this site are two collisions involving poor overtaking manoeuvres and one with a cyclist swerving in the carriageway/ motorist overtaking too close. The Image below shows the location of the collisions, there have been 4 Collisions within a 50m radius. Of the 4 Collisions 1 was Fatal, 2 were serious and 1 was slight. One of these (serious collision) involved a pedestrian running into the path of oncoming vehicles. The predominant pattern is 2 poor overtake manoeuvres. There is no clear treatable pattern. There are no remedial measures proposed for this cluster

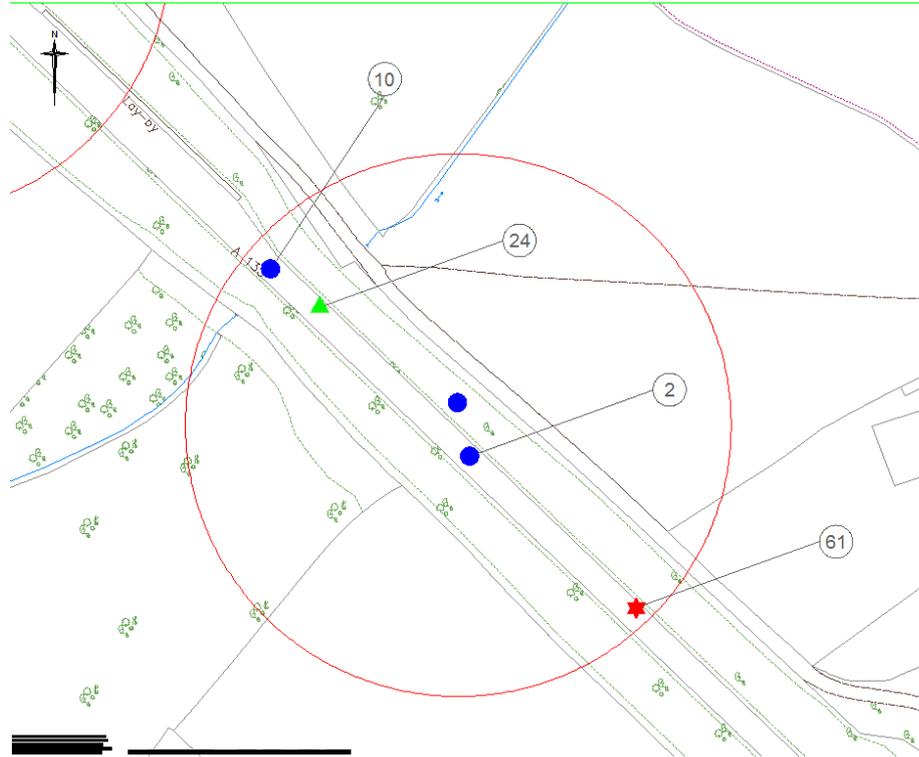


Image 26: 10 year (Red Circle) Cluster sites at Bowling Green Roundabout A133

Date	Collision Type	Investigation Reference	Severity	Weather	Brief Description
31/05/2006	Pedestrian ran into road	2	Serious	Dry	Pedestrian running away from boyfriend who was parked in layby ran across traffic into path of vehicle 1 travelling southbound towards Clacton.
24/12/2006	Overtake	10	Serious	Wet	Vehicle 2 travelling north when vehicle 1 attempted to overtake Vehicle 2. Vehicle 1 collided with off side of vehicle 2 causing vehicle 1 to roll and land on roof. Vehicle 2 stops and then Vehicle 4 travelling south stops to assist. Vehicle 3 also travelling south manages to negotiate round Vehicle 1 and 2 but collides with rear off side of vehicle 4.
02/05/2009	LOC	24	Slight	Dry	Vehicle 1 traveling towards Clacton whilst overtaking several vehicles swerves back onto Clacton bound carriageway when losses control crossing oncoming carriageway entering the embankment colliding with trees.
12/06/2016	Over Take/ LOC	61	Fatal	Dry	The Pedal cyclist was riding along the A133 towards Clacton. For reasons unknown he appears to have become unsteady resulting in him moving further out into the carriageway. He was then struck by a ford transit van also travelling towards Clacton.

Table 6: Collision data and description for Cluster Site 5.

Cluster Site Number 6.

There is a five year and ten year cluster site at the Progress Way/ B1442 Roundabout. The predominant issue is failure to give way of which there was three collisions. The Image below shows the location of the collisions, there have been 8 Collisions within a 50m radius. Of the 8 Collisions 1 was serious and 7 were slights. The collisions included, 3 Failure to Give Way, 2 Nose to tail/ shunt, 1 Loss of control, 1 Medical episode, and 1 U-turn. There were 3 collisions involving a motor cyclists. The collisions are at various points around the roundabout, there is no clear pattern other than the 3 failure to give way collisions. It is recommended that speed mitigation measures such as improved

signing, lining, and surfacing is considered at the roundabout. It is however to be expected that there would be at least one injury collision a year at a roundabout.

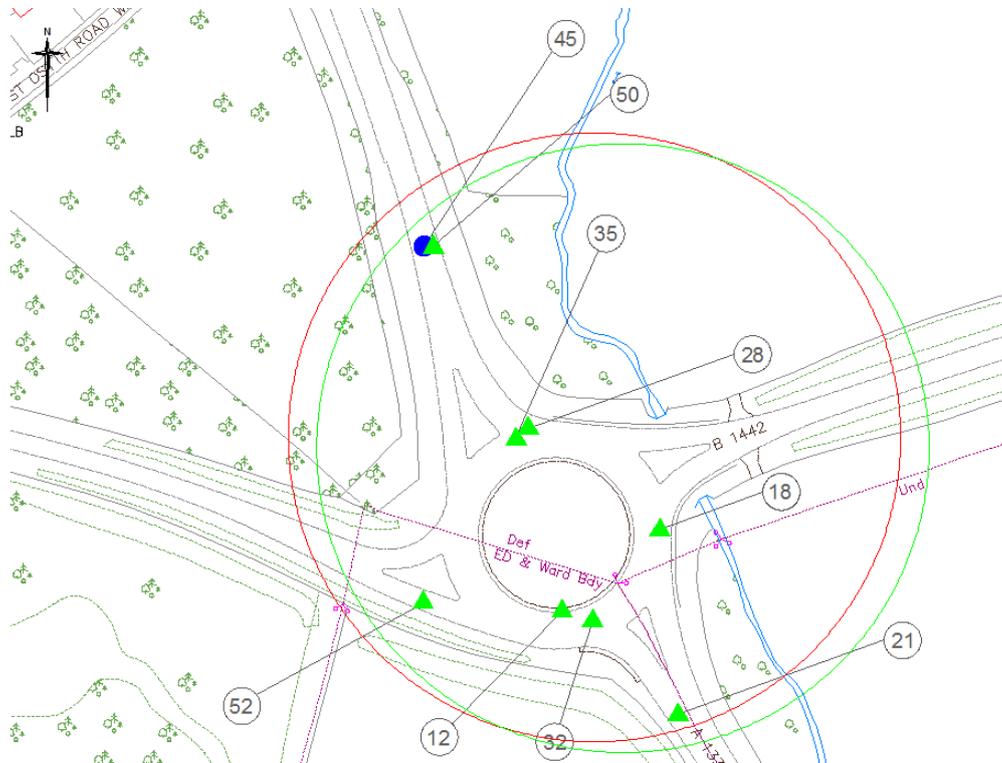


Image 27: 5 (Green Circle) & 10 year (Red Circle) Cluster sites at A133 Progress Way Roundabout

Date	Collision Type	Investigation Reference	Severity	Weather	Brief Description
05/04/2007	FTGW	12	Slight	Dry	Vehicle 2 (motor cycle) was travelling around the roundabout when vehicle 1 pulled out in front of it. Vehicle 2 collided with front of front near side of Vehicle 1
17/04/2008	FTGW	18	Slight	Dry	Vehicle 1 travelling along Progress Way pulls out onto roundabout and into the path of Vehicle 2 (Motor cycle) which was travelling A133 towards Clacton. Vehicle 2 collides with Right off side of Vehicle 1, rider of Vehicle 2 comes off
29/09/2008	Shunt	21	Slight	Dry	Vehicle 1 travelling out of Clacton on A133. At roundabout for Brook retail park a van has overtaken Vehicle 2. Vehicle 1 now directly behind. As vehicles approach the roundabout of Progress Way Vehicle 2 has slowed. Vehicle 1 has then hit the back of Vehicle 2.
08/11/2011	LOC	28	Slight	Dry	Vehicle 1 travelling south down A133 towards Clacton Vehicle has lost control has gone round Roundabout has driven up the roundabout hit a chevron sign, bonnet has then dug into the ground and vehicle has flipped onto its roof.
20/08/2012	Medical Episode	32	Slight	Dry	Vehicle 1 travelling north along A133 from Clacton towards Weeley. At roundabout junction with Progress Way, driver of Vehicle 1 became unwell and unconscious. Vehicle swerved then drove onto roundabout straight over, then collided with crash barrier on other side of roundabout causing Vehicle 1 to stop, air bags deployed.
30/01/2013	FTGW	35	Slight	Dry	Vehicle 1 was approaching the roundabout A133 towards Clacton and collided with a cyclist who was travelling on the roundabout towards Progress Road, Gt Clacton, causing cyclist to fall off.

13/10/2014	U turn	45	Serious	Wet	Vehicle 1 in stationary traffic Weeley bound on A133 just after Bovils Roundabout. Vehicle 2 (Motor cycle) travelling same direction, has used hatching to overtake the stationary traffic. As vehicle 2 is doing this Vehicle 1 has turned to offside and pulled out in front of Vehicle 2 causing a collision.
25/03/2015	Shunt	50	Slight	Dry	Both Vehicle 1 and 2 traveling towards Clacton. Traffic built up came to a sudden stop. Vehicle 2 slammed breaks on but could not stop in time. Vehicle 2 collided on nearside front in to offside rear of Vehicle 1 knocking vehicle 1 into Vehicle 3. Vehicle 2 has then also collided with Vehicle 3.

Table 7: Collision data and description for Cluster Site 6.

13. Conclusion

Looking at the cluster sites identified there are no clear patterns that prove that the existing infrastructure and layout pose an obvious hazard or danger to motorists. The 5 year cluster sites are situated at the roundabouts. When reviewing the route the road layout is constructed to standard with no departures from a design perspective for either the curvature of the bends, or the gradient on their approaches.

The roundabouts do not have a specifically unusual design and again do not suggest an inherent issue for motorists. With regards to collisions at roundabouts it is expected that there would be at least one collision per year at a roundabout. This would be 10 per roundabout for the 10 year period, however the A133 Colchester Road Roundabout has 9 personal injury collisions, and the A133 Progress way Roundabout there is 8. The conflict points along the route are the four laybys where there is an expectation that over a ten year period there would be collisions. There have been 3 collisions involving the laybys, and only one of these fell within a Cluster site (Cluster site 4).

Overtaking numbers are high it is believed that this is because this is the first opportunity along A133 which presents / allows for an overtaking manoeuvre to safely be undertaken as the carriageway widens up and the forward visibility improves considerably in both directions when entering from the A133 Colchester Road roundabout and the A133 Progress Way roundabout.

Looking at the route as a whole the collision and speed data does not suggest that there is a significant speed related issue with regards to the overtaking manoeuvres, it would appear that the issue is poor overtaking manoeuvres or, motorists attempting to overtake multiple vehicles. We can also look at the collision rate for the route (the number of collisions per km on rural A roads). The rate for this stretch of the A133 is 11.9 collisions per 100 million vehicle kilometres, the Rural A road Rate (taken from DFT 2014 data) is 17.4 collisions per 100 million vehicle kilometres.

It is recommended that improvements are made to the signing and lining at the roundabouts, additional signing is installed to highlight motorcyclists on the exit of each roundabout and that an experimental speed limit of 50mph is introduced along the A133 between the two roundabouts for a 12 month period. It is expected that by reducing the speed limit to 50mph the need to overtake slower vehicles will be reduced. The lowering of the speed limit may also help reduce the severity of collisions, as any impact speed would be reduced.

14. Additional Information



Collision Map 2005 to 2015

General guidance relating to 50mph Speed limits

50mph should be considered for lower quality A and B roads which may have a relatively high number of bends, junctions or accesses. When the assessment framework is being used, the collision rates should be above a threshold of 35 injury collision per 100 million vehicle kilometres at higher speeds. This can also be considered where mean average speeds are below 50mph, so lower limit does not interfere with traffic flow.

Collision rates for this section of the A133 and National A roads

60 collisions x 10⁶

10yrs x 365 days X 24240 AADT X 5.7km
two count sites)

(AADT - I took the average of the

= 0.119 collisions per million vehicle kilometres

Or 11.9 collisions per 100 million vehicle kilometres

Or 119 collisions per 1 billion vehicle kilometres

Reported Road Casualties Great Britain: 2014 gives rates of:

Rural A-road

17.4 collisions per 100 million vehicle kilometres

Or 174 collisions per 1 billion vehicle kilometres

A-road

30.3 collisions per 100 million vehicle kilometres

Or 303 collisions per 1 billion vehicle kilometres

Appendix A: Previous Fatal Collision Reports

(Please note these will only be distributed to internal colleagues and Essex Constabulary due to their sensitive nature).