

MALDON DISTRICT LOCAL HIGHWAYS PANEL MEETING – 15 JANUARY 2016

Council Chamber, Maldon District Council Offices, Princes Road, Maldon – at 9.00am

MINUTES

Present:

Representing Essex County Council – Councillors R L Bass (Chairman), R G Boyce MBE and Mrs P A Channer

Representing Maldon District Council – Councillors Mrs B D Harker, M W Helm, Miss M R Lewis, R Pratt (Vice-Chairman) and Mrs M E Thompson

Officers: J Simmons (Highways Liaison Officer) and Ms S Church (Highways Liaison Manager), Essex Highways, Essex County Council.

1. Apologies for absence

Apologies for absence were received from Councillor J V Keyes.

2. Minutes of Meeting – 2 October 2015

The reference to Maldon Town Council in paragraph 4 on page 3 should read Burnham Town Council.

The 30mph signage in Althorne referred to under Minute 7 on page 4 was worn out and could not be read rather than being overgrown with vegetation.

Minute 9 on page 4 should read Lawling Avenue, Heybridge and not Lawling Avenue, Goldhanger, Heybridge.

RESOLVED that subject to the above changes the Minutes of the meeting of the Panel held on 2 October 2015 be approved and confirmed.

3. Matters Arising from Minutes of the Previous Meeting

The Highways Rangers had been requested to cut down the vegetation at the site of the 30mph road signage in Althorne referred to above and would be asked to revisit the site and check the quality of the signs.

Under LMAL142003 –Viking Road/Dorset Road/Wordsworth Road – Verge Improvements to prevent parking. The Highways Liaison Officer has contacted the Town Clerk at Maldon Town Council and a letter will be sent to the affected properties and to the relevant County Councillor and Town Councillor.

4. Approved Works Programme

The Approved Works Programme, an updated version of which was circulated to Panel Members, contained scheme descriptions and allocated budgets for schemes. Appendix 1 to these Minutes shows the Approved Works Programme and scheme status as discussed at the meeting. Also shown in the Appendix are details of discussions held relating to individual schemes.

It was noted that those schemes shaded green were completed and would be removed from the programme. Where an update had been provided by Officers, this was shaded in Yellow.

The Chairman advised the Panel that this meeting was largely for monitoring purposes. The next meeting of the Local Area Highways Panel (LHP) to be held on 1 April 2016 would be to allocate the programme for next year. In light of this he brought three themes to the attention of the Panel:

- (i) The Essex County Council (ECC) budget is likely to halve the budget of the various LHPs. This was due to the stringent financial position that ECC was in and some sacrifices would have to be made. There was a possibility that if Maldon District Council (MDC) contributed money to the LHP budget, then ECC would match it. Any reduction in LHP budget may have an effect on the schemes that the LHP are able to implement.
- (ii) There is a major project in conjunction with ECC to generate a new coastal path around the entire country. Essex had the longest coastline of any county and Maldon has the longest coastline within Essex. One matter to be considered at the meeting in April was whether the Rangers can be utilised to work in conjunction more with Town and Parish Councils to clear footpaths, particularly those that would lead to the coastal footpath.

Councillor Miss M R Lewis arrived at this point in the meeting.

- (iii) There were general problems in Essex with the cleanliness of road signage. The possibility of investing in a pressure washer to enable the Rangers to clean the signage was to be investigated.

Councillor Miss Lewis advised that Officers from MDC had been involved in ditch cleaning as a volunteering exercise on 14 January 2015 and this was something the community could get involved. Such schemes would also promote community cohesion. The Chairman stated that some Parishes were already involved in schemes such as this and it was a good way to share resources.

Item 3 – LMAL003004 - Wycke Hill, Maldon WORKS – this scheme to be placed on hold due to major works at the Morrison's roundabout.

Item 5 – LMAL142004 – B1021 Southminster Road/Tillingham Road, Asheldham – the Highways Liaison Officer advised the Panel that the designer had looked at a three phased approach to this scheme and it would be brought back to the next meeting of the LHP. The total cost of the three phases was £974,585. The junction at Hall Road had vegetation that could be coppiced and lowered in order to improve sight lines and funding of £2,000 was needed to enable this to be carried out.

Item 6 – LMAL142006 – Fambridge Road, Maldon (Limebrook Way Rib to Royal Oak PH) – residents' concerns regarding the footpath had been raised with officers at MDC. The Highways Liaison Officer advised that contact had been made with the landowner and it was believed that they were entering into negotiations regarding it's sale with developers. Once the development was finalised there would be discussions with the residents. Furthermore, speed surveys had been undertaken and they were to be fed into a validation of this scheme.

Item 7- LMAL142008 – Maypole Road, Heybridge, Item 8 – LMAL142002 – B1026 Goldhanger Road, Heybridge Near Spicketts Brook and Item 9 – LMAL142010 – Bridge nr Drapers Chase, Goldhanger Road, Heybridge. These schemes were very important to the community of Heybridge and were to be considered as a separate agenda item at the next meeting with a report back on their status to the Panel. There was unacceptable slippage on these schemes and a carry-over of funds for them would be requested.

Item 10 – LMAL142029 – King Street/Queens Avenue, Maldon – in response to a question, The Highways Liaison Officer advised that there needed to be two signs to signify a 20mph speed limit at the junction with Cross Road. However, the design team had said there was not enough space to install the signs. They were currently looking at different options and had been advised of the Panel's strong support for this scheme.

Item 12 – LMAL142018 – Tolleshunt D'Arcy Road, Tolleshunt Major – The Highways Liaison Officer informed the Panel that the design engineer was looking at this scheme. The Panel had funded significant improvements to the footway in Tollhunt Major and had also funded firming up of access for pedestrians to the Park. However, there was an area between the two that needed work. The design engineer had indicated that this may benefit from tarmac surface which would minimise maintenance liability and improve usage of the area. The top-up cost of £7,500 had been requested. The Parish Council were in support of these further works.

Significant flooding problems in Tolleshunt Major were mentioned for which the Highways Authority had limited blame as there are blocked gulleys. The Main issue is a landowner where a pond overflows and the drainage is not efficient. Enforcement is proceeding to get this rectified. The Parish Council were being kept informed.

Item 13 – LMAL142020 – B1021 Tillingham Road, Tillingham – Following consultation with the Parish Council they were in agreement with the installation of 40mph speed limit, although this scheme could be revisited in the future once the development is finished.

Item 14 – LMAL142035 – Maldon Road (the Grange to Beacons Chase), Bradwell-on-Sea – The Parish Council had been advised that this scheme does not fit the criteria for a 30mph or 40mph speed limit. An indication of how the Parish Council would like to proceed is awaited. Cabinet Member Approval would be required in order for this to proceed.

Item 18 – LMAL151004 – Lower Burnham Road 600m west of j/w Rectory Lane – casualty reduction scheme – there was a slight delay on this scheme, but it would be completed within the current financial year.

Item 21 – LMAL152001 – Steeple Road j/w Grange Avenue – study into junction improvements and possible RAB – The Highways Liaison Officer advised that the feasibility study should be completed by the end of January 2016. The design engineer had arranged for vegetation to be cut back at the junction.

Item 22 – LMAL152002 – Fish Street – 20mph speed limit – The design engineer has highlighted that due to the width of the road only a sign on one side can be installed. The Highways Liaison Officer has gone back to design team to find a way to install the two signs. This scheme had been approved by the panel and must be completed.

Item 32 – LMAL152012 – High Street, Station Road, North Street, Burnham Road – 20mph speed limit – The Chairman advised the panel that this scheme was currently with the Cabinet Member. The issue was that policy compliance can cover some of the roads but one of the roads was outside that remit. It may be able to be partially covered as it is on a major road. As the Ward Member Councillor R G Boyce, would be contacted to discuss the issue.

Item 37 – LMAL152017 – Church Street – dropped kerbs – the Highways Liaison Officer advised the Panel of the scheme to improve access to the bus stop.

Item 40 – LMAL152020 – Beckingham Street/Tolleshunt D'Arcy Road – study into junction improvements – the finish date should read January 2016.

Item 45 – LMAL1252025 – Witham Road/The Street/Maypole oad/Kelvedon Road/Beacon Hill – Speed Indicator Device (SID) poles and SID – the Highways Liaison Officer was in liaison with the Parish Council on this scheme.

Item 46 – LMAL152026 – Mill Road – Bus Priority Improvements – planning permission had now been granted, though the Panel had approved progression of this scheme. However, new information had now come to light in that the development which was to be built would leave no opportunity for vehicles to drive across the forecourt. If the bus gateway were to be moved then some of the properties would lose their parking spaces. In view of the development, this scheme was agreed to be removed. In response to a question about linkage between LHP schemes and MDC planning, the Highways Liaison Officer advised that the design engineer had found the planning application for the development on the MDC website.

Item 51 – LMAL 155006- Burnham Road nr Vicarage Meadows – Bus cages – the passenger transport team had contacted interested parties and there was no strong local support. Therefore, the scheme was to be cancelled.

Item 56 – LMAL 158001 – Bridleway 25 – drainage/surface improvements – the Highways Liaison Officer would ascertain why the water board were only making a contribution to the remedial works if they were at fault.

The Chairman raised the matter of exploring the possibility of equipping the Highways Rangers with some type of pressure washer from monies already allocated to the LHP. This would enable them to clean signage around the District . This would be looked in to.

A question was asked if Vehicle Activated Signs (VASs) could be purchased from the budget already allocated and kept in stock for forthcoming schemes. The Highways Liaison Officer confirmed that this would be looked in to.

The Highways Liaison Manager pointed out that the cost of purchasing VASs did not cover the installation costs and this would be an additional expense to be incurred at the time of installation. She also advised the Panel that there may be a cost of storage of the VASs until such time as they were utilised.

In response to a question where local communities had raised money towards the installation of VASs and SIDs, the Highways Liaison Manager confirmed that fund matching was possible, but it had to be done out of funds already allocated for this financial year.

If the pressure washer and as many VASs as possible were purchased to utilise the money that had been saved on schemes that were no longer progressing, then this would equip the LHP to look at various schemes that are currently in the pipeline. It was agreed that four VASs would be purchased.

There was discussion about the works that had been done utilising the S106 money contributed by Tesco. It is a credit to the use of the money and the Tesco store was also

enhanced by it. There was some finishing off that was to be done with a trench that needed to be sealed. The Highways Liaison Manager would investigate some positive PR regarding this.

5. Potential Schemes List 2015 / 16

The Panel received a summary of the funding available and the costs of schemes on the Potential Schemes List. Appendix 2 to these Minutes shows the Potential Schemes List and scheme status as discussed at the meeting.

The Highways Liaison Officer drew the Panel's attention to the correct version of the Potential Schemes List (Version 18a) to be considered.

The Chairman advised the Panel that the purpose of this meeting was not decision making, that would be for the next meeting of the LHP.

Traffic Management

Item 4 – B1021 Church Road (jw B1010 Maldon Road to jw Marsh Road) Burnham-on-Crouch – the Highways Liaison Officer advised that there is a third party agreement of design for a pedestrian crossing which will go back to that third party to see if they wish to fund it. If not, then the panel will have the option to fund the pedestrian crossing.

There was some discussion around this item and the length of time that it was taking. Although the difficulties of Panel Members liaising with the public were understood, there were certain processes that must be adhered to and the scheme had to be evaluated before it could proceed. The Highways Liaison Officer was asked to do what he could to progress this matter.

Item 12 – Goldhanger Road, Lawling Avenue to Saltcot Maltings, Heybridge – to be deleted.

Item 16 – Bowling Club, Park Drive, Maldon – would need Cabinet Member Action.

Item 25 – Recreation Ground, Fambridge Road, North Fambridge – in validation.

Items 45 and 46 – The Street (near The Mitre Public House), Wickham Bishops and The Street junction with Great Totham Road, Wickham Bishops – other minor local signage improvements were being carried out and these two schemes would currently stay on the list.

There was discussion about the works that had been done utilising the S106 money contributed by Tesco. It is a credit to the use of the money and the Tesco store was also enhanced by it. There was some finishing off that was to be done with a trench that needed to be sealed. The Highways Liaison Manager would investigate some positive PR regarding this successful scheme.

Items Raised by Panel Members

Councillor Mrs P A Channer advised the panel that coming along the Burnham Road from Chelmsford going in to Marlpits Road there was difficulty in seeing, particularly

in daylight when car headlights could not be seen. This is a potential new scheme, but would need to be validated.

Councillor Mrs M E Thompson had been asked by a resident of Tolleshunt Knights if a SID or a VAS could be installed on Kelveden Road approaching Maypole Road.

Councillor Mrs P A Channer raised an issue in Steeple regarding traffic through the village. The Parish Council had done their own traffic calming survey and the Highways Liaison Officer confirmed that this scheme was in validation.

Councillor Mrs B D Harker asked a question regarding a drain that had been left too high at Lawling Avenue following resurfacing works. The resident should be advised to use the ECC website to report defects on faultst. This issue was outside the remit of the Panel.

At the next meeting the Potential Schemes List would be looked at in detail as to what should be included in the Approved Works Programme.

6. Scheme Feasibility Studies / Design / Briefing Notes

The Panel received details of feasibility studies, design or briefing notes on the following schemes, which informed their decisions as shown below.

7. Highways Rangers Work Summary – November 2015

This was noted and during the next municipal year efforts would be made to get the Highways Rangers more engaged with public rights of ways and on shared schemes.

Councillor Mrs P A Channer advised that Item MDC 292 - Goat Lodge/Hackmans Lane was in Purleigh.

8. Any other urgent business

The meeting closed at 10.25 a.m.

COUNCILLOR R L BASS
CHAIRMAN

Maldon District Local Highways Panel - Approved Works Programme (December 2015)

<div><div>Schemes Key</div><div>Completed</div><div>Cancelled</div><div>Update</div></div>									
Ref. No.	Cost Code	Task Name	Parish	Finish	CMA approved	Scheme Type	Works Description	Allocated Budget	Comments
2013/14 Approved Schemes									
1	LMAL002017	Braxted Park Road j/w Maldon Road, Great Braxted	Great Braxted	Oct 2015	08/04/2013	Traffic Management	Verge works to improve sight lines	£20,000	Completed
2	LMAL004003	Mill Lane junction leading to Anchorage Hill, Maldon	Maldon	Sep 2015	22/04/2013	Cycling	Cycling Infrastructure Improvements	£15,000	Completed
3	LMAL003004	Wycke Hill, Maldon WORKS	Maldon	Mar 2016	29/10/2013	Traffic Management	Following feasibility Study - Pedestrian Refuge Island works	£16,000	Scheme to progress as Pedestrian refuge has now been identified as being outside the parameters of the Major Works on A414 left turn scheme
2014/15 Approved Schemes									
4	LMAL142003	Viking Road/Dorset Road/Wordsworth Road	Maldon	Jul 2016	15/04/2014	Traffic Management	Verge improvements to prevent parking	£23,000	Was Nov 2015, Panel decided scheme to progress at October 2015 meeting, Town Council now advised and letters to be sent to Residents after Christmas period.
5	LMAL142004	B1021 Southminster Road/Tillingham Road Asheldham	Asheldham	Feb 2016	15/04/2014	Traffic Management	Asheldham bends improvements -detailed design works	£6,000	Detailed design being finalised
6	LMAL142006	Fambridge Road, Maldon (Limebrook Way Rib to Royal Oak PH)	Maldon	On Hold	15/04/2014	Traffic Management	Detailed design of footpath	£6,000	Possible development in vicinity of scheme - Scheme On Hold, awaiting results of any development plans
7	LMAL142008	Maypole Road, Heybridge	Heybridge	Sep 2016	15/04/2014	Traffic Management	Drainage improvement scheme - Verge reconstruction, bollards, kerbing	£50,000	Was Jun 2016, Drainage Engineer now progressing scheme
8	LMAL142002	B1026 Goldhanger Road, Heybridge Near Spicketts Brook	Heybridge	Aug 2016	15/04/2014	Traffic Management	Drainage improvement scheme - Verge reconstruction, bollards, kerbing	£50,000	Was Mar 2016, Drainage Engineer now progressing scheme.
9	LMAL142010	Bridge nr Drapers Chase, Goldhanger Road, Heybridge	Heybridge	May 2016	15/04/2014	Traffic Management	Drainage improvement scheme - investigation/clearing vegetation	£4,000	Was Mar 2016, design to be complete by end of March 2016
10	LMAL142029	King Street/Queens Avenue, Maldon	Maldon	May 2016	25/06/2014	Traffic Management	Implementation of 20 mph speed limit	£12,000	Was Jan 2016, Design Engineer advises insufficient space at Cross Road j/w King Street junction for 20mph signs
11	LMAL142022	B1022 Maldon Road Great Totham	Great Totham	May 2016	25/06/2014	Traffic Management	Implementation of Phase 2 of walkable verge	£22,000	Adjacent land owner had ploughed to edge of field and highway boundary was in dispute, now resolved. Scheme to progress.
12	LMAL142018	Tolleshunt D'Arcy Road, Tolleshunt Major	Tolleshunt Major	May 2016	25/06/2014	Traffic Management	Scheme to pipe 20 m section of ditch to improve pedestrian safety	£7,500	
13	LMAL142020	B1021 Tillingham Road, Tillingham	Tillingham	Feb 2016	25/06/2014	Traffic Management	Scheme to extend 30 mph speed limit needs speed survey and scheme to install additional bends signs/SLOW road markings	£4,210	Was Oct 2015, Highway Improvement Design team have stated following design works that a 30mph buffer is not feasible but a 40mph buffer is achievable. Parish Council contacted for their views, awaiting feed back.
14	LMAL142035	Maldon Road (the Grange to Beacons Chase) Bradwell on Sea	Bradwell on Sea	Mar 2016	25/06/2014	Traffic Management	Scheme for 30mph speed limit between jw B1021 and Delameres Farm and Give Way sign	£9,000	Was Dec 2015, Highway Improvement Design team has now established that location does not meet ECC or DfT criteria for a 30mph or 40mph speed limit buffer. Parish Council has been contacted for their views around cancelling the scheme Or pursuing it through a Cabinet Member Action.
15	LMAL148002	Bridleway 8, Purleigh	Purleigh	Oct 2015	25/06/2014	Public Rights of Way	Drainage/surface improvements for 1100m	£30,000	Completed
2015/16 Approved Schemes									
16	LMAL151001	2016/17 Casualty Reduction Scheme reports	Maldon	Mar 2016	25/03/2015	Safer Roads	To produce 2016/17 casualty reduction reports	£16,000	
17	LMAL151002	A414 Spital Road - casualty reduction scheme	Maldon	Nov 2015	25/03/2015	Safer Roads	To improve signage/bollards/cut back vegetation	£13,000	Completed
18	LMAL151004	Lower Burnham Road 600m west of j/w Rectory Lane - casualty reduction scheme	Latchingdon	Mar 2016	25/03/2015	Safer Roads	Feasibility study to alleviate danger posed by adjacent road side pond	£4,000	Was Oct 2015, works now issued to partnering consultant to progress scheme
19	LMAL151005	Woodham Road jw Lower Burnham Road - casualty reduction scheme	South Woodham	Mar 2016	25/03/2015	Safer Roads	To improve signage, junction, traffic islands	£32,000	Was Feb 2016, design complete see Feasibility & Designs Reports , delivery to proceed.
20	LMAL151007	Beckingham Road jw Festival Gardens -casualty reduction scheme	Tolleshunt D'Arcy	Feb 2016	25/03/2015	Safer Roads	To improve the junction	£3,000	
21	LMAL152001	Steeple Road jw Grange Avenue - study into junction improvements and possible RAB	Mayland	Jan 2016	25/03/2015	Traffic Management	Feasibility study into junction improvements and possible RAB	£10,000	Was Aug 2015, design team has arranged for vegetation in vicinity of junction to be cut back, awaiting replacement of missing Give-Way sign and replacement of road markings. This should have improved the visibility at the junction.
22	LMAL152002	Fish Street - 20mph speed limit	Goldhanger	Nov 2016	25/03/2015	Traffic Management	To reduce the speed limit to 20mph, will require a CMA	£5,000	Was May 2016, currently cannot install 20mph signs at Fish Street j/w Head Street, Engineer investigating.
23	LMAL152003	Braxted Park Road - VAS	Great Braxted	Jul 2016	25/03/2015	Traffic Management	To install a VAS near the entrance to Braxted Park Estate, will require a CMA	£8,500	Was Feb 2016, works now issued to partnering consultant to progress scheme, CMA progressing.
24	LMAL152004	Walden House Road - Creation of lay-by	Great Totham	Jul 2016	25/03/2015	Traffic Management	Works to formalise parking on verge with lay-by	£25,000	Was Feb 2016, UKPN diversion works complete, Exception report required due to width of lay-by.
25	LMAL152005	Basin Road - Pedestrians in Road signage	Heybridge	Jan 2016	25/03/2015	Traffic Management	Scheme to remove existing column/bend warning sign and replace with new column/pedestrian in Road sign with external illumination	£8,000	Was Feb 2016, scheme brought forward
26	LMAL152006	Burnham Road - VAS	Latchingdon	Feb 2016	25/03/2015	Traffic Management	To install a VAS on Burnham Road, will require a CMA	£8,500	Was Dec 2015, works now issued to partnering consultant to progress scheme and CMA.
27	LMAL152007	Kelvedon Road/Beacon Hill - Study to look at measures to stop vehicle over-run	Little Braxted	Dec 2015	25/03/2015	Traffic Management	Feasibility study to consider measures to prevent vehicle over-run	£3,000	Completed, see Feasibility Studies & Designs Reports, Scheme added to Potential Schemes List
28	LMAL152008	Village Hall, Steeple Road - Study to look at improved signage on approaches to Village Hall	Mayland	Oct 2015	25/03/2015	Traffic Management	Feasibility study to consider measures to improve signage at approaches to Village Hall, entrance obscured	£3,000	Completed, see Feasibility Studies & Designs Reports, Scheme added to Potential Schemes List
29	LMAL152009	Burnham Road jw Maldon Road - Improvements to advanced give-way signage	Mundon	Feb 2016	25/03/2015	Traffic Management	Improvements to advanced give-way signage at A1 Corner	£3,000	Was Oct 2015, works now issued to partnering consultant to progress scheme.
30	LMAL152010	Fambridge Road (Lower Burnham Road to Rectory Road) - Study into provision of footway	North Fambridge	Feb 2016	25/03/2015	Traffic Management	Feasibility Study to consider provision of new footway/walkable verge	£5,000	Was Oct 2015, works now issued to partnering consultant to progress scheme.
31	LMAL152011	The Avenue - Study into widening of footway	North Fambridge	Feb 2016	25/03/2015	Traffic Management	Feasibility Study into widening of footway	£3,000	
32	LMAL152012	High Street/Station Road/North Street/Burnham Road - 20mph speed limit	Southminster	Oct 2016	25/03/2015	Traffic Management	To reduce speed limit to 20mph, will require a CMA	£10,000	Was May 2016, additional automatic traffic counts had to be undertaken, now completed and feeding into design process.
33	LMAL152013	Main Road - improvements to traffic calming	St Lawrence	Apr 2016	25/03/2015	Traffic Management	Installation of solar lighting at existing priority working	£10,500	Was Dec 2015, clarification being sought from Parish Council as the electricity supply here appears to be a Parish one.
34	LMAL152014	Woodham Road j/w Martins Lane - Study into drainage improvements	Stow Maries	Feb 2016	25/03/2015	Traffic Management	Feasibility study into drainage improvements	£5,000	Was Dec 2015, Drainage Engineer now progressing scheme.
35	LMAL152015	Chapel Lane (Nr Four Elms/Glebelands - Study into carriageway improvements	Stow Maries	Feb 2016	25/03/2015	Traffic Management	Feasibility study into carriageway improvements to address drainage issues as properties at lower level to carriageway	£3,000	Was Oct 2015,Drainage Engineer now progressing scheme.
36	LMAL152016	North Street/South Street - Study into 20mph speed limit/traffic management improvements	Tillingham	Oct 2015	25/03/2015	Traffic Management	Feasibility Study into 20mph speed limit/traffic management improvements	£3,000	Completed, see Feasibility Studies & Designs Reports, Scheme added to Potential Schemes List
37	LMAL152017	Church Street - dropped kerbs	Tollesbury	Feb 2016	25/03/2015	Traffic Management	Dropped kerbs to improve access to bus stop	£6,500	
38	LMAL152018	Parish Rooms Church Street - Study into improved access/surfacing	Tollesbury	Feb 2016	25/03/2015	Traffic Management	Feasibility Study into improved access/surfacing	£3,000	
39	LMAL152019	Loamy Hill Road/Plains Road - Study into improved signage to Business Park	Tolleshunt Major	Oct 2015	25/03/2015	Traffic Management	Feasibility Study into improved signage to Beckingham Business Park	£2,500	Completed, see Feasibility Studies & Designs Reports, Scheme added to Potential Schemes List
40	LMAL152020	Beckingham Street/Tolleshunt D'Arcy Road - Study into junction improvements	Tolleshunt Major	Jan 2015	25/03/2015	Traffic Management	Feasibility Study into junction improvements	£3,000	Was Dec 2015, study currently under review to be presented at March Panel meeting
41	LMAL152021	Tudwick Road - unsuitable for HGV signage	Tolleshunt Major	Oct 2015	25/03/2015	Traffic Management	Install unsuitable for HGV signage	£3,000	Completed
42	LMAL152022	Maldon Road nr Does Corner - Study into drainage improvements	Ulting	Feb 2016	25/03/2015	Traffic Management	Feasibility Study into drainage improvements	£3,000	Was Oct 2015,Drainage Engineer now progressing scheme.
43	LMAL152023	Crouchman's Farm Road - Study into drainage improvements	Ulting	Feb 2016	25/03/2015	Traffic Management	Feasibility Study into drainage improvements	£3,000	Was Nov 2015, Drainage Engineer now progressing scheme.
44	LMAL152024	Station Road - Village nameplate	Wickham Bishops	Nov 2015	25/03/2015	Traffic Management	To provide village nameplate at MDC/BDC boundary	£2,000	Completed
45	LMAL152025	Witham Road/The Street/Maypole Road/Kelvedon Road/Beacon Hill - SID poles and SID	Wickham Bishops	Jun 2016	25/03/2015	Traffic Management	To provide SID poles and SID, will require a CMA	£17,500	CMA progressing
46	LMAL152026	Mill Road - Bus Priority Improvements	Maldon	May 2016	25/03/2015	Traffic Management	To improve the bus priority measures to prevent vehicles driving across adjacent forecourt to avoid restriction	£16,500	MDC granted planning permission for redevelopment of former garage site granted on 22/10/15 under FUL/MAL/15/00760. Proposed development would build out over forecourt.
47	LMAL155001	Randolph Close - new metal bus shelter	Maldon	Oct 2015	25/03/2015	Bus Stop Improvement	To install new metal bus shelter	£5,500	Completed
48	LMAL155003	War memorial - new wooden shelter	Great Totham	Oct 2015	25/03/2015	Bus Stop Improvement	To provide new wooden shelter	£8,500	Completed
49	LMAL155004	Washington Road - bus cage	Maldon	Oct 2015	25/03/2015	Bus Stop Improvement	To provide bus cage	£2,500	Completed
50	LMAL155005	The Drive - New wooden shelter	Mayland	Oct 2015	25/03/2015	Bus Stop Improvement	To remove old metal shelter and replace with wooden shelter	£8,500	Completed
51	LMAL155006	Burnham Road nr Vicarage Meadows - Bus cages	Southminster	Sep 2015	25/03/2015	Bus Stop Improvement	To mark both bus stops with bus cages	£3,750	Passenger Transport team has cancelled as there is no local support for the bus cage
52	LMAL155011	Maldon Road nr Braxted Park Road - new bus hard standing	Tolleshunt Major	Nov 2015	25/03/2015	Bus Stop Improvement	To install bus hard standing as part of LHJP verge improvement scheme	£7,000	Completed

Maldon District Local Highways Panel - Approved Works Programme (December 2015)

Schemes Key									
Ref. No.	Cost Code	Task Name	Parish	Finish	CMA approved	Scheme Type	Works Description	Allocated Budget	Comments
2015/16 Approved Schemes (Continued)									
53	LMAL152044	Charity Farm Bends, Maldon Road, Goldhanger - Bend Improvements (Signs & Lines)	Goldhanger	Aug 2016	30/06/2015	Traffic Management	Change of Scope for Drainage Improvement Schemes - LMAL142012, LMAL142013, LMAL142014 - original CMA signed 15/04/14. These Drainage Improvement schemes have now been covered by works carried out by Highway Maintenance Team. Panel has now made a recommendation to allocate monies from the three Drainage Improvement Schemes to a Bend Improvement scheme at Charity Farm Bends, Goldhanger.	£12,000	Scheme now has finish date
54	LMAL151008	Woodrolfe Road Tollesbury - Feasibility Study/Design into improvements to existing 30mph speed limit	Tollesbury	Feb 2016	30/06/2015	Safer Roads	On a section of Woodrolfe Road there is a lack of street lighting/repeater signs to show the 30mph speed limit. Feasibility Study/Design to consider improvements to ensure the 30mph speed limit is clear to all road users.	£3,000	Scheme now has finish date
55	LMAL156001	Tollesbury Primary School, East Street - SCP infrastructure	Tollesbury	Mar 2016	25/03/2015	School Crossing Patrol	To install dropped kerbs/tactile paving/swap school sub-plate to patrol and clear vegetation	£4,000	
56	LMAL158001	Bridleway 25 - drainage/surface improvements	Tolleshunt D'Arcy	TBC	25/03/2015	Public Right of Way	To improve bridleway drainage/surface for 300m	£10,800	Leak from water tower now stopped, bridleway needs to dry out before improvement works can commence, PRoW team working with water board and adjacent land owners about their contributions towards the works.
Revenue Funded Schemes									
57	LMAL152033	Surveys	Various	Mar 2016	24/04/2015	Traffic Management	Ad Hoc Survey Works - Automatic Traffic Counts/Degree of Pedestrian Conflict Surveys/Road Safety Assessments to feed into scheme validations	£10,000	Spend to date -Twenty One Automatic Traffic counts and two Degree of Pedestrian Conflict Surveys at £7,050

MALDON DISTRICT LOCAL HIGHWAYS PANEL - POTENTIAL SCHEMES LIST (Version 18a)

From the schemes recommendations made by the Panel in 2014/15 schemes to the value of £368,000 were re-profiled and are now being delivered in 2015/16. The Maldon District Local Highways Panel has a 2015/16 Capital Budget of £400,000 and at the March 2015 meeting the Panel made additional recommendations to create a pool of works from which schemes will be delivered to the value of the 2015/16 Capital Budget. Any schemes not delivered from the 2015/16 pool of works would then be re-profiled into 2016/17.

The Panel are asked to start to consider the schemes on the Potential Scheme List, with a view to making their 2016/17 Capital Funding recommendations at the next Panel meeting. At this time the Panel may also choose to remove from the Potential Scheme List any scheme which does not have their support. On the Potential Schemes List Version 18a there are currently potential schemes with an estimated cost of £178,000 as shown in the summary below:

Potential Schemes List (Version 18a)		
Scheme Type	Page number	Total Estimated Costs
Traffic Management	2 to 11	£147,000
Passenger Transport	12	£2,500
Public Rights of Way	13	£10,000
Walking	14	£6,000
Safer Roads	15	£12,500
		£178,000

On the Potential Schemes List the RAG column acknowledges the status of the scheme request as shown below:

RAG Status	Description of RAG status
G	A higher priority feasible scheme against strategic criteria
A	A lower priority feasible scheme against strategic criteria or may require additional Cabinet Member approval
R	A scheme which is against policy or where there is no appropriate engineering solution
TBC	A scheme pending validation

Maldon District Local Highways Panel - Potential Scheme List (Version 18a)

Traffic Management

Total Value of schemes	£147,100
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG
1	B1021 Southminster Road/Tillingham Road, Asheldham	Bend improvements	Narrow road, problems at bends when two goods vehicles try to pass each other	Parish Council	Asheldham	Implementation	LMAL142004	TBC	On going discussion with Parish Council on Draft designs	TBC
2	Waterside Road, Bradwell on Sea	Improved signage to prevent Goods Vehicles getting stuck	Road is a dead end with no turning facilities at end for Goods Vehicles	Parish Council	Bradwell on Sea	Design	LMAL152041	£3,000	Validation - recommends detailed design of signage improvements	G
3	Southminster Road (Old Heath Road to Mangaps Manor) Burnham on Crouch	Walkable verge/footway	Lack of footway/walkable verge for pedestrians	Councillor	Burnham on Crouch	Total scheme	LMAL142037	TBC	In validation	TBC
4	B1021 Church Road (Jw B1010 Maldon Road to j/w Marsh Road) Burnham on Crouch	Improved pedestrian crossing facilities	Lack of pedestrian crossing facilities to School	Councillor	Burnham on Crouch	Total scheme	LMAL152027	£45,000	Validation - Degree of pedestrian conflict survey carried out, (0.367 X 10^8) and meets criteria for a Zebra Crossing. Update - Possible Third party funding being pursued.	A
5	B1010 Maldon Road, Burnham on Crouch	30 mph speed roundel road markings to enhance existing speed limit	Speed of traffic	Town Council	Burnham on Crouch	Total scheme	LMAL142023	£7,250	Validation - 30mph part by virtue of street lighting and part by order, roundels/repeaters are appropriate in the non-lit part.	G
6	B1021 Station Road/High Street, Burnham on Crouch	20 mph speed limit	Speed of traffic	Councillor	Burnham on Crouch	Total scheme	LMAL152056	TBC	In validation - speed surveys ordered	TBC
7	Hackmans Lane, Cock Clarks	Extension of existing 30mph speed limit	Speed of traffic	Parish Council	Cock Clarks	Total scheme	LMAL152030	TBC	In validation	TBC

Maldon District Local Highways Panel - Potential Scheme List (Version 18a)

Total Value of schemes	£147,100
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG
8	B1026 Maldon Road, Goldhanger	Traffic management improvements - VAS/carriageway speed roundels	Speed of traffic	Parish Council	Goldhanger	Total scheme	LMAL152048	£10,250	Validation - Physical measures not supported on a Priority Route - alternative traffic calming measures recommended carriageway speed roundels and increased number of speed repeater signs	G
9	B1022 Maldon Road, Great Totham	Traffic Management Improvements	Speed of traffic on road	Councillor	Great Totham	Total scheme	LMAL142067	TBC	In validation - speed data under review north of Hall Road - 30mph limit - southbound 31.0mph and northbound 32.2mph. South of Mill Road - 40mph limit - Southbound 36.6mph and Northbound 35.6mph	TBC
10	Lawling Avenue, Heybridge	Traffic management improvements	Speed of traffic with poor visibility	Councillor	Heybridge	Total scheme	LMAL152054	TBC	In validation - speed survey data under review Nr Sandpiper Close 30mph limit - South bound 20.1mph and North bound 20.3mph. North of Goldhanger Road 30mph limit - Southeast bound 22.5mph and Northwest bound 22.4mph. Additional survey on Cooper Avenue being carried out.	TBC
11	Goldhanger Road near Lawling Avenue, Heybridge	Pedestrian crossing improvements - request for zebra crossing	Speed of traffic - issues accessing bus stop	Parish Council	Heybridge	Total scheme	LMAL152045	TBC	In validation	TBC

Maldon District Local Highways Panel - Potential Scheme List (Version 18a)

Total Value of schemes	£147,100
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG
12	Goldhanger Road, Lawling Avenue to Saltcot Maltings, Heybridge	Extension of existing 30 mph speed limit	Speed of traffic within 40 mph speed limit	Parish Council	Heybridge	Total scheme	LMAL152046	NA	Validation - speed data shows good compliance with existing speed limits - West of Drapers farm - 40mph limit - eastbound 36.0mph and westbound 34.6mph - East of Basin Road - 60mph limit - eastbound 40.2mph and westbound 41.3mph. Drivers currently understand the existing 40mph speed limit and section from Basin Road to Saltcote Mill does not meet policy for a 30mph limit.	R
13	Goldhanger Road, Broad Street Green, The Causeway, Scraley Road, Heybridge Approach, Langford Road, Heybridge	Village gateway treatments (post/rail)	To highlight parish boundary to drivers	Parish Council	Heybridge	Total scheme	LMAL152049	TBC	In validation	TBC
14	Lea Lane, Little Braxted	Extension of existing 30 mph speed limit	Speed of traffic	Parish Council	Little Braxted	Total scheme	LMAL142076	£7,000	Validation - Speeds south 39.9mph and North 38.5mph, good compliance with existing speed limit. Suggestion is Gateway Signage treatment, may no be room for wooden gateways, to highlight change in speed limits to drivers	G

Maldon District Local Highways Panel - Potential Scheme List (Version 18a)

Total Value of schemes	£147,100
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG
15	Kelvedon Road j/w Beacon Hill, Little Braxted	Verge improvements around War Memorial	Kerbing to stop vehicle over-run	Parish Council	Little Braxted	Total scheme	LMAL152051	£4,600	Over-run areas Option 1 (Concrete) £4,000 Option 2 (Tarmac) £4,600	G
16	Bowling Club, Park Drive, Maldon	Traffic Management Improvements	Speed of traffic on road	Town Council	Maldon	Total scheme	LMAL142078	£8,500	Validation - Recorded speed data in 30mph speed limit (North) Southbound 27.5mph/Northbound 28.0mph and (South) Southbound 32.7mph/Northbound 29.7mph. A VAS would be outside of policy so if required it will need a CMA. Changes to existing parking restrictions outside remit of LHP and passed to Parking Partnership to investigate. UPDATE JULY 2015 - Town Council fully support installation of VAS.	A
17	Fambridge Road (Limebrook Way RAB to Royal Oak Public House), Maldon	Walkable verge/footway	Lack of footway between small hamlet/public house and Maldon Town	Councillor	Maldon	Total scheme	LMAL142006	TBC	Liaison on-going regarding nearby potential development	TBC

Maldon District Local Highways Panel - Potential Scheme List (Version 18a)

Total Value of schemes	£147,100
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG
18	London Road, (Cemetery to existing 30 mph speed limit), Maldon	Extension of existing 30mph speed limit/traffic management improvements	Speed of traffic	Councillor	Maldon	Total scheme	LMAL152031	TBC	In validation - data from automatic traffic counts in 60mph limit at two locations East entrance to Cemetery East bound 34.3mph and Westbound 34.3mph. A414 over bridge Eastbound 36.4mph and Westbound 35.9mph. Validation team looking at 40mph buffer.	TBC
19	Tenterfield Road R/o Hardware Shop, Maldon	Traffic Management Improvements	Vehicles reverse out of shop yard onto Tenterfield Road	Town Council	Maldon	Total scheme	LMAL152032	TBC	In validation	TBC
20	High Street, Maldon	Traffic management improvements	Traffic using High Street instead of by-pass	Councillor	Maldon	Total scheme	LMAL152063	TBC	In Validation	
21	Steeple Road, Mayland	Improved Village gateway Treatments	Gateways in need of improving	Parish Council	Mayland	Total scheme	LMAL152034	TBC	Possible Maintenance scheme	TBC
22	The Drive junction with Steeple Road, Mayland	Request for a mini-roundabout	Vehicles trying to exit The Drive onto Steeple Road often face long delays	Parish Council	Mayland	Feasibility	LMAL152036	£1,000	To fund a survey of traffic queues to feed into validation process	G
23	Village Hall, Steeple Road, Mayland	Signage for approaches to Village Hall	Hall set back from road, causes access/egress issues	Parish Council	Mayland	Total scheme	LMAL152052	£3,000	Feasibility Study recommends signage opposite Village Hall and advanced signs on approaches.	G
24	Steeple Road near its junction with Grange Avenue and Mayland Green, Mayland	Traffic management improvements	Speed of traffic approaching hidden junctions	Councillor	Mayland	Total scheme	LMAL152064	TBC	In Validation	TBC

Maldon District Local Highways Panel - Potential Scheme List (Version 18a)

Total Value of schemes	£147,100
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG
25	Recreation Ground, Fambridge Road, North Fambridge	20 mph speed limit	Speed of traffic on road	Parish Council	North Fambridge	Total scheme	LMAL142041a	£8,500	Validation - Speed data Southbound 33.3mph and Northbound 34.9mph. Speeds do not meet criteria for VAS but with Cabinet Member Approval this could be feasible.	A
26	Recreation Ground, Fambridge Road, North Fambridge	20 mph speed limit	Speed of traffic on road	Parish Council	North Fambridge	Total scheme	LMAL142041b	£1,500	Validation - Speed data Southbound 33.3mph and Northbound 34.9mph. Install Playground warning sign on north bound approach	G
27	B1010 Fambridge Road (The Wash to Roundbush Public House), Purleigh	Speed reduction measures	Narrow road with passing places, speed of traffic	Parish Council	Purleigh	Feasibility	LMAL142031	£3,000	Validation - Feasibility study recommended into speed reduction measures - possible extension of 40mph speed limit/existing passing places and potential for more/signage review.	G
28	B1018 Fambridge Road, The Wash Purleigh to Oak Corner Maldon	Traffic management improvements/speed reduction	Speed of vehicles on B1018	Councillor	Purleigh	Total scheme	LMAL152061	TBC	In Validation	TBC
29	Green Lanes/Highlands Hill/Foxhall Road, Southminster	HGV route signage around Southminster	Lack of HGV route signage	Parish Council	Southminster	Total scheme	LMAL152068	£6,000	Scheme to implement signage following feasibility study	G
30	Main Road, St Lawrence	Traffic management improvements - speed of vehicles	Speed of traffic on road	Parish Council	St Lawrence	Total scheme	LMAL142028	TBC	In validation	TBC

Maldon District Local Highways Panel - Potential Scheme List (Version 18a)

Total Value of schemes	£147,100
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG
31	The Street, Steeple	30mph repeater signs & carriageway roundels	Speed of vehicles through village	Parish Council	Steeple	Total scheme	LMAL152059	TBC	In validation	TBC
32	The Street, The Sun & anchor to The Star P/H, Steeple	Remove centre white line and add edge of carriageway road markings	Narrow section of road	Parish Council	Steeple	Total scheme	LMAL152062	TBC	In Validation	TBC
33	Honey Pot Lane, Stowe Maries	Drainage improvements	Drainage issues	Parish Council	Stow Maries	Total scheme	LMAL142045	TBC	In validation	TBC
34	The Street/Woodham Road, Stow Maries	Traffic Management Improvements	Speed of traffic on 30 mph road	Parish Council	Stow Maries	Total scheme	LMAL142065	TBC	In validation - speed data under review	TBC
35	Hagg Hill, Stow Maries	Not suitable for HGV signage	HGV using unsuitable route	Parish Council	Stow Maries	Total scheme	LMAL152029	£5,000	Validation - review existing signage/positioning and install "Unsuitable for HGV" signage	G
36	North Street/South Street, Tillingham	Renew all road markings including centre lines and bus stops	Road markings faded	Parish Council	Tillingham	Implementation	LMAL152065	£2,000	Scheme suggestion following feasibility study into Traffic Management Improvements	G

Maldon District Local Highways Panel - Potential Scheme List (Version 18a)

Total Value of schemes	£147,100
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG
37	Brook Road/Tolleshunt D'Arcy Road, Tolleshunt Knights	"Kill your Speed" signs	Speed of traffic/Improvements to signage	Parish Council	Tolleshunt Knights	Total scheme	LMAL142077	£6,500	Validation - Mean average speed data Brook Road Westbound 31.7mph, Eastbound 34.6mph. Tolleshunt D'Arcy Road Southbound 33.9mph, Northbound 32.7mph. "Kill your speed" signs not a prescribed highway sign. Recommendation is to improve speed limit repeater signs and road markings	G
38	Factory Hill/Brook Road/D'Arcy Road, Tolleshunt Knights	Review of mini-roundabout	Speed of traffic turning left from Factory Hill onto Brook Road	Councillor	Tolleshunt Knights	Feasibility	LMAL152055	£3,000	Validation - recommends feasibility study to investigate improvements, considering if kerb line can be extended/domed RAB/directional signage	G
39	Beckingham Street/Tolleshunt D'Arcy Road, Tolleshunt Major	Traffic Management Improvements at entry/exit points of Village	Village entry/exit points need improvements to highlight Village	Parish Council	Tolleshunt Major	Total scheme	LMAL142072	£5,000	Validation - Mean average speed data Beckingham Street Eastbound 25.39mph, Westbound 26.2mph. Tolleshunt D'Arcy Road Eastbound 27.1mph Westbound 25.7mph. Though small proportion of drivers exceeding 35mph. Recommendation is to carry out signage improvements to repeater Speed limit signs (larger/more frequent)	G
40	Loamy Hill Road/Plains Road, Tolleshunt Major	New signs to Business Park and cut back vegetation	Improvements need to direct HGV's to Business Park	Parish Council	Tolleshunt Major	Total scheme	LMAL152067	£2,500	Scheme suggestion following feasibility study into Sign Improvements	G
41	Hatfield Road, Ulting	SID/VAS	Speed of traffic on road	Parish Council	Ulting	Total scheme	LMAL142081	£12,000	Validation - it is possible to replace the two Speed Indicator Devices	G

Maldon District Local Highways Panel - Potential Scheme List (Version 18a)

Total Value of schemes	£147,100
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG
42	Witham Road/Church Road/Beacon Hill, Wickham Bishops	Village entry points - white gates	Lack of gates at village entry points	Parish Council	Wickham Bishops	Total scheme	LMAL142060	TBC	In validation	TBC
43	Church Road (To junction with Mope Lane), Wickham Bishops	Extension of 30 mph speed limit	Speed of traffic on road	Parish Council	Wickham Bishops	Total scheme	LMAL142062	£2,500	Proposal for extension of existing 30 mph speed limit on Church Road to 10m east of Mope Lane	G
44	Church Road (Holt Drive to Blacksmiths Lane) and Arbour Lane (Blacksmiths Lane to Grange Road), Wickham Bishops	Footways	Lack of pedestrian access to the Village Library	Parish Council	Wickham Bishops	Total scheme	LMAL153002	TBC	In validation	TBC
45	The Street (Near The Mitre Public House), Wickham Bishops	Traffic management improvements - coloured carriageway surfacing	Speed of traffic	Parish Council	Wickham Bishops	Feasibility	LMAL152037	NA	Validation - coloured surfacing would not highlight pedestrians crossing at this location. Update September 2015 - PV2 survey score 0.103x10^8, not high enough to warrant a pedestrian crossing and insufficient space to install a pedestrian refuge island. found	R
46	The Street junction with Great Totham Road, Wickham Bishops	Improved signage to Sports Field on Great Totham Road	Lack of signage for visiting users of sports facilities	Parish Council	Wickham Bishops	Total scheme	LMAL152040	NA	Validation - existing post already has a lot of destinations on it, one more may further confuse drivers. Also post obscured by telegraph pole on one side. Not recommended to proceed with request.	R
47	O/s The Mitre Public House, Maypole Road, Wickham Bishops	Additional back to back 30mph repeater sign	Speed of traffic	Councillor	Wickham Bishops	Total scheme	LMAL152042	TBC	Sign now replaced - LHp proposal no longer needed.	TBC

Maldon District Local Highways Panel - Potential Scheme List (Version 18a)

Total Value of schemes	£147,100
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG
48	Witham Road, Maypole Road, The Street, Kelvedon Road, Wickham Bishops	"Road Narrowing" at entry points to Village	Speed of Traffic	Parish Council	Wickham Bishops	Total scheme	LMAL142059	TBC	Validation - There is evidence of some speeding vehicles, there is an agreed scheme for SID's though the village. Recommendation is for speed surveys 6 months after the installation of the SID sites and then review this request.	TBC
49	Herbage Park Road/Church Hill/Rectory Road, Woodham Walter	Speed Indicator Device and three poles for rotation	Speed of traffic	Parish Council	Woodham Walter	Total scheme	LMAL152057	TBC	In validation	TBC
50	B1010 Burnham Road near its junction with Marlpits Road, Woodham Walter	Traffic management improvements	Difficulty turning into Marlpits Road from B1010	Parish Council	Woodham Walter	Total scheme	LMAL152060	TBC	In Validation	TBC

Maldon District Local Highways Panel - Potential Schemes List (Version 18a)

Passenger Transport

Total Value of schemes	£2,500
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Ref	Location	Description	Problem	Requested by	Parish	Scheme Category	Scheme stage	Cost Code	Estimated cost	Comments	RAG
1	Imperial Avenue, Maylandsea	Bus cage	Vehicles parking at bus stop and obstructing it	Parish Council/Passenger Transport Team	Maylandsea	Passenger Transport	Total scheme	LMAL155008	£2,500	Validation - A bus cage would require a consultation with residents/businesses	G

Maldon District Local Highways Panel - Potential Schemes List (Version 18a)

Public Rights of Way

Total Value of schemes	£10,000
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Ref	Location	Description	Problem	Requested by	Parish	Scheme Category	Scheme stage	Cost Code	Estimated cost	Comments	RAG
1	Footpath 36 (over railway , off Foundry Lane), Burnham on Crouch	Surface improvements - resurfacing 48 sqm	Footpath is in an urban area and is well used - surface worn/uneven, puddles form after rainfall	Public Rights of Way team	Burnham on Crouch	Public Rights of Way	Total Scheme	LMAL158005	£6,000	Validated by PRoW team	G
2	Footpath FP4 (Kelvedon to Goat Lodge Roads), Great Totham	Surface improvements, planings/timber edging for 200m	Footpath needs surface improvements	Councillor	Great Totham	Public Rights of Way	Total scheme	LMAL158004	£4,000	Validated by PRoW team	G
3	Handley's Lane, between Kelvedon Road and Handley's Lane roadway, Wickham Bishops	Surface improvements to byway to allow all round year usage	Byway often inaccessible due to flooding /surface condition	Parish Council	Wickham Bishops	Public Rights of Way	Total scheme	LMAL158003	TBC	In validation	TBC

Maldon District Local Highways Panel - Potential Scheme List (Version 18a)

Walking

Total Value of schemes	£6,000
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Capital or Revenue	Ref	Location	Description	Problem	Requested by	Parish	Scheme Category	Scheme stage	Cost Code	Estimated cost	Comments	RAG
PS	1	B1010 Chelmsford Road (Spar Lane to Edgeware Veterinary Practice), Purleigh	Extension of existing footway	Lack of safe route for pedestrians	Parish Council	Purleigh	Walking	Feasibility	LMAL153001	£6,000	Validation - recommendation for feasibility study into footway/walkable verge, with pedestrian video survey and road safety audit. Though implementation costs could be around £50k	G

Maldon District Local Highways Panel - Potential Scheme List (Version 18a)

Safer Roads

Total Value of schemes	£12,500
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Ref	Location	Description	Problem	Requested by	Parish	Scheme Category	Scheme stage	Cost Code	Allocated Budget	Comments	RAG
1	Braxted Park road junction with Lea Lane, Great Braxted	Improvements at junction - side road ahead warning sign on SE approach, review position of finger post on central island at junction, provide hazard verge marker posts on both approaches to junction.	Lack of side road ahead junction warning sign on south-east approach, overgrown vegetation and lack of verge marker posts	Safer Roads Team	Great Braxted	Safer Roads	Total scheme	LMAL151009	£12,500	Validation - recommendation from Safer Roads team	G

Maldon District Local Highways Panel

Feasibility Studies/Designs/Briefing Notes

For the information of the Panel the following Feasibility Studies/Designs/Briefing Notes are attached as follows –

Page 3 to 5

Traffic Management Improvement Scheme – Technical Note

B1021 Tillingham Road, Tillingham – Scheme to extend 30mph speed. This is a scheme on the Approved Works Programme (December 2015) and is scheme number 13, LMAL142020.

Technical Note explains why a 30mph speed limit buffer is not feasible but an alternative of a 40mph speed limit buffer can be achieved.

Page 6 to 7

Traffic Management Improvement Scheme – Technical Note

Maldon Road (the Grange to Beacons Chase) Bradwell on Sea – Scheme to provide 30mph speed limit buffer. This is a scheme on the Approved Works Programme (December 2015) and is scheme number 14, LMAL142035.

Technical Note explains why a 30mph or 40mph speed limit buffer is not feasible. Scheme would require specific Cabinet Member Approval to proceed.

Page 8

Safer Roads Scheme – Drawing

Woodham road j/w Lower Burnham Road, South Woodham – Junction improvement scheme. This is a scheme on the Approved Works Programme (December 2015) and is scheme number 19, LMAL151005.

Drawing provides general arrangement of proposed junction improvement scheme.

Page 9 to 12

Traffic Management Improvement Scheme – Study/Report and Drawings

Kelvedon Road/Beacon Hill, Little Braxted – Scheme to consider measures to prevent vehicle over-run. This is a scheme on the Approved Works Programme (December 2015) and is scheme number 27, LMAL152007.

Study/report and drawings gives two improvement options.

Page 13 to 27

Traffic Management Improvement Scheme – Study/Report and Drawings

Village Hall, Steeple Road, Mayland – Scheme to consider improvements to Village Hall Signage. This is a scheme on the Approved Works Programme (December 2015) and is scheme number 28, LMAL152008.

Study/report and drawings gives improvement options.

Page 28 to 46

Traffic Management Improvement Scheme – Study/Report

North Street/South Street, Tillingham – Scheme to consider Traffic Management Improvements through Village. This is a scheme on the Approved Works Programme (December 2015) and is scheme number 36, LMAL152016.

Study/report gives an improvement option.

Page 47 to 81

Traffic Management Improvement Scheme – Study/Report and drawing

Loamy Hill Road/Plains Road, Tolleshunt Major – Scheme to consider improved signage to Beckingham Business Park. This is a scheme on the Approved Works Programme (December 2015) and is scheme number 39, LMAL152019.

Study/report attached, drawing to be supplied separately.

DC3445 B1021 Tillingham Road, Tillingham

- Based on the design brief for DC3445 Tillingham Road, it was requested by Tillingham Parish Council to extend the 30mph speed limits which will replace the derestricted speed limit (for approximately 600m), in the following length of roads in Tillingham, Maldon.

Road	Description
South Street, Tillingham	From its junction with Grange Road north for a distance of approximately 36 metres.
Tillingham Road Tillingham	From its junction with Grange Road west for a distance of approximately 490 metres
Grange Road, Tillingham	From its junction with Tillingham Road east for a distance of approximately 20 metres

- While carrying out the design work it came to our attention that the work that has been requested does not comply with the ECC speed policy or the Department for Transport criteria as there are too few properties over too greater distance:

Taken from ECC speed policy

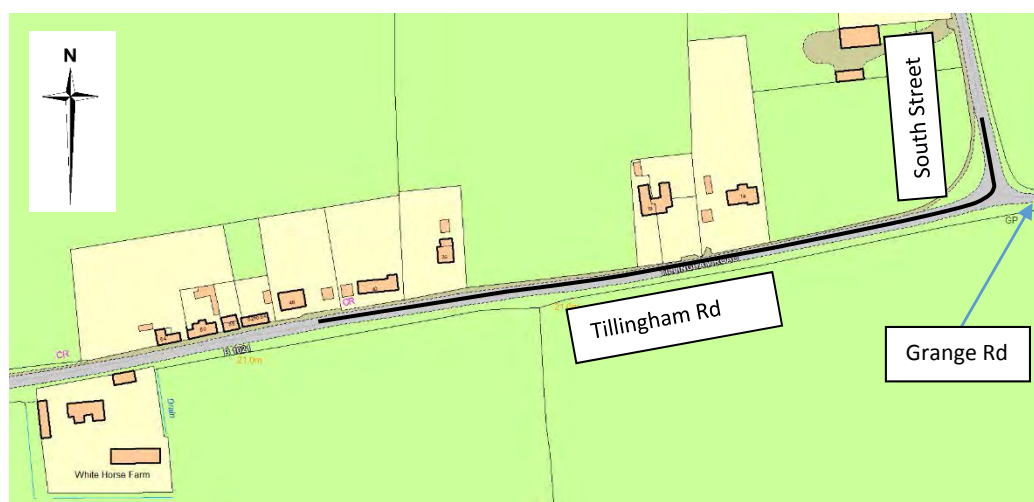
*The County is moving towards a standard speed limit of 30mph in villages. TAL 01/04 **Village Speed Limits** defines a village as being 20 or more houses and a minimum length of 600 metres.*

Essex County Council has relaxed these requirements to the following:

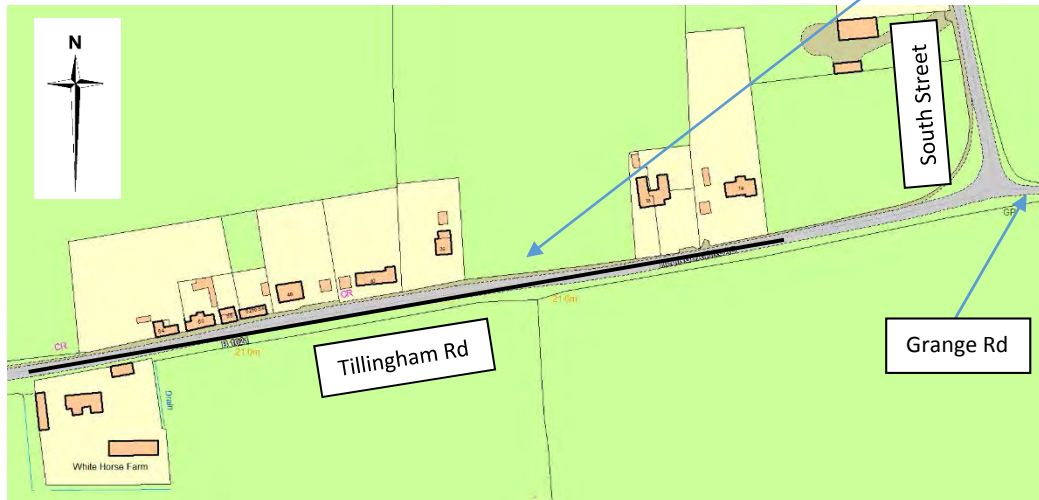
- 11 or more properties to include houses, shops, a church or school, village hall or public house (traffic generators), etc.*
- Minimum length of 350 metres*

By measuring from either end of the proposal:

- 1) NORTH EAST END: From the existing 30mph signs location, approximately 36m north of the South Street, to its junction with Grange Road and approximately 314m westwards on Tillingham Road. It was found that there are 5 houses only (see the black marking on the drawing below) along this length, which does not meet with the Essex County Council speed policy for a 30mph.



- 2) SOUTH WEST END: Tillingham Road from No.14 to White Horse Farm (Approximately 350m) there are 12 houses which meet with the ECC speed policy (see black marking).



Concerns have also been raised over how the existence of the “village” can be identified as the cluster of properties does not have its own name. We cannot have 2 sets of gateways for Tillingham.

- A speed survey was carried out in January 2015, the results were:

Location on Tillingham Road Adjacent to property no.14

Eastbound – Average daily speed (7 days) 47.0mph

Westbound – Average daily speed (7 days) 41.4mph

- The collision record shows that there were two collisions which are not in the proposed area:
 - 1) On South Street 10m from its junction with Vicarage Lane which is in the area where the speed limit is 30mph.
 - 2) On Tillingham Road at its junction with Reddings Lane
- Further to discussions it was agreed to introduce a 40mph speed limit as a buffer instead of the 30mph speed limit which was initially requested.
- On the 25/06/2015 a meeting took place which included JS, CB and FJ where it was agreed to introduce a 40mph speed limit buffer on Tillingham Road instead of the 30mph speed limit which does not comply with the ECC speed policy.
- The Design and Chief Officer Action form was prepared based on the above agreement and on the 10/08/2015 the informal consultation started for the proposed works.
- On the 11/08/2015 the Police sent an email to support the proposal.
- On 04/09/2015 the Tillingham Parish Council sent an email requesting to change the proposal of 40mph speed limit to 30mph speed limit on the B1021, before approaching the bend into South Street, due to:
 - 1) *The suggested place for the reduction in speed limit is between house numbers 36 and 18 Tillingham Road (map name, but known locally as Southminster Road).*

- 2) *There is a new development being built of 32 houses on the land on the bend of B1021 into South Street.*
- 3) *There is also a public right of way access on the south side of the B1021 Tillingham Road which leads straight onto the highway.*

Recommendation

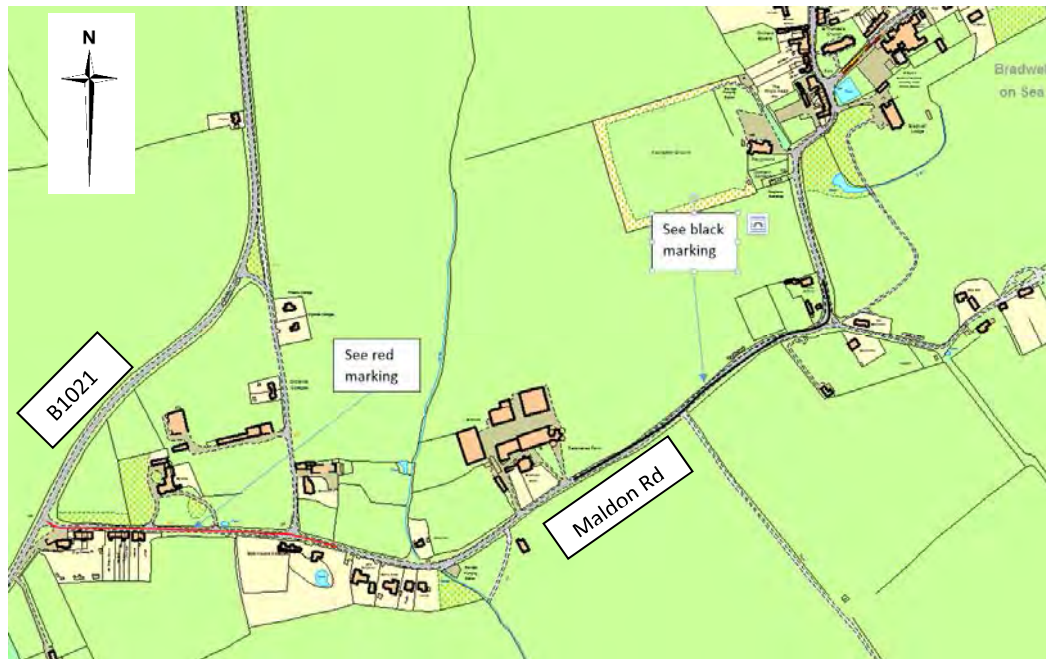
Highway Liaison Officer to advise Tillingham Parish Council that we can introduce a 40mph speed limit as a buffer on B1021 Tillingham Road at the present time and in the future when the new development has been built and occupied, the 30mph speed limit could be reconsidered as there will be additional properties to meet the ECC speed policy requirements.

DC3446 Maldon Road

- The design brief for DC3446 Maldon Road requested an extension of the 30mph speed limit, from its junction with B1021 to the Village (approximately 1250m) to replace the existing derestricted speed limit. The suggestion was that the 30mph speed limit should apply along the whole length of Maldon Road.

Existing Situation

- 1) Maldon Road from its junction with B1021 eastwards for a distance of 350m has 11 houses, this meets the Essex County Council speed policy (see red marking). This is the only location along Maldon Road where it meet the ECC speed policy.
- 2) Further east from the above location, the maximum number of houses within the next 350m is 10 houses.
- 3) From this point further east along Maldon Road there are no houses for a distance of approximately 500m up to Bradwell on Sea village (see black marking).
- 4) Therefore the maximum number of houses on Maldon Road within a 600m length is 15 houses.



- While carrying out the design work it came to our attention that the work that has been requested does not comply with the ECC speed policy or the Department for Transport criteria as there are too few properties over too greater distance:

Taken from ECC speed policy

*The County is moving towards a standard speed limit of 30mph in villages. TAL 01/04 **Village Speed Limits** defines a village as being 20 or more houses and a minimum length of 600 metres.*

Essex County Council has relaxed these requirements to the following:

- 11 or more properties to include houses, shops, a church or school, village hall or public house (traffic generators), etc.
- Minimum length of 350 metres

- The proposal does not meet the ECC speed policy for a 30mph speed limit, so in order to proceed it would have to be considered as outside of Policy. It will require a Cabinet Member Action (CMA) to proceed. We also have concerns over how the existence of the “village” can be identified as the cluster of properties does not have its own name. We cannot have 2 sets of gateways for Bradwell on Sea.
- Due to these issues, on 25/06/2015 a meeting took place which included JS, CB and FJ and it was agreed to investigate whether a 40mph speed limit buffer on Maldon Road could be installed instead of the 30mph speed limit.
- After further discussion on whether a 40mph speed limit buffer could be introduced it was concluded that the 40mph speed limit buffer cannot be introduced as for a length of approximately 500m as there are no houses along Maldon Road after the gateway.
- Based on ECC speed Policy however, introducing 30 or 40mph is not achievable.
- Speed surveys were carried out in November/December 2013, the results were:

Location: On Maldon Road (approx. 150m east of it junction with B1021)

Eastbound - Average daily speed (7 days), 32.5mph

Westbound - Average daily speed (7 days), 34.2mph

Location: On Maldon Road (approx. 110m east of it junction with Waterside Road)

Eastbound - Average daily speed (7 days), 34.0mph

Westbound - Average daily speed (7 days), 35.0mph

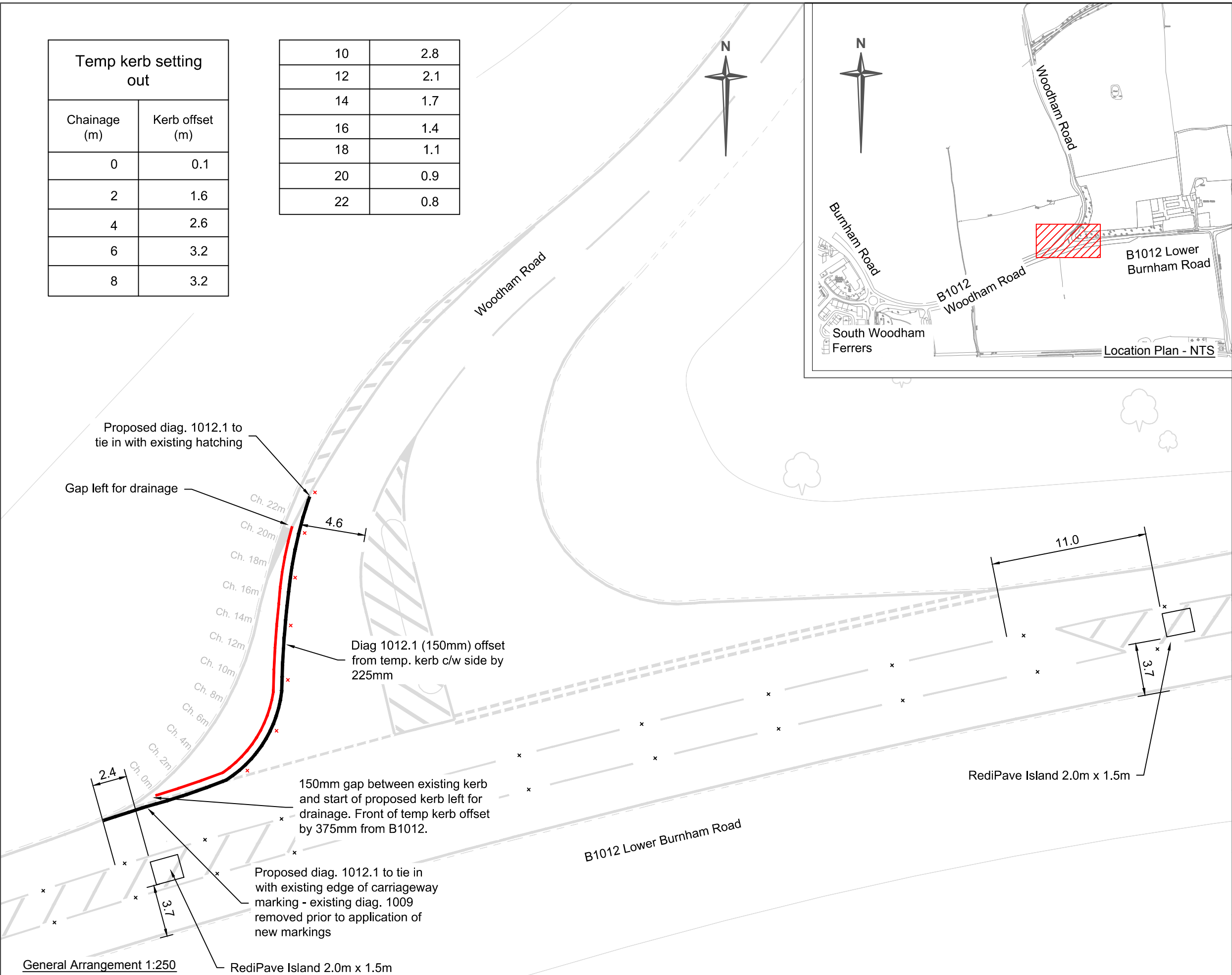
Recommendations

That the Highway Liaison Officer contacts the Parish Council (Bradwell on Sea) and informs them:

- 1) That a 30 or 40mph at this location is not supported by ECC speed Policy/DFT criteria and ask them if they would like to consider cancelling their request.
- 2) That to be able to proceed with this scheme, it should be considered outside of Policy. It will require a CMA to proceed as 30 or 40mph.

Temp kerb setting out	
Chainage (m)	Kerb offset (m)
0	0.1
2	1.6
4	2.6
6	3.2
8	3.2

10	2.8
12	2.1
14	1.7
16	1.4
18	1.1
20	0.9
22	0.8



- Notes**
- Do not scale.
 - Traffic islands to include Solaboll SA610 single side keep left bollards and high mounted signs (750mm) both to diag. 610 keep left.
 - Solaboll bollards (2 per island) and NAL socket (1 per island) provided by RediWeld and installed as per manufacturers instructions.
 - 76mmØ steel posts and high mounted diag. 610 keep left signs supplied by contractor and erected using NAL sockets.
 - High mounted signs to have vertical clearance to underside of sign of 2.5m.
 - All street furniture to have clearance of 0.45m clearance to edge of carriageway. High mounted diag. 610 to be located in centre of RediPave Island with 0.375m to front edge of kerb.
 - Exact alignment of RediKerbs to be agreed on site with Engineer.
 - RediWeld products to be installed inline with manufactures instructions.
 - All road markings to be refreshed 50m each side of junction. Conflicting markings to be removed prior to application of new markings.
 - Road studs to be non depressible (max height 25mm) bonded to c/w. White studs provided between first deflection arrow markings on both approaches to junction at 9m centres to tie in with existing centre line and hatch markings.
 - Diagram 7014 'New Road Layout Ahead' signs to be installed on existing street furniture, as directed by Engineer, to be installed on both B1012 approaches to junction for a period no longer than 3-months.

- Key**
- Area of work
 - RediKerb SP (alternate black and white kerbs) - Approx. 23.0m
 - New road marking - diagram 1012.1, 150mm wide
 - Bidirectional white stick on road studs at 9m centres approx no. 52)
 - Unidirectional red stick on road studs at 3m centres (approx no. 7)

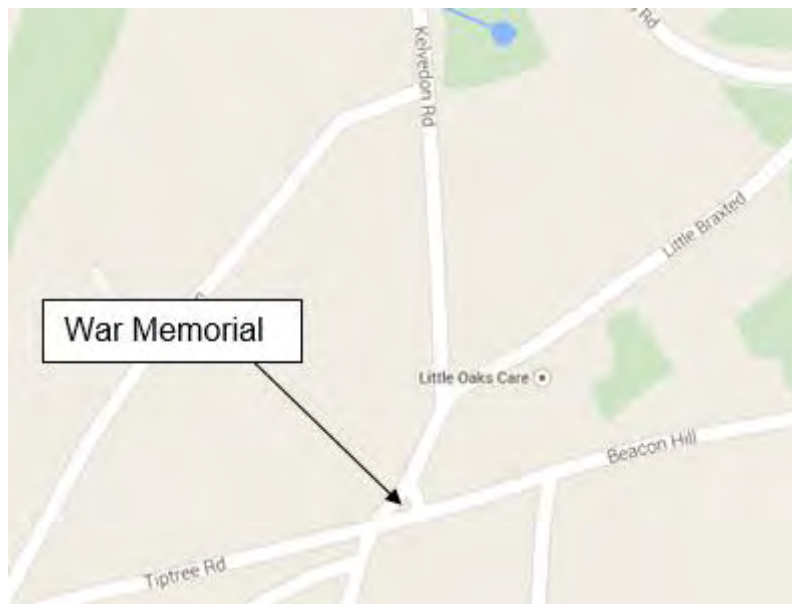
REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED
DRAWING STATUS				
Detailed Design				
Essex Highways				
Ringway Jacobs working in partnership with				
Mark Rowe, Service Director, Essex Highways County Hall, Chelmsford. CM1 1QH Tel: 0845 6037631 © Essex County Council				
SCHEME TITLE				
B1012 Lower Burnham Road j/w Woodham Road, South Woodham Ferrers 2015/16 Adv. Design - LMAL151005				
DRAWING TITLE				
General Arrangement				
DESIGNED	DRAWN	CHECKED	REVIEWED	APPROVED
SLS	SLS	PN	SLS	MBS
DATE	DATE	DATE	DATE	DATE
SEP 15	NOV 15	NOV 15	NOV 15	NOV 15
DRAWING UNITS U.N.O.			SCALE AT A3 (420x297mm)	
DIMENSIONS IN METRES			AS SHOWN	
DRAWING No.				REV.
DC1-3480-000-01				-

LMAL152007 - Kelvedon Road/Beacon Hill - Study to look at measures to stop vehicle over-run

Background

Little Braxted Parish Council had identified an issue with vehicles over-running the kerbs around the War Memorial on Kelvedon Road junction with Beacon Hill. They stated that vehicles are damaging the kerb and the grass verge around the Memorial. The Parish had suggested installing grasscrete to allow grass to grow through and retain the integrity of the street scene, whilst withstanding the overrunning.

Location Plan



View of War Memorial on Beacon Hill, Kelvedon Road on RHS



Improvement Options

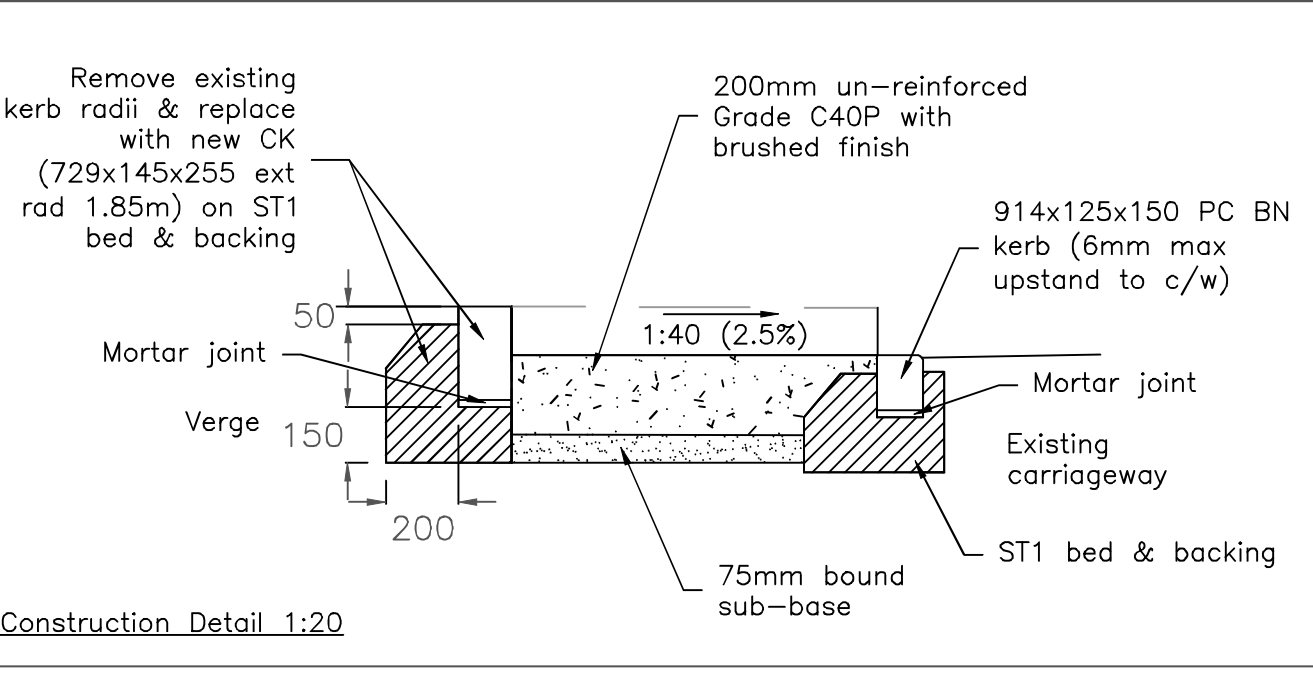
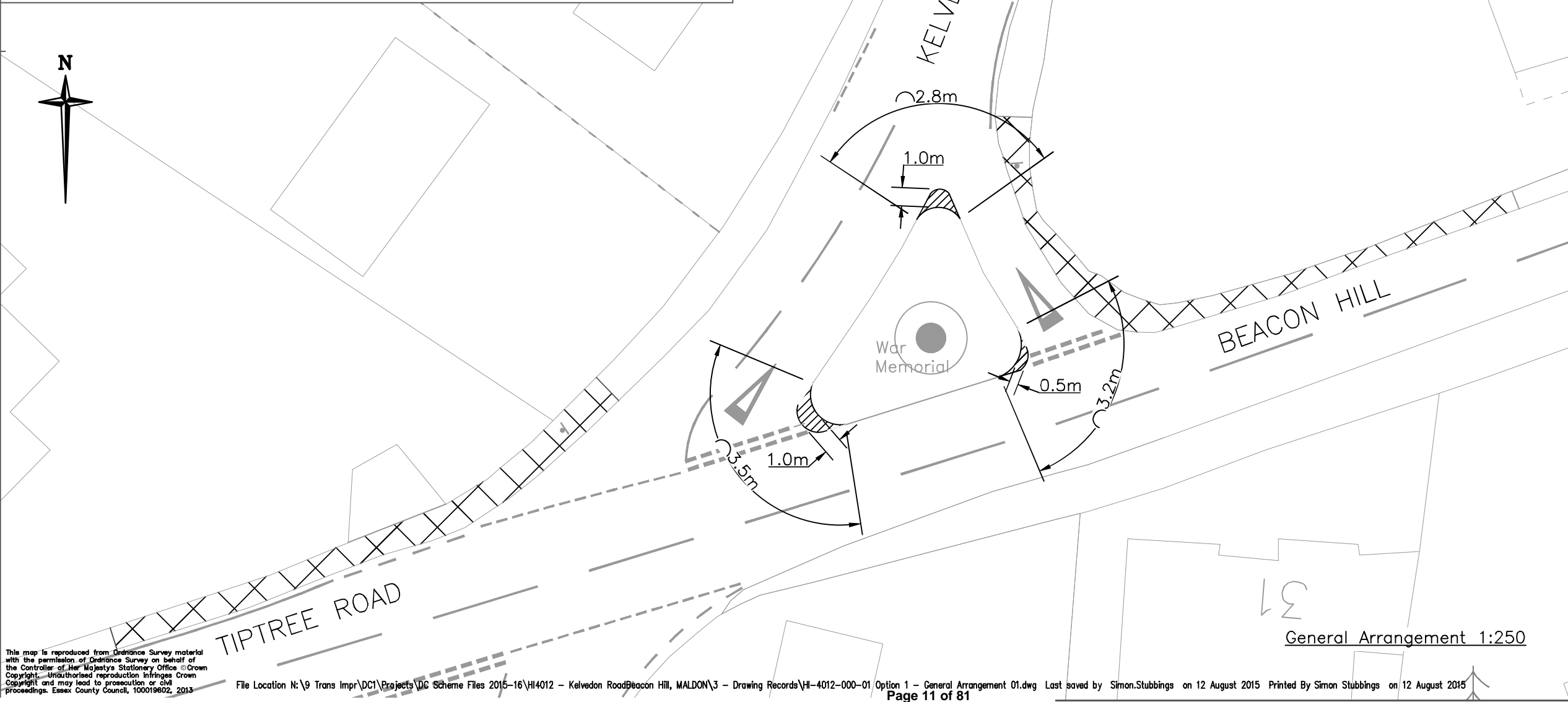
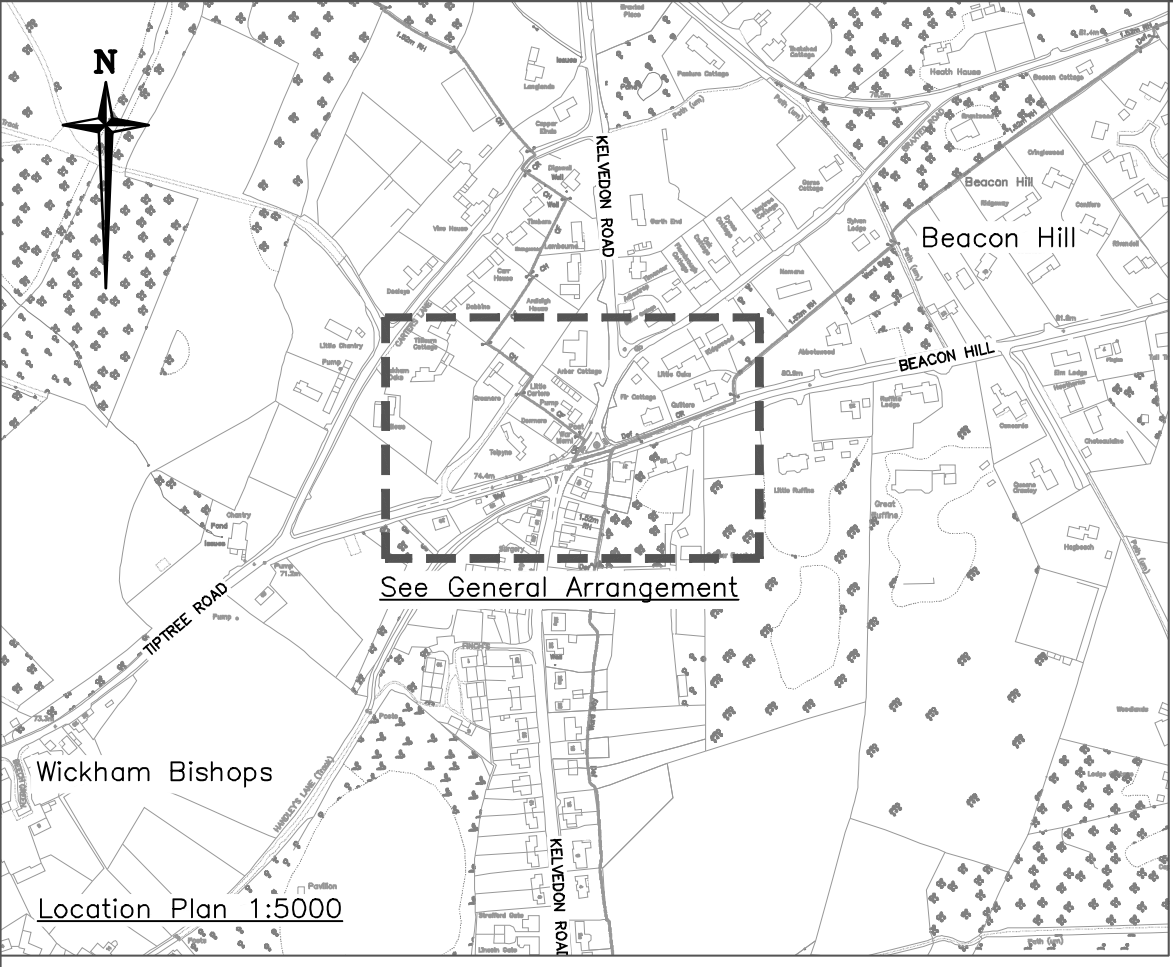
The Highways Improvement Design team have looked at a number of different options with regard to preventing further over-run of the island. They have advised that Grasscrete, is not really intended for this sort of location as it is normally only used for hard standing areas or sustainable drainage using either concrete or plastic pavers allowing grass to grow in-between but which would still be visible and not maintain the aesthetics of the island.

Grasscrete is not invisible and could also have a detrimental impact on the aesthetic look of the junction, given the historic significance of the memorial. Also should a goods vehicle over run the verge onto the grasscrete it could still damage the grass and the grasscrete.

As a result the Design Engineer looking at possible verge improvements has produced two design options which both involve changing the areas of the island which are being over-run to carriageway and installing a longer kerb lengths, to match the existing granite kerbs, which will be more robust than the single blocks present at the moment.

Option 1 involves use of a concrete finish (similar to the photograph below) and Option 2 involves a tarmac finish. Costs for the two scheme are for Option 1 £4,000 and for option 2 £4,600.





- Notes**
1. Do not scale. This drawing is to be read in conjunction with all other contract drawings and documents.
 2. All works to be in accordance with the Department of Transport's Specification for Highway Works and Essex County Council Specifications and Standard Construction Drawings.
 3. Carriageway reinstated to kerb front with 40mm AC 10 close surf 100/150 PSV60 to EN13108-1.
 4. Verge to be made good and seeded.
 5. All road markings in vicinity of works to be refreshed.
 6. Kerbs may be laid directly on ST1 bed.
 7. Kerbs to be laid on ST1 concrete with 150mm bed and 200mm backing.
 8. Kerb realignment to be marked out on site by Engineer.
 9. New Road Layout Ahead signs to be provided on all approaches.

- Key**
- Vegetation clearance reported to maintenance
 - Existing road markings / traffic signs
 - Proposed widening

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED

DRAWING STATUS
Detailed Design



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Tel: 0845 6037631
Essex County Council

SCHEME TITLE
LMAL152007
Beacon Hill j/w Kelvedon Road, Little Braxted

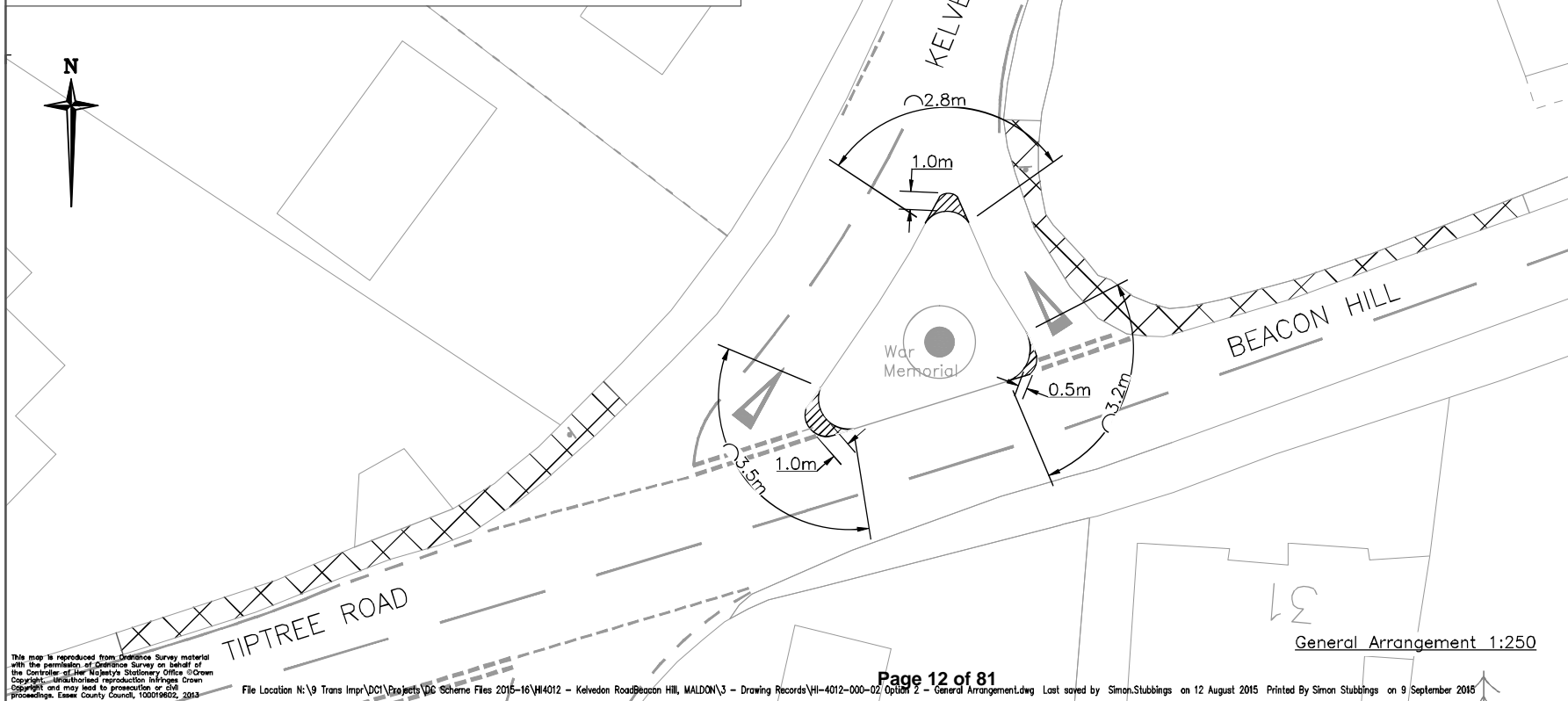
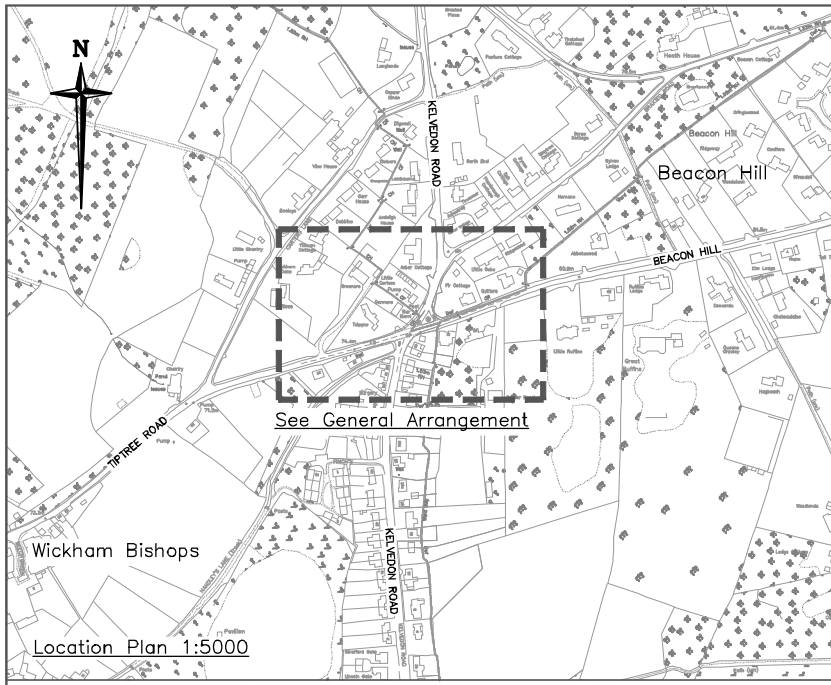
DRAWING TITLE
Option 1 – General Arrangement

SURVEYED SLS	DESIGNED SLS	DRAWN SLS	CHECKED PH	AUTHORISED MBS
DATE Jun 15	DATE Jun 15	DATE Jul 15	DATE Aug 15	DATE Aug 15

DRAWING UNITS U.N.O.
DIMENSIONS IN METRES
LEVELS IN METRES
SCALE AT A3 (420x297mm)
As Shown

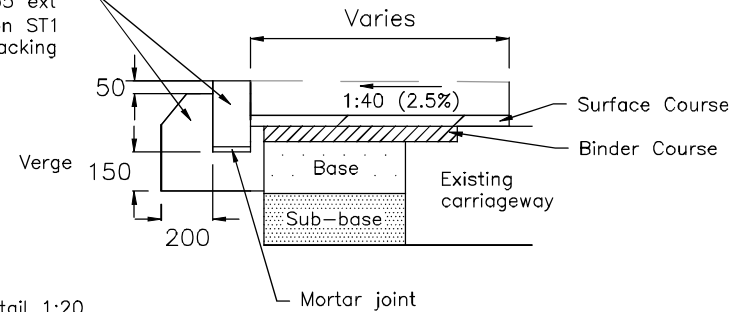
DRAWING No. HI-4012-000-01	REV. -
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Remove existing
kerb radii & replace
with new CK
(729x145x255 ext
rad 1.85m) on ST1
bed & backing

Construction Detail 1:20



Notes

1. Do not scale. This drawing is to be read in conjunction with all other contract drawings and documents.
2. All works to be in accordance with the Department of Transport's Specification for Highway Works and Essex County Council Specifications and Standard Construction Drawings.
3. Carriageway reinstated with 200mm min. type 1 to clause 803 of MCHW; 200mm AC 32 HDM base 40/60, 60mm AC 20 HDM base 40/60, and 40mm AC 10 close surf 100/150 PSV 60 all to EN13108-4.
4. Joints to be offset at least 200mm from parallel joints in layer beneath.
5. Verge to be made good and seeded.
6. All road markings in vicinity of works to be refreshed.
7. Kerbs maybe laid directly on ST1 bed.
8. Kerbs to be laid on ST1 concrete with 150mm bed and 200mm backing.
9. Kerb realignment to be marked out on site by Engineer.
10. New Road Layout ahead signs to be provided on all approaches.

Key

- Vegetation clearance reported to maintenance
- Existing road markings / traffic signs
- Proposed widening

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED

DRAWING STATUS

Detailed Design



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County Hall, Chelmsford CM1 1QH
Tel: 0845 6037631 Essex County Council

SCHEME TITLE

LMAL152007
Beacon Hill j/w Kelvedon
Road, Little Braxted

DRAWING TITLE

Option 2 - General
Arrangement

SURVEYED	DESIGNED	DRAWN	CHECKED	AUTHORISED
SLS	SLS	SLS	PH	MBS
DATE	DATE	DATE	DATE	DATE
Jun 15	Jun 15	Jul 15	Aug 15	Aug 15

DRAWING UNITS AND DIMENSIONS IN METRES
LEVELS IN METRES

SCALE AT A3 (420x297mm)
As Shown

DRAWING NO.

HI-4012-000-02

Feasibility Report

Signage Improvements – Steeple Road, Mayland, Maldon

Job Number:	HI4050
Doc Ref:	Feasibility Report
Author:	Shaun Morgan

Document History

Revision	Purpose	Originated	Checked	Approved	Date
N/A	Approved	SM	ADJ	CB	8/9/15

1. Introduction	3
1.1 Project Background	3
2. Existing Conditions	3
2.1 Location / Land Use	3
2.2 Highway Boundary	4
2.3 Site Observations	5
2.4 Collision Analysis	6
2.5 Statutory services	8
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4. Option 1 - New Signs directly outside of village hall	11
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1. Introduction

1.1 Project Background

Funding for this scheme was approved by the Maldon Local Highways Panel (LHP) to undertake a feasibility study with regards to improving existing singage on all approaches to the village hall on Steeple Road, Mayland, Maldon.

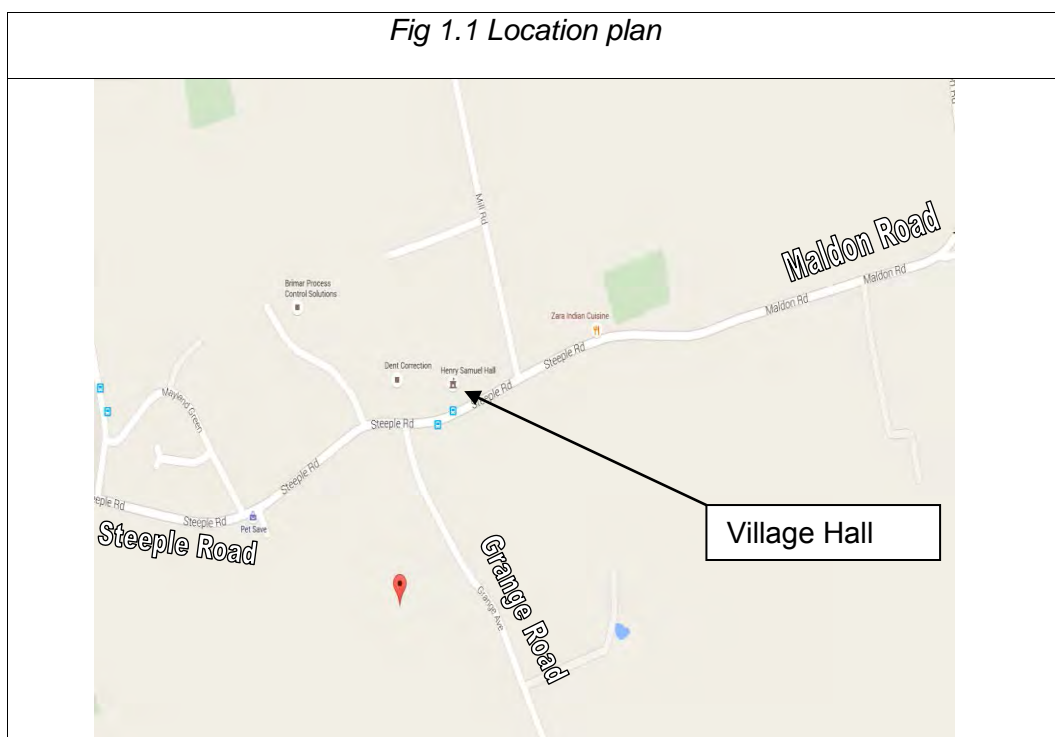
2. Existing Conditions

2.1 Location / Land Use

Steeple Road

- Steeple Road is a two way single carriageway which runs through the centre of Mayland village, Maldon. Steeple Road is a Priority Route 2 (PR2).
- Steeple Road is a bus route with a bus stop located in the vicinity of the village hall on both sides of the carriageway.
- The carriageway is approximately 6.5m in width. There are residential properties on the northern side of Steeple Road. Zara Indian Restaurant is at the junction of Steeple Road with Grange Road. To the west of the village hall is the busy junction of Grange Road and Steeple Road.

Fig 1.1 below provides a map of Steeple Road and the surrounding area.



2.2 Highway Boundary

- A highway boundary check was requested and the result is as shown below on Fig 2.1.
- The area shaded blue is considered to have been acquired by Essex County Council for highway purposes. However it appears that not all of this land (in blue) may yet have been added to the highway.



Figure 2.1: Highway Boundary Plan

2.3 Site Observations

- A site visit was conducted on 13th May 2015 at 10:30am. The following observations were made:
 - There is currently no signage to indicate where the village hall is in Mayland
 - Vegetation is overgrown reducing visibility to the village hall from Steeple Road
 - Vehicle speeds travelling past the village hall appear to be above the existing speed limit
 - Vegetation is overgrown on the existing warning signs along Steeple Road
 - The existing markings on the carriageway are in good condition

2.4 Collision Analysis

- Eight Personal Injury Collisions (PICs) were recorded in the vicinity of the village hall on Steeple Road. The data was collected within a 60 month period, between 29th-Apr-2010 and 30th-Apr-2015*.

*Collision details are sometimes received late or amended as new information becomes available.

	Involving	Severity	Date/Time	Conditions	No. of Casualties
1	Car on car	2 Slight	02/07/2010 @ 08:05	Dry	2 Drivers
2	Car on car	2 Slight	25/03/2011 @ 19:11	Dry	2 Drivers
3	Car on car	2 Slight	30/03/2011 @ 16:10	Wet/Damp	2 Drivers
4	Car on Car	1 Slight	10/06/2011 @ 19:15	Dry	1 Driver
5	Car on Car	1 Slight	07/08/2012 @ 17:30	Dry	1 Driver
6	Car on Motorcycle	1 Slight	18/05/2014 @ 16:00	Dry	1 Motorcyclist
7	Car on Car	1 Slight	22/05/2014 @ 07:13	Wet/Damp	1 Driver
8	Car on tree	2 Serious	03/11/2014 @ 19:50	Wet/Damp	1 Driver & 1 Passenger

Table 2.1: 60 months PICs Steeple Road, Mayland

There are no collisions in relation to vehicles entering or exiting the village hall. The trends are speeding vehicles and wet/damp road surface conditions.

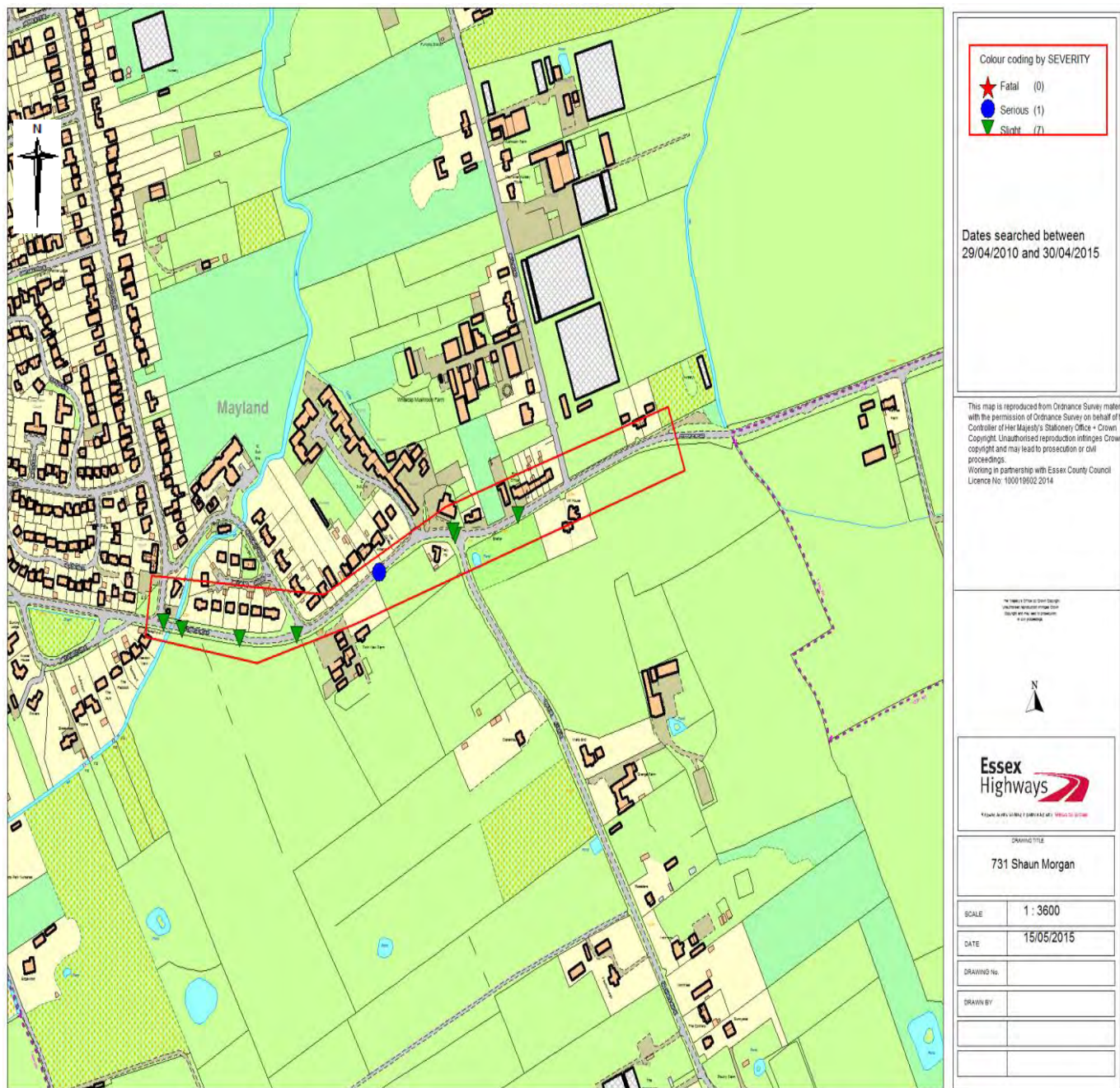


Figure 2.2: PICs Plan Steeple Road

2.5 Statutory Services

As part of the investigation into the feasibility of this project, a statutory undertaker's plant request was made. This highlighted multiple potential conflicts at the site. These potential conflicts may result in complications in installing new signs posts, and may result in additional cost being incurred. The impact of this would be unknown until the detailed design is complete.

The known statutory undertakers plant in carriageway on Steeple Road are as follows:

- LP Gas Mains
- BT Open Reach
- Thames Water - Surface Sewer

In addition, observed on site:

- Overhead electricity cables

2.6 Photographs

Steeple Road looking West out of village hall



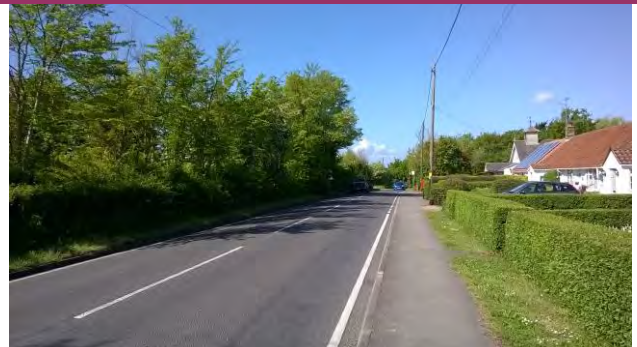
Steeple Road looking West out of village hall



Steeple Road approaching village hall from west



Steeple Road approaching village hall from east



Vegetation overgrown on approach to village hall



Vegetation overgrown on approach to village hall



Potential location for advanced direction sign
on Steeple Road



Potential location for advanced direction sign
on Steeple Road



3. Feasibility report requirements

3.1 Project Brief

The project brief requires an investigation with regards to improving signage on all approaches to the village hall on Steeple Road, Mayland.

4 Option 1 - New Signs directly outside of village hall

4.1 Design Introduction – as illustrated in Drawing HI4050/1200/001

To highlight the location of the village hall to drivers, back to back 'village hall' signs could be installed in the verge directly outside of the village hall. Please refer to HI4050/1200/001 for details.

This option is estimated to cost approximately £1000.

5 Option 2 - New advanced signage on approaches to village hall

5.1 Design Introduction – as illustrated in Drawing HI4050/1200/002

In order to highlight the location of the village hall to drivers, advanced directional signs may be installed approximately 100 yards east and west of the village hall. Please refer to HI4050/1200/002 for details.

This option is estimated to cost approximately £2000.

6 Option 3 - New signs on approaches & outside of the village hall

6.1 Design Introduction – as illustrated in Drawing HI4050/1200/003

Option 1 and Option 2 may be installed together to highlight the presence of the village hall to drivers. Option 3 could be seen as excessive signing leading to sign clutter along Steeple Road.

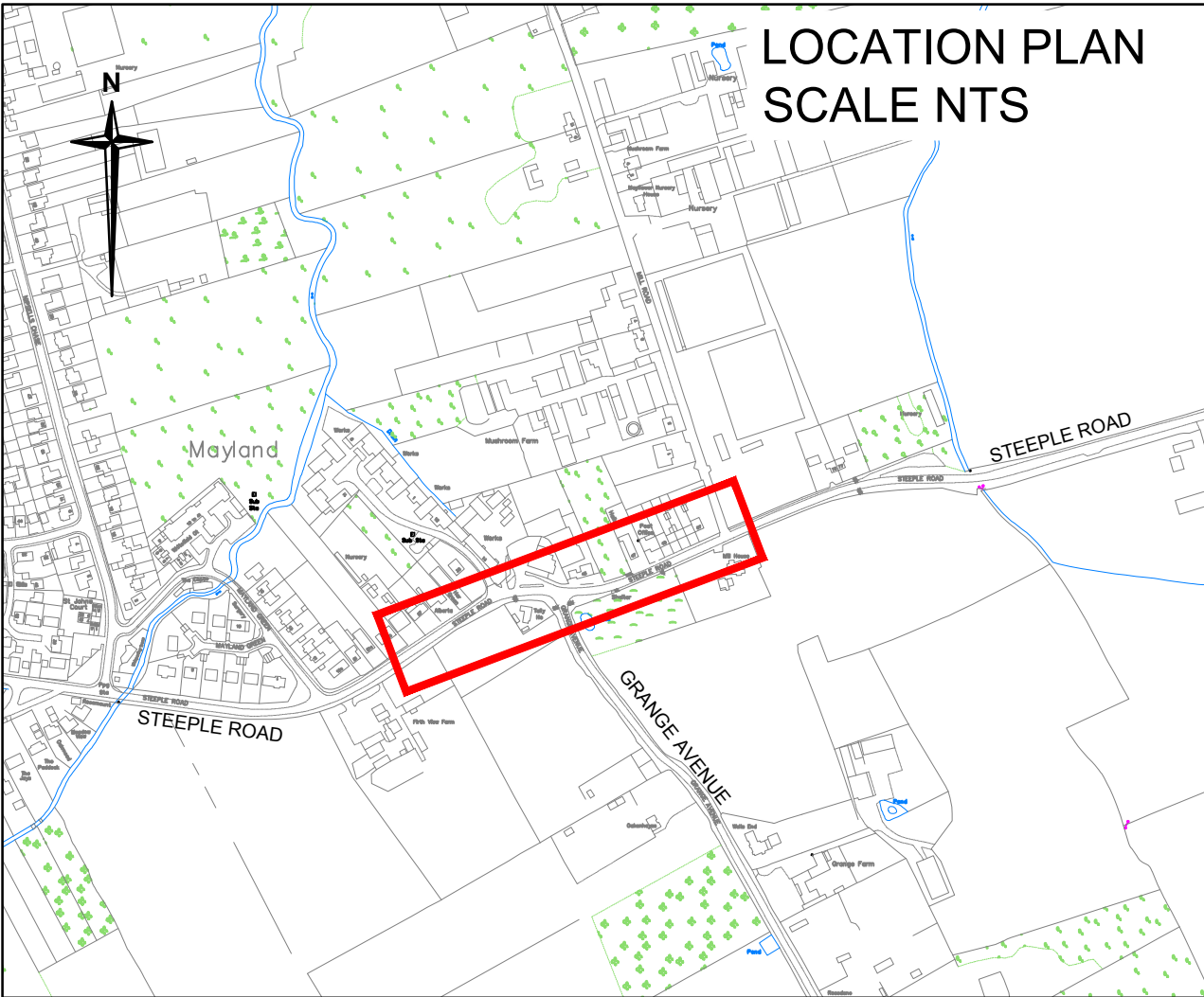
This option is estimated to cost approximately £3000.

7. Conclusion

The village hall is set back from the carriageway and the existing overgrown vegetation reduces the visibility of the village hall even more. Therefore the installation of directional signs would benefit drivers in locating the village hall, however excessive signing is not deemed to be required.

8. Recommendation

It is recommended that Option 1 is implemented. To install new 'village hall' signs directly outside of the village hall. As mentioned the improved signing should help to highlight the location of the village hall on Steeple Road, Mayland.



SIGN SCHEDULE SCALE NTS



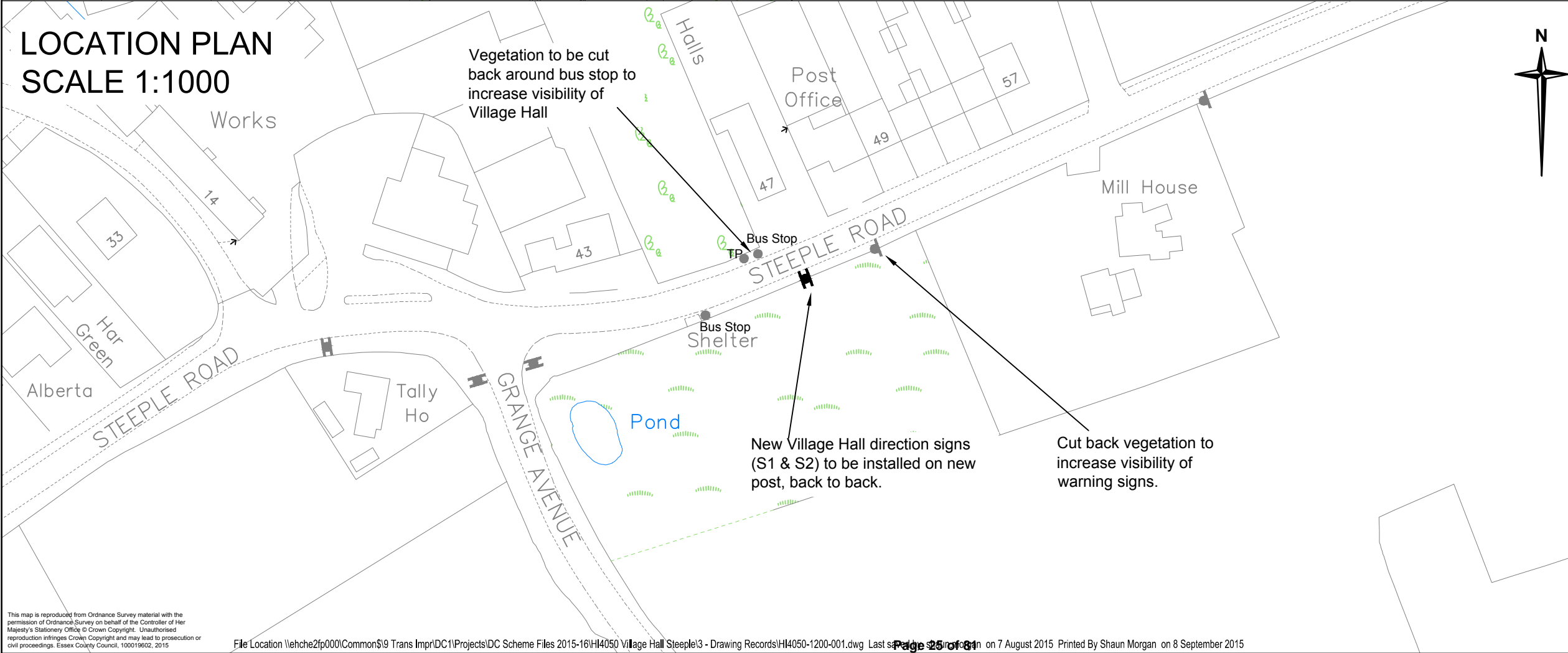
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Letter colour	BLACK	SIGN FACE	
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Border	BLACK	Height	405mm
Material	Class RA2 (12899-1:2007)	Area	0.32sq.m



Scheme Ref. HI4051			
Sign	Ref. S2	x-height	70.0
Letter colour	BLACK	SIGN FACE	
Background	WHITE	Width	805mm
Border	BLACK	Height	405mm
Material	Class RA2 (12899-1:2007)	Area	0.32sq.m

General Construction Notes

1. Do not scale. This drawing is to be read in conjunction with all other contract drawings and documents.
2. All works to be in accordance with the Department of Transport's Specification for Highway Works and Essex County Council Specifications and Standard Construction Drawings.
3. All traffic signs and lines are to comply with The Traffic Signs Regulations and General Directions 2002. Markings are to be white thermoplastic screed with applied solid glass beads unless otherwise stated.
4. Location of all new signs to be verified on site prior to erection. When erected sign plates shall have a desirable clearance of 1.0m from the edge of the carriageway. The absolute minimum clearance from the sign plate to the edge of carriageway shall be 450mm. Following erection of signs any overhanging trees or bushes shall be lopped or trimmed to ensure proper visibility to the sign.
5. All existing signs to be retained unless stated otherwise. Any overhanging trees or bushes to be lopped or trimmed to maintain proper visibility to signs. Any defects to existing signs and/or posts noted by the Contractor during the works to be reported to the Engineer.



Key

- Area of interest
- Existing Post & Sign
- New Post & Sign

Rev.	Date	Description of revision	Drawn	Checked	Reviewed	Approved

DRAWING STATUS	
FEASIBILITY	



Mark Rowe, Service Director, Highways
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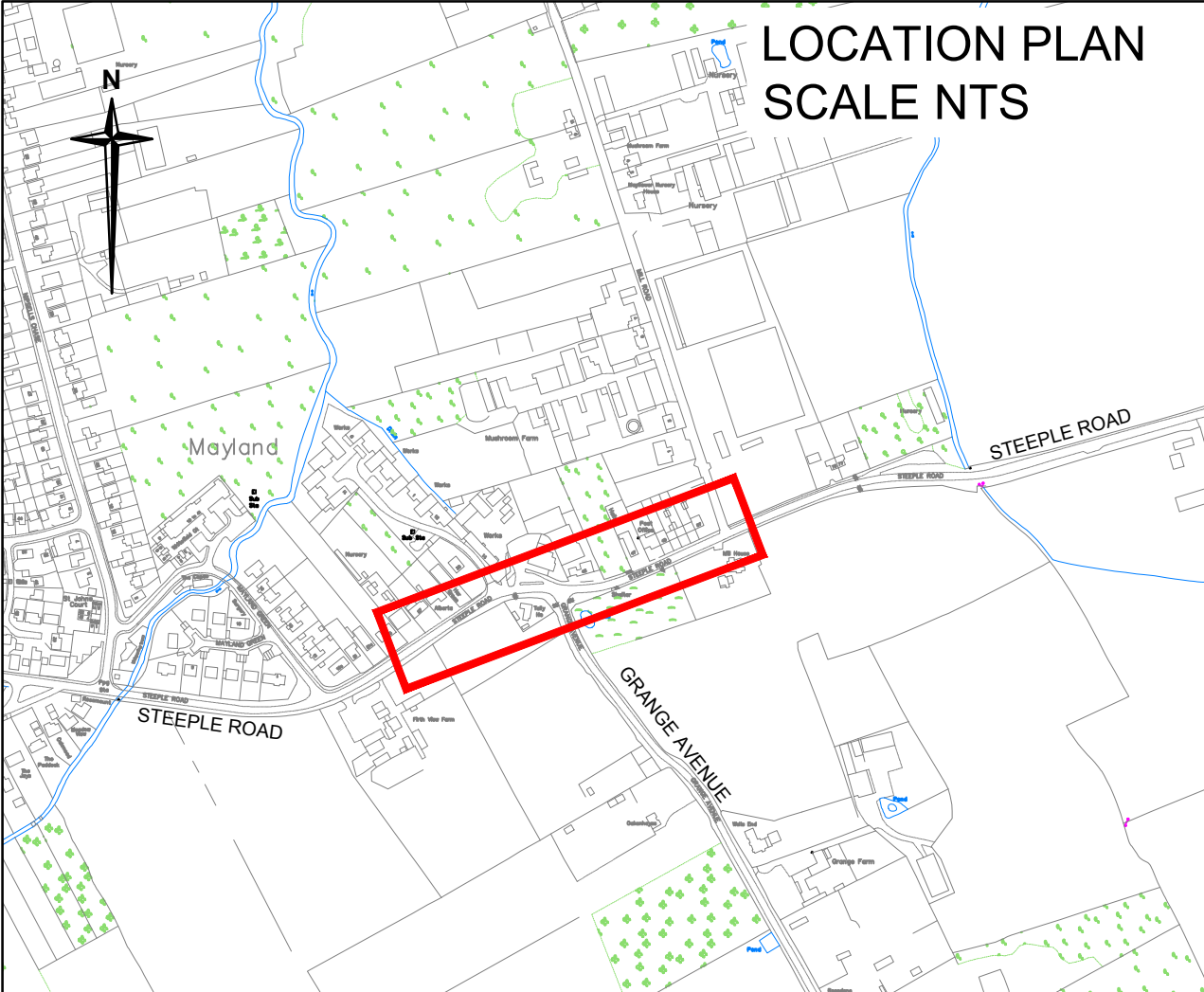
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LOCAL HIGHWAY PANEL STEEPLE ROAD, MAYLAND LMAL152008	

DRAWING TITLE	
OPTION 1 - PROPOSED TRAFFIC SIGN DRAWING	

DESIGNED	DRAWN	CHECKED	REVIEWED	APPROVED
SM	SM	ADJ	SM	CB
DATE	DATE	DATE	DATE	DATE
JUN 15	JUN 15	JUL 15	JUL 15	JUL 15

DRAWING UNITS U.N.O. DIMENSIONS IN MILLIMETRES LEVELS IN METRES		SCALE AT A3 (420x297mm) AS SHOWN
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DRAWING No.	REV.
HI4050/1200/001	-



SIGN SCHEDULE
SCALE NTS



Scheme Ref. HI4051			
Sign	Ref. S3	x-height	70.0
Letter colour	BLACK	SIGN FACE	
Background	WHITE	Width	1240mm
Border	BLACK	Height	405mm
Material	Class RA2 (12899-1:2007)	Area	0.50sq.m



Scheme Ref. HI4051			
Sign	Ref. S4	x-height	70.0
Letter colour	BLACK	SIGN FACE	
Background	WHITE	Width	1240mm
Border	BLACK	Height	405mm
Material	Class RA2 (12899-1:2007)	Area	0.50sq.m

General Construction Notes

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Key

- Area of interest
- Existing Post & Sign
- New Post & Sign

Rev	Date	Description of revision	Drawn	Checked	Reviewed	Approved

DRAWING STATUS	
FEASIBILITY	



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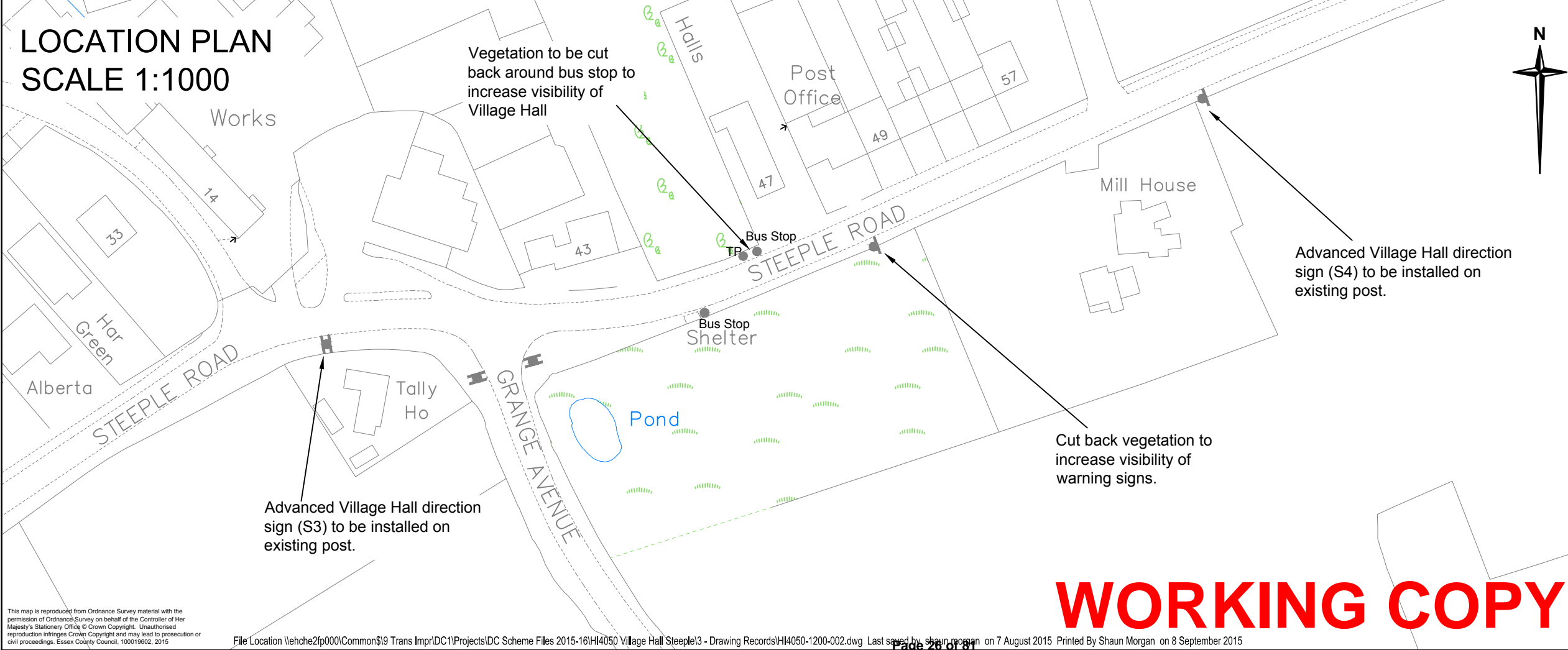
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LOCAL HIGHWAY PANEL STEEPLE ROAD, MAYLAND LMAL152008	

DRAWING TITLE	
OPTION 2 - PROPOSED TRAFFIC SIGN DRAWING	

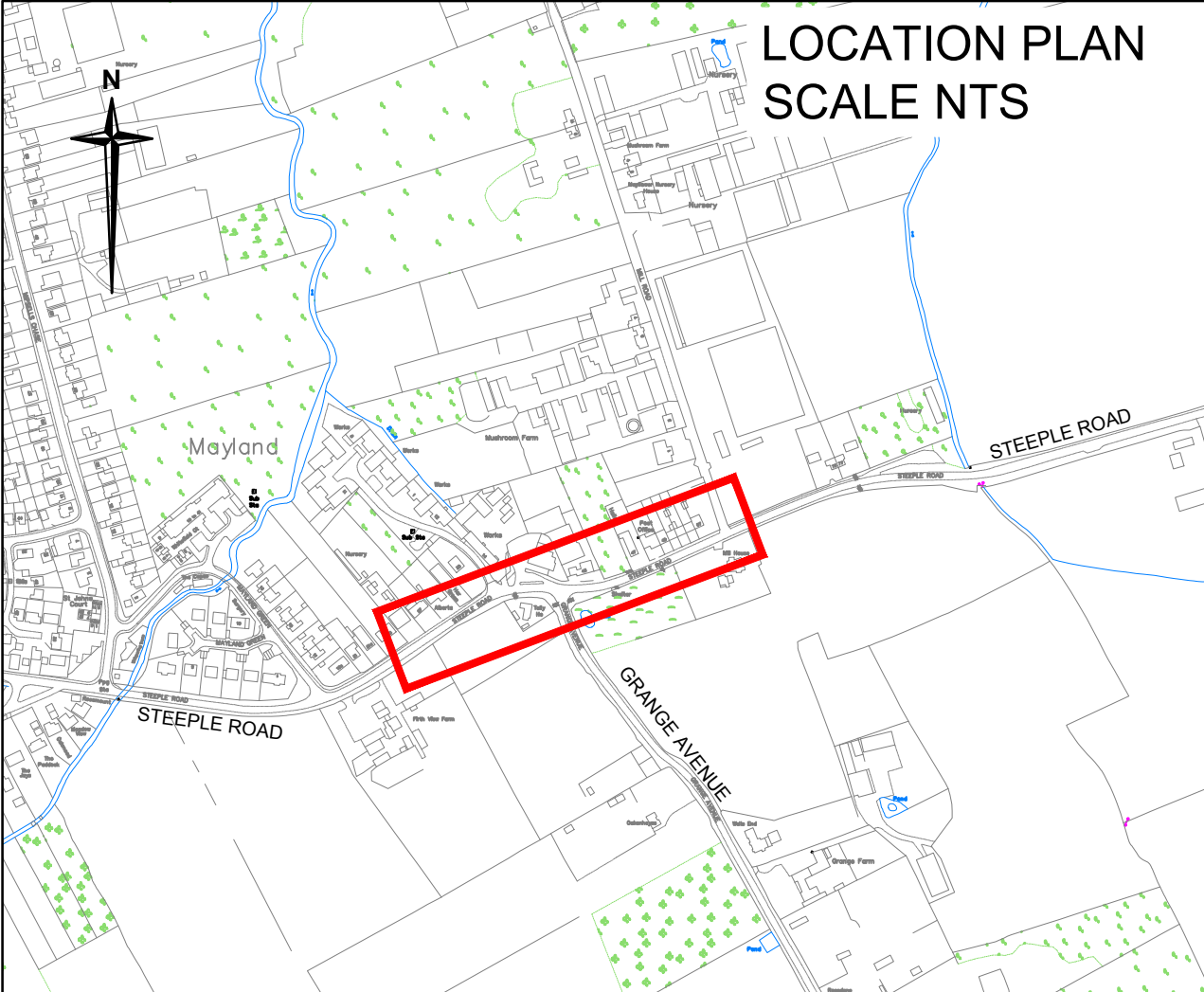
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DATE JUN 15	DATE JUN 15	DATE JUL 15	DATE JUL 15	DATE JUL 15

DRAWING UNITS U.N.O. DIMENSIONS IN MILLIMETRES LEVELS IN METRES	SCALE AT A3 (420x297mm) AS SHOWN
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DRAWING No. HI4050/1200/002	REV. -
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WORKING COPY



SIGN SCHEDULE
SCALE NTS



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Background	WHITE
Border	BLACK
Material	Class RA2 (12899-1:2007)
x-height	70.0
SIGN FACE	
Width	1240mm
Height	405mm
Area	0.50sq.m



Scheme Ref.	HI4051
Sign Ref.	S4
Letter colour	BLACK
Background	WHITE
Border	BLACK
Material	Class RA2 (12899-1:2007)
x-height	70.0
SIGN FACE	
Width	1240mm
Height	405mm
Area	0.50sq.m



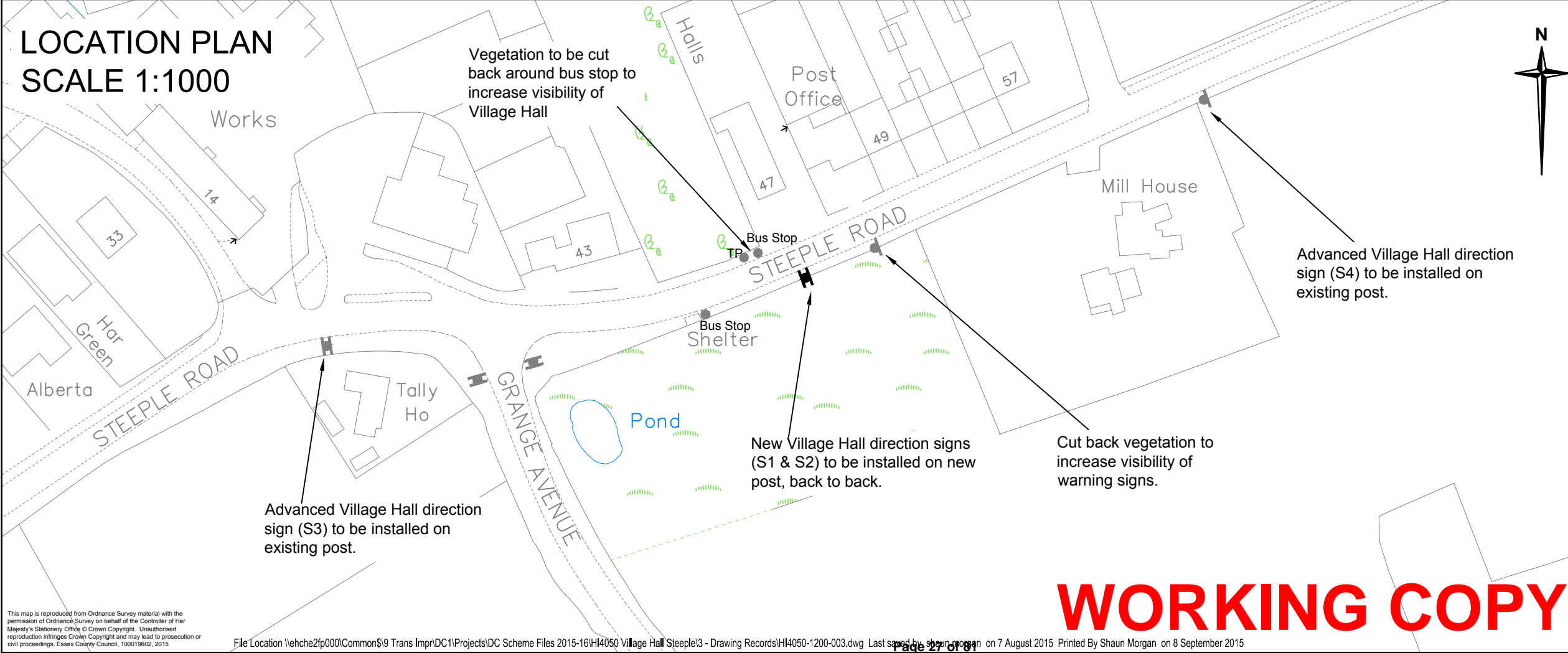
Scheme Ref.	HI4051
Sign Ref.	S1
Letter colour	BLACK
Background	WHITE
Border	BLACK
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x-height	70.0
SIGN FACE	
Width	805mm
Height	405mm
Area	0.32sq.m



Scheme Ref.	HI4051
Sign Ref.	S2
Letter colour	BLACK
Background	WHITE
Border	BLACK
Material	Class RA2 (12899-1:2007)
x-height	70.0
SIGN FACE	
Width	805mm
Height	405mm
Area	0.32sq.m

General Construction Notes

1. Do not scale. This drawing is to be read in conjunction with all other contract drawings and documents.
2. All works to be in accordance with the Department of Transport's Specification for Highway Works and Essex County Council Specifications and Standard Construction Drawings.
3. All traffic signs and lines are to comply with The Traffic Signs Regulations and General Directions 2002. Markings are to be white thermoplastic screed with applied solid glass beads unless otherwise stated.
4. Location of all new signs to be verified on site prior to erection. When erected sign plates shall have a desirable clearance of 1.0m from the edge of the carriageway. The absolute minimum clearance from the sign plate to the edge of carriageway shall be 450mm. Following erection of signs any overhanging trees or bushes shall be lopped or trimmed to ensure proper visibility to the sign.
5. All existing signs to be retained unless stated otherwise. Any overhanging trees or bushes to be lopped or trimmed to maintain proper visibility to signs. Any defects to existing signs and/or posts noted by the Contractor during the works to be reported to the Engineer.



Key

- Area of interest
- Existing Post & Sign
- New Post & Sign

Rev	Date	Description of revision	Drawn	Checked	Reviewed	Approved

DRAWING STATUS
FEASIBILITY



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

SCHEME TITLE
**LOCAL HIGHWAY PANEL
STEEPLE ROAD, MAYLAND
LMAL152008**

DRAWING TITLE
**OPTION 3 - PROPOSED TRAFFIC
SIGN DRAWING**

DESIGNED	DRAWN	CHECKED	REVIEWED	APPROVED
SM	SM	ADJ	SM	CB
DATE	DATE	DATE	DATE	DATE
JUN 15	JUN 15	JUL 15	JUL 15	JUL 15

DRAWING UNITS U.N.O.
DIMENSIONS IN MILLIMETRES
LEVELS IN METRES

SCALE AT A3 (420x297mm)
AS SHOWN

DRAWING No.
HI4050/1200/003

REV.
-

WORKING COPY

Feasibility Report

Traffic Management Improvements – B1021 North Street / South Street, Tillingham

Job Number:	HI4052
Doc Ref:	Feasibility Report
Author:	Shaun Morgan

Document History

Revision	Purpose	Originated	Checked	Approved	Date
N/A	Approved	SM	ADJ	CB	23/09/2015

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1. Introduction

1.1 Project Background

Funding for this scheme was approved by the Maldon Local Highways Panel (LHP) to undertake a feasibility study to look into the introduction of a 20mph speed limit or traffic calming measures on the B1021 North Street / South Street, Tillingham. The validation states that residents are concerned about traffic speeding through Tillingham, particularly between 6am-8am and 4pm-6pm.

The aim of this feasibility is to assess the current speeds through the village and review if a 20mph speed limit or traffic calming measures can be implemented in the immediate vicinity of the Village Shops, Post Office, Hairdressers, Pub and local Primary School.

2. Existing Conditions

2.1 Location / Land Use

B1021 North Street

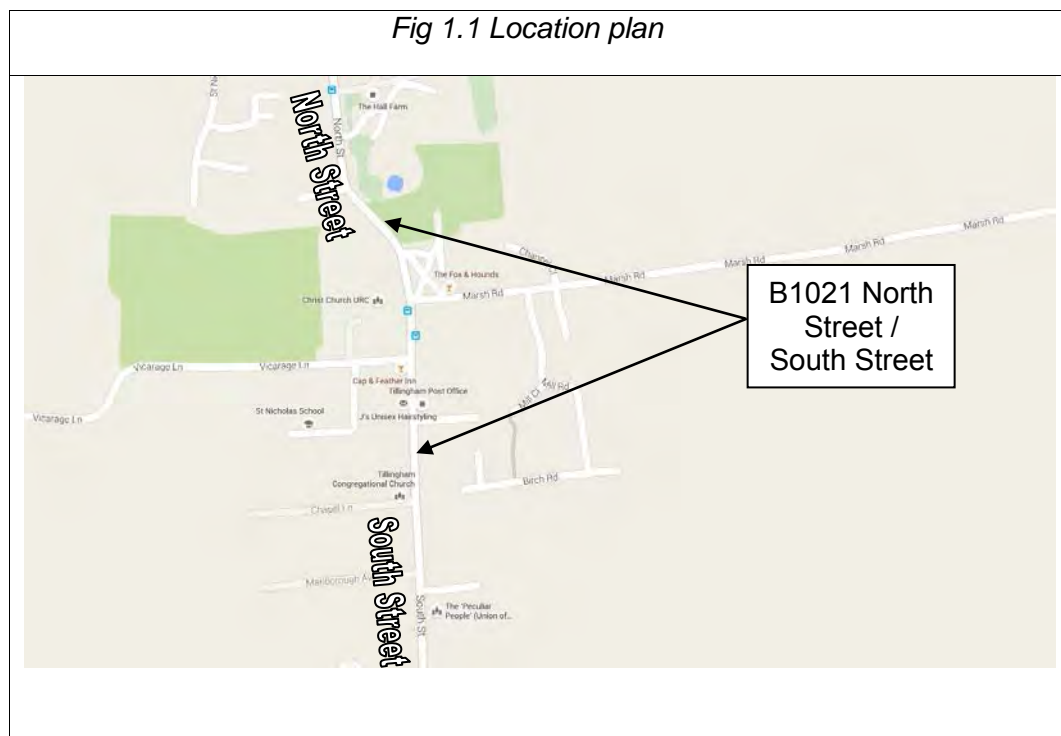
- B1021 North Street is a two way single carriageway PR2 route which is located at the northern end of Tillingham Village, with approximately 700-1000 vehicles per day both north and south bound.
- North Street is predominantly fronted by residential properties with off road accesses.
- The carriageway is more than 7m wide, allowing for vehicles to park on both sides of the carriageway and for through traffic to flow consistently. There is a footway on both sides of the carriageway at approximately 2m in width.

B1021 South Street

- B1021 South Street is a two way single carriageway PR2 route which is located at the southern end of Tillingham Village, also with approximately 700-1000 vehicles per day both north and south bound.
- South Street is the hub of the village, including the Village Shop & Post Office, Hairdressers, Pub, local Primary School and Medical Centre. There are also residential properties on both sides of the carriageway with the majority having off road access.
- There is a 30mph Vehicle Activated Sign (VAS) Diag.670. located on South Street for northbound traffic. This is situated before the hub of the village.
- Some of the markings on the carriageway are worn, particularly the bus cage near to the junction with Vicarage Lane.
- The carriageway is approximately 6m in width with vehicles parking on both sides of the carriageway creating a chicane effect. There is a footway on both sides of the

carriageway at approximately 2m in width.

- The B1021 North Street / South Street are serviced by four bus routes through the week, at various times throughout the day.
- Heavy Goods Vehicles also use the B1021 through Tillingham as their primary route to Bradwell on Sea in the north and Southminster in the south.
- Fig 1.1 below shows a map of B1021 North Street / South Street and the surrounding area.



2.2 Highway Boundary

- A Highway Boundary check was requested and the results can be found overleaf on Fig 2.1.

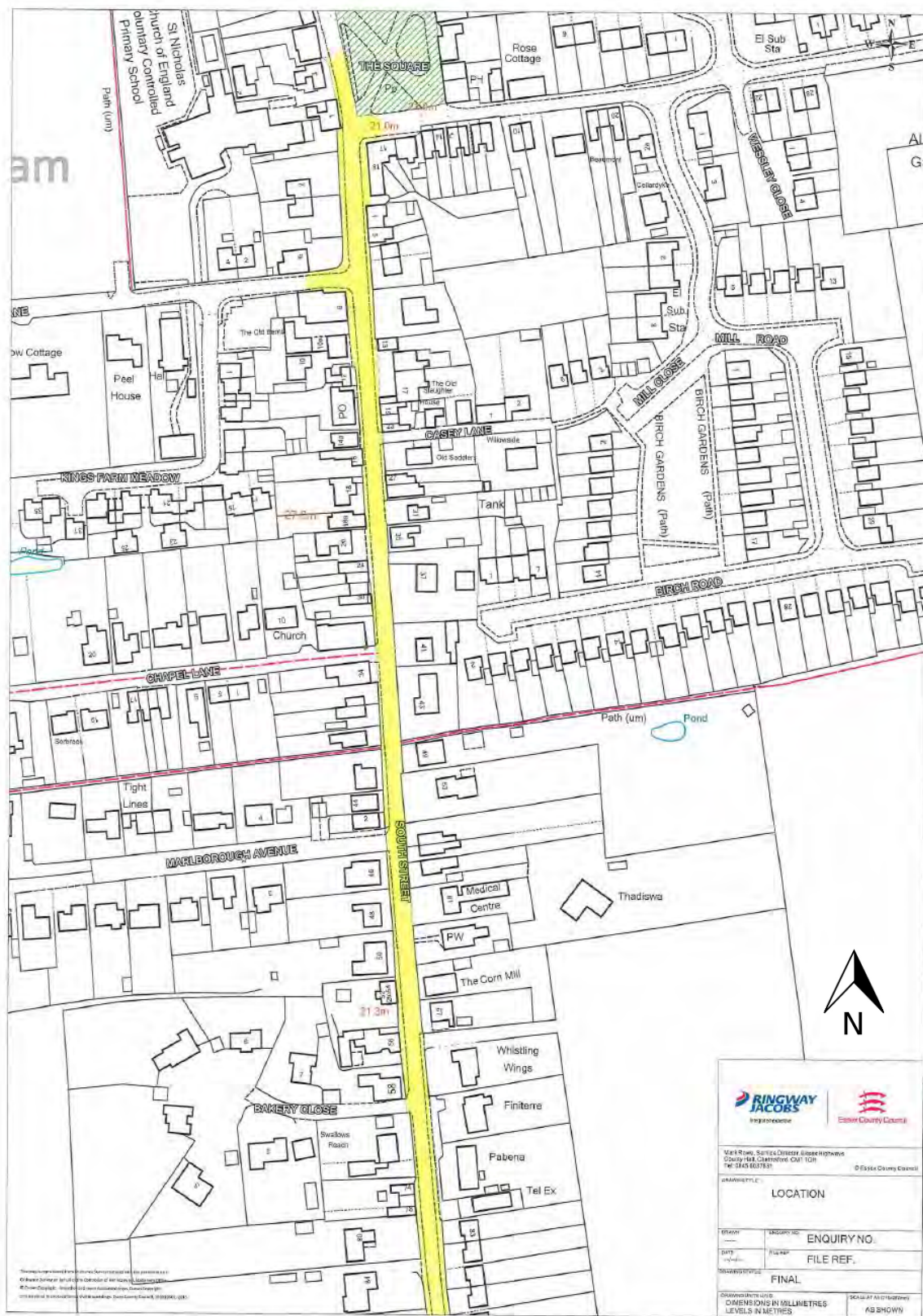


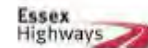
Figure 2.1: Highway Boundary Plan

2.3 Site Observations

- A site visit was conducted on 13th May 2015 at 11:30am. The following observations were made:
 - Vehicles park on alternate sides of the carriageway creating informal traffic calming features in the form of a chicane effect
 - Most houses have off street parking and driveway accesses
 - The existing road markings on the carriageway are worn, in particular the bus cage near the junction of Vicarage Road
 - There is a 30mph VAS on South Street for northbound traffic. This is located before the hub of the village
 - There is no formal crossing point for pedestrians, however they use the existing parked vehicles to assist their movements from one footway to the other
 - As part of the LHP 2015/16 programme of works a 40mph speed limit buffer is to be implemented on the approach to Tillingham from the Southminster (southerly) direction. The scheme (DC3445) is being undertaken by the Highways Improvements Design Team
 - St Nicholas Church of England Primary School is located on Vicarage Lane which also has a 2 Tonne Traffic Regulation Order Weight Limit restriction on it

2.4 Speed & Volume Survey

PROJECT	14463 TILLINGHAM
LOCATION	AT002 - 81021 South Street, Tillingham
LOC. DESC.	1.8m N of Englefields
START DATE	Tue 16 Sep, 2014
END DATE	Mon 22 Sep, 2014
SPEED LIMIT	30mph
BUS ROUTE	Yes
SURVEY TYPE	7-day ATC, 15min periods, 10 veh. classes



A 7-day automatic traffic count on 81021 South Street, Tillingham, commencing Tue 16 Sep 2014, recorded 6,882 vehicles travelling southbound and 6,908 northbound vehicles. The posted speed limit of 30mph was exceeded by 62.8% of southbound vehicles and 29.3% of northbound vehicles. The seasonally adjusted, combined AADT value is 1,962 vehicles.

SUMMARY

COMBINED

Total recorded volume	13,790.0
Avg daily volume (based on 7 days)	1,970.0
Average daily speed (7 days)	29.9mph
Average daily 85%ile (7 days)	33.6mph
AADT (annual average daily traffic)	1,962
Avg weekday volume (Mon-Fri, 24hrs)	2,145.2
Avg weekday speed (Mon-Fri, 24hrs)	29.7mph
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	28.7mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions (southbound & northbound) from all the recorded data.

Speeding vehicles are defined as those travelling 31mph and above.

The summaries below provide directional details including speeding percentages and potential PSV traffic.

SOUTHBOUND

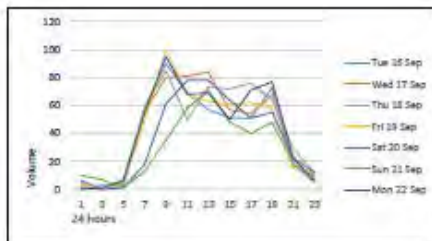
Total recorded volume	6,882.0
Avg daily volume (based on 7 days)	983.1
Average daily speed (7 days)	32.2mph
Average daily 85%ile (7 days)	36.0mph
% of vehicles exceeding 30mph	62.8%
Avg weekday volume (Mon-Fri, 24hrs)	1,067.8
Avg weekday speed (Mon-Fri, 24hrs)	32.0mph
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	31.5mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	36.1mph
Percentage of HGVs	0.4%

NORTHBOUND

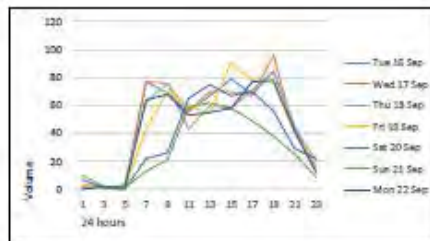
Total recorded volume	6,908.0
Avg daily volume (based on 7 days)	986.9
Average daily speed (7 days)	27.6mph
Average daily 85%ile (7 days)	31.3mph
% of vehicles exceeding 30mph	29.3%
Avg weekday volume (Mon-Fri, 24hrs)	1,077.4
Avg weekday speed (Mon-Fri, 24hrs)	27.4mph
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	26.0mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	31.0mph
Percentage of HGVs	0.4%

DAILY VOLUMES

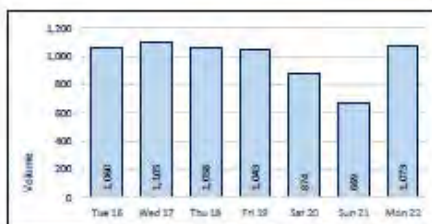
SOUTHBOUND



NORTHBOUND



Hourly southbound and northbound traffic volumes over each 24hr period for 7 days from all available data.



Daily southbound and northbound traffic volumes over 7 consecutive days from all available data.

7-DAY AVERAGE CLASSES

SOUTHBOUND 7-DAY AVG

TIME	Motor cycles	Cars / Taxis	LGV / MGW	HGV / Rigid	HGV / Artic	TOTAL
0000	0.0	3.4	0.1	0.0	0.0	3.6
0100	0.0	1.6	0.0	0.0	0.0	1.6
0200	0.1	1.1	0.3	0.0	0.0	1.6
0300	0.0	0.9	0.3	0.0	0.0	1.1
0400	0.0	3.6	0.1	0.0	0.0	3.7
0500	0.4	14.7	1.0	0.0	0.0	16.1
0600	0.6	38.9	4.6	0.0	0.0	44.0
0700	1.3	61.6	4.0	0.0	0.0	66.9
0800	1.1	72.0	4.3	0.4	0.1	78.0
0900	0.7	69.6	4.4	0.1	0.0	74.9
1000	1.7	59.0	6.4	0.3	0.0	67.4
1100	1.7	58.4	7.0	0.4	0.1	67.7
1200	1.9	63.7	4.9	0.0	0.3	70.7
1300	1.3	47.3	3.7	0.1	0.0	52.4
1400	1.6	49.0	6.7	0.1	0.1	57.6
1500	0.9	61.0	5.0	0.4	0.0	67.3
1600	1.1	53.9	2.7	0.0	0.1	57.9
1700	1.3	97.4	4.9	0.1	0.3	104.0
1800	1.3	58.9	2.9	0.3	0.0	63.3
1900	0.4	32.0	2.4	0.0	0.0	34.9
2000	0.0	19.4	0.7	0.0	0.0	20.1
2100	0.1	14.1	0.3	0.0	0.0	14.6
2200	0.1	8.9	0.3	0.0	0.0	9.3
2300	0.0	4.6	0.0	0.0	0.0	4.6
12hr TTL	15.9	751.7	56.9	2.4	1.1	828.0
24hr TTL	17.7	894.9	67.0	2.4	1.1	983.1
	2%	91%	7%	0%	0%	

NORTHBOUND 7-DAY AVG

TIME	Motor cycles	Cars / Taxis	LGV / MGW	HGV / Rigid	HGV / Artic	TOTAL
0000	0.0	3.7	0.0	0.0	0.0	3.7
0100	0.1	1.9	0.1	0.0	0.0	2.1
0200	0.0	1.1	0.3	0.0	0.0	1.4
0300	0.0	0.4	0.4	0.0	0.0	0.9
0400	0.0	1.1	0.0	0.0	0.0	1.1
0500	0.1	20.1	1.0	0.0	0.0	21.3
0600	0.6	47.7	2.7	0.0	0.1	51.1
0700	0.3	45.9	2.3	0.1	0.1	48.7
0800	1.0	52.4	4.0	0.1	0.4	58.0
0900	2.0	44.6	4.9	0.0	0.3	51.7
1000	1.6	48.6	5.4	0.0	0.3	55.9
1100	2.0	55.6	5.3	0.0	0.3	63.1
1200	2.1	56.9	4.3	0.0	0.1	63.4
1300	2.4	52.4	4.0	0.3	0.1	59.3
1400	2.1	62.4	3.4	0.3	0.4	68.7
1500	1.6	58.3	3.9	0.1	0.3	64.1
1600	2.6	60.6	5.3	0.0	0.1	68.6
1700	2.6	79.3	5.3	0.3	0.0	87.4
1800	1.7	68.4	2.7	0.3	0.1	73.3
1900	0.7	52.6	1.4	0.0	0.0	54.7
2000	0.1	36.3	1.4	0.0	0.0	37.9
2100	0.3	25.0	0.4	0.0	0.0	25.7
2200	0.0	15.9	0.3	0.0	0.0	16.1
2300	0.0	8.3	0.1	0.0	0.0	8.4
12hr TTL	22.0	685.3	50.7	1.6	2.7	762.3
24hr TTL	24.0	899.4	59.0	1.6	2.9	986.9
	2%	91%	6%	0%	0%	

Average daily southbound and northbound volumes by class (condensed to the AQMA scheme), including totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

SITE LOCATION



Location	B1021 South Street, Tillingham
Desc.	18m N of Englefields
OSGR	599332, 203273
Lat, lng.	51.692806, 0.882694
Site no.	ATC02
PSL	30mph

The survey location was on a bus route, so the 833 recorded vehicles classed as '2-axle truck/bus' during this period is likely to include scheduled PSVs.

Generated	18 May 2015
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PROJECT 14463 TILLINGHAM
LOCATION AT001 - 81021 North Street, Tillingham
LOC. DESC. 105m S of Brook Rd
START DATE Tue 16 Sep, 2014
END DATE Mon 22 Sep, 2014
SPEED LIMIT 30mph
BUS ROUTE Yes
SURVEY TYPE 7-day ATC, 15min periods, 10 veh. classes



A 7-day automatic traffic count on 81021 North Street, Tillingham, commencing Tue 16 Sep 2014, recorded 4,972 vehicles travelling southbound and 4,997 northbound vehicles. The posted speed limit of 30mph was exceeded by 35.0% of southbound vehicles and 38.5% of northbound vehicles. The seasonally adjusted, combined AADT value is 1,425 vehicles.

SUMMARY

COMBINED

Total recorded volume	9,969.0
Avg daily volume (based on 7 days)	1,424.1
Average daily speed (7 days)	27.6mph
Average daily 85%ile (7 days)	31.2mph
AADT (annual average daily traffic)	1,425

Avg weekday volume (Mon-Fri, 24hrs)	1,567.2
Avg weekday speed (Mon-Fri, 24hrs)	27.5mph
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	27.6mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions (southbound & northbound) from all the recorded data.

Speeding vehicles are defined as those travelling 30mph and above.

The summaries below provide directional details including speeding percentages and potential PSV traffic.

SOUTHBOUND

Total recorded volume	4,972.0
Avg daily volume (based on 7 days)	710.3
Average daily speed (7 days)	28.2mph
Average daily 85%ile (7 days)	32.0mph
% of vehicles exceeding 30mph	35.0%

Avg weekday volume (Mon-Fri, 24hrs)	777.0
Avg weekday speed (Mon-Fri, 24hrs)	28.1mph
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	28.0mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	32.2mph
Percentage of HGVs	0.5%

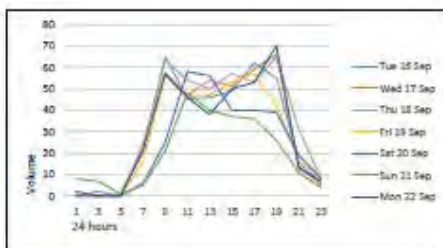
NORTHBOUND

Total recorded volume	4,997.0
Avg daily volume (based on 7 days)	713.9
Average daily speed (7 days)	27.0mph
Average daily 85%ile (7 days)	30.4mph
% of vehicles exceeding 30mph	38.5%

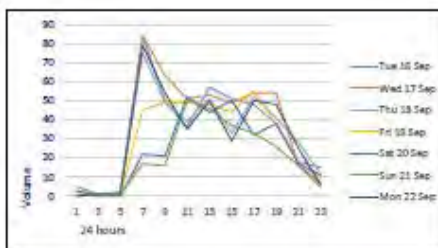
Avg weekday volume (Mon-Fri, 24hrs)	796.2
Avg weekday speed (Mon-Fri, 24hrs)	27.0mph
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	26.0mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	30.3mph
Percentage of HGVs	0.4%

DAILY VOLUMES

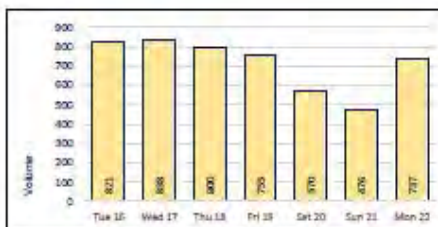
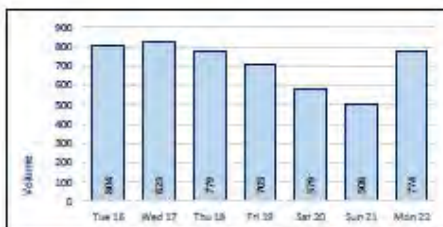
SOUTHBOUND



NORTHBOUND



Hourly southbound and northbound traffic volumes over each 24hr period for 7 days from all available data.



Daily southbound and northbound traffic volumes over 7 consecutive days from all available data.

7-DAY AVERAGE CLASSES

SOUTHBOUND 7-DAY AVG

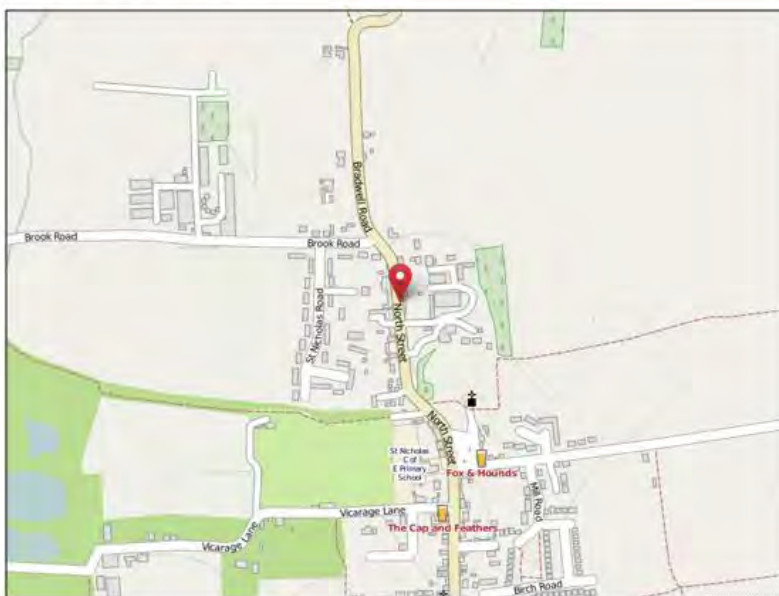
TIME	Motor cycles	Cars / Taxis	LGV / MGW	HGV / Rigid	HGV / Artic	TOTAL
0000	0.0	1.7	0.1	0.0	0.0	1.9
0100	0.0	1.4	0.0	0.0	0.0	1.4
0200	0.0	1.1	0.1	0.0	0.0	1.3
0300	0.0	0.9	0.0	0.0	0.0	0.9
0400	0.0	0.1	0.1	0.0	0.0	0.3
0500	0.0	5.9	0.3	0.0	0.0	6.1
0600	0.3	13.7	2.3	0.1	0.0	16.4
0700	0.6	26.9	3.0	0.0	0.0	30.4
0800	1.1	44.0	3.7	0.3	0.0	49.1
0900	0.3	43.9	4.1	0.1	0.0	48.4
1000	1.6	41.4	6.0	0.1	0.0	49.1
1100	2.6	37.6	6.4	0.6	0.3	47.4
1200	1.9	39.7	5.4	0.0	0.3	47.3
1300	0.7	34.6	3.6	0.3	0.3	39.4
1400	1.9	40.0	6.3	0.0	0.0	48.1
1500	1.3	45.7	4.6	0.0	0.1	51.7
1600	1.6	47.1	2.4	0.0	0.3	51.4
1700	1.3	92.9	4.7	0.1	0.3	99.3
1800	2.0	47.4	2.3	0.3	0.0	52.0
1900	0.3	27.0	1.6	0.0	0.0	28.9
2000	0.1	16.3	0.7	0.0	0.0	17.1
2100	0.0	12.3	0.1	0.0	0.0	12.4
2200	0.3	6.6	0.0	0.0	0.0	6.9
2300	0.0	2.9	0.0	0.0	0.0	2.9
12hr TTL	16.7	541.1	52.6	1.9	1.6	613.9
24hr TTL	17.7	631.0	58.0	2.0	1.6	710.3
	2%	89%	8%	0%	0%	

NORTHBOUND 7-DAY AVG

TIME	Motor cycles	Cars / Taxis	LGV / MGW	HGV / Rigid	HGV / Artic	TOTAL
0000	0.0	1.6	0.0	0.0	0.0	1.6
0100	0.0	0.4	0.3	0.0	0.0	0.7
0200	0.0	0.6	0.1	0.0	0.0	0.7
0300	0.0	0.0	0.4	0.0	0.0	0.4
0400	0.0	1.0	0.0	0.0	0.0	1.0
0500	0.1	22.3	0.7	0.0	0.0	23.1
0600	0.7	54.4	2.9	0.0	0.0	58.0
0700	0.3	45.1	2.7	0.1	0.0	48.3
0800	0.3	38.0	4.4	0.1	0.3	43.1
0900	1.1	39.9	2.7	0.1	0.1	44.0
1000	1.3	38.4	4.7	0.1	0.0	44.6
1100	1.7	39.0	4.1	0.0	0.1	45.0
1200	2.1	42.9	4.9	0.0	0.0	49.9
1300	2.4	36.0	4.1	0.0	0.1	42.7
1400	2.0	35.1	4.0	0.3	0.4	41.9
1500	1.4	44.7	2.9	0.3	0.3	49.6
1600	2.0	40.1	4.1	0.0	0.0	46.3
1700	2.4	43.0	4.1	0.1	0.1	49.9
1800	2.1	36.3	2.0	0.0	0.0	40.4
1900	0.1	32.0	1.0	0.0	0.0	33.1
2000	0.1	18.3	1.3	0.0	0.0	19.7
2100	0.1	15.0	0.3	0.0	0.0	15.4
2200	0.0	9.3	0.0	0.0	0.0	9.3
2300	0.0	5.0	0.1	0.0	0.0	5.1
12hr TTL	19.3	478.6	44.9	1.3	1.6	545.6
24hr TTL	20.6	638.4	52.0	1.3	1.6	713.9
	3%	89%	7%	0%	0%	

Average daily southbound and northbound volumes by class (condensed to the AQMA scheme), including totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

SITE LOCATION



Location	B1021 North Street, Tillingham
Desc.	105m S of Brook Rd
OSGR	599207, 203973
Lat, lng.	51.699139, 0.881278
Site no.	ATC01
PSL	30mph

The survey location was on a bus route, so the 743 recorded vehicles classed as '2-axle truck/bus' during this period is likely to include scheduled PSVs.

Generated	18 May 2015
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2.5 Collision Analysis

- One Personal Injury Collision (PIC) was recorded on the B1021 North Street / South Street (shown in the table below). The data is within a 60 month period, between 29th-Apr-2010 and 30th-Apr-2015*.

*Collision details are sometimes received late or amended as new information becomes available.

	Involving	Severity	Date/Time	Conditions	No. of Casualties
1	Car on car	1 Slight	16/08/2010 @ 21:30	Dry	1 Driver

Table 2.1: 60 months PICs B1021 North Street / South Street



Figure 2.2: PICs Plan B1021 North Street / South Street

2.6 Statutory Services

As part of the investigation into the feasibility of this project, a statutory undertaker's plant request was made; this highlighted multiple potential conflicts at the site. These potential conflicts may result in complications installing new signs posts, and may result in additional cost being incurred. The impact of this would be unknown until the detailed design is complete.

The known statutory undertakers plant in the carriageway on the B1021 North Street / South Street are as follows:

- LP Gas Mains
 - BT Open Reach
 - Thames Water - Surface Sewer
 - Overhead Electricity Cables
-

2.7 Photographs

B1021 South Street looking northwards



B1021 South Street looking northwards



B1021 South Street looking northwards



B1021 South Street looking northwards



B1021 South Street looking northwards



B1021 South Street faded Bus Cage looking northwards. There is no time restriction for the Bus Stop clearway



B1021 South Street VAS looking northwards



B1021 South Street School Patrol Sign looking northwards



3. Feasibility Report Requirements

3.1 Brief

The project brief requires an investigation to assess the possibility of installing a 20mph speed limit on the B1021 North Street / South Street or to implement traffic calming measures.

The Parish Council have expressed concerns regarding speeding through the village.

4 Option 1 - 20mph Speed Limit

4.1 Design Introduction

A speed and volume survey was undertaken in September 2014, shown in 2.4 Speed & Volume Survey. The results show that speeds along the B1021 North Street / South Street are compliant for the existing 30mph speed limit. The mean speed for traffic on North Street is 27.6mph whilst the mean speed for traffic on South Street is 29.9mph.

Essex County Council (ECC) Policy states that mean speeds must be below 24mph for a 20mph speed limit to be introduced. The mean speeds above show that existing speeds do not meet the ECC criteria for a 20mph speed limit, and it would be difficult to achieve compliance for a 20mph speed limit. A Cabinet Members Action form is required to be signed off in order to implement a 20mph speed limit, whether it is in line with or against Policy.

Consultation was undertaken with Essex Police regarding a proposed 20mph speed limit on B1021 North Street / South Street and they have confirmed that they would object to a 20mph speed limit being implemented here. They also confirmed that Essex Police would not be able to enforce a 20mph speed limit, as it is against Policy.

The Essex Speed Management Strategy states that "permanent 20mph zones will not be permitted on County PR2 Routes" therefore the feasibility of a 20mph zone has not been included in this report.

5 Option 2 - Traffic Calming Measures

5.1 Design Introduction

The Essex County Council Traffic Management Strategy states that "We will...allow road narrowing traffic calming on Priority Two County Routes where it will not cause unnecessary congestion or delay. We will provide clear and consistent speed limit management along the Priority Two County Routes in line with current policy."

Consequently Traffic Calming Measures can be assessed along B1021 North Street / South Street, however it should be noted that buses and HGVs use the B1021 and any

physical traffic calming features could create congestion where larger vehicles attempt to manouvre the measures.

The Essex Speed Management Strategy states that "Physical measures each have their own drawbacks including increased localised noise, visual impact on the street scene, comfort of use and impact on disabled people and other facilities such as parking or bus services. The introduction of such physical traffic calming measures could also displace traffic onto other routes and contribute to speeding/congestion problems."

Vertical Deflection Measures

Traffic Calming Speed Cushions are not recommended on a Bus Route, therefore vertical deflection measures are not feasible on the B1021 North Street / South Street.

Horizontal Traffic Calming Measures

Priority Working System

There are numerous off road accesses along the B1021 South Street. The accesses will prohibit the implementation of a priority working system as there is no space to install the measures.

An AutoTrack study has been undertaken to confirm this and identify the vehicle turning movements out of the accesses with a build out implemented. There is no suitable location within the vicinity of the village shops, post office, hairdressers, pub and local primary school.

If a priority working system is implemented the vehicle turning movements out of the off road accesses will be disrupted and could cause vehicles to veer into the opposite flow of traffic.

Pedestrian Refuge Island

Again, the numerous off road accesses along the B1021 South Street prohibit the implementation of a pedestrian refuge island, along with the reduced road widths through the village.

The road width through the village shops, post office, hairdressers, pub and local primary school is 6m. The recommended width for a pedestrian refuge island is 1.5m, consequently this would leave the running lanes at 2.25m in width. This width is not acceptable on a road which carries buses and HGVs.

Pinch Points

The installation of pinch points would be less intrusive on the existing off road accesses, however there are only a couple of locations that would be feasible for pinch points to be installed. These locations would not be within the hub of the village where the request is for.

Also pinch points would displace vehicles which currently park on the street, these currently act as informal traffic calming measures.

Horizontal traffic calming measures will also require waiting restrictions to be implemented to prevent vehicles parking close to the physical measure. These are required around the traffic calming measures and will severley reduce parking spaces along B1021 North Street / South Street.

The majority of traffic calming measures require a Formal Statutory Consultation, including the emergency services, residents, bus services and haulage companies. Any measure implemented is likely to displace vehicles which currently park outside of properties. Consequently objections to any proposal are to be expected during Formal Consultation.

6. Option 3 - Relining Carriageway Markings

6.1 Design Introduction

The existing carriageway markings are worn, as shown in 2.6 Photographs. It would be beneficial to remark these lines, including the bus stops. This option may not reduce vehicle speeds, however it will help to highlight the centre line and bus stops.

7. Option 4 - Do Nothing

During the site visit there were vehicles parked on both sides of the carriageway along the length of B1021 North Street / South Street where traffic calming or speed reduction is requested. Consequently the parked vehicles acted as natural traffic calming measures which force drivers to stop to let other vehicles through.

There has been one recorded Personal Injury Collision recorded in the past 5 years at this location which is recorded as a result of excessive speeding, loss of control and careless/reckless driving. The time of the collision was 21.30, outside of the peak times concerning the Parish Council.

8. Conclusion

A speed limit reduction to 20mph and a number of traffic calming measures have been assessed for B1021 North Street / South Street in this report. Neither option is feasible at this location for the reasons stated.

The mean speeds along B1021 North Street / South Street are compliant for the current 30mph speed limit, however the speeds do not meet ECC criteria for a 20mph speed limit or zone.

There is insufficient space to install traffic calming measures. Vehicles currently park on the west side of the carriageway which creates informal traffic calming measures. Any proposed traffic calming measures would remove parking.

Also there is the risk of increasing congestion through the village by installing traffic calming measures due to buses and HGVs travelling through the village.

9. Recommendation

It is recommended to implement Option 3, relining the existing carriageway markings. The recommended works are likely to cost in the region of £2000. Please note that, these costs are an approximate and will not be known until a target cost is received as part of the detailed design process. It is likely that this scheme will take in the region of 6 months

to complete.

Feasibility Report

Signage Improvements – Beckingham Business Park, Little Totham

Job Number:	HI4053
Doc Ref:	Feasibility Report
Author:	Shaun Morgan

Document History

Revision	Purpose	Originated	Checked	Approved	Date
N/A	Approved	SM	JT	CB	28/08/2015

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1. Introduction

1.1 Project Background

Funding for this scheme has been approved by the Maldon Local Highways Panel (LHP) to undertake a feasibility study to look into improved signage to Beckingham Business Park, located in Little Totham.

The initial query states that *"the Parish Council would like better signage to the Business Park, especially at Loamy Hill Road and its junction with Plains Road. They would like signage to ensure that Goods Vehicles going to the Business Park are directed through Little Totham rather than onto Witham Road into Tolleshunt Major to avoid a difficult/narrow junction at Beckingham Street. They believe that drivers are using Sat Nav directions to the Park taking them onto Witham Road and would like signage to include a reference to ignoring Sat Nav directions."*

The validation process commented that *"there are several farms and businesses along Witham Road and access to these by HGVs is totally legitimate. The road is not unsuitable for HGVs it is unsuitable as the route to take to the park. It would be more appropriate to concentrate on the positive signing to Beckingham BP however, there is already copious amounts of signing as this issue is raised every couple of years."*

2. Existing Conditions

2.1 Location / Land Use

Beckingham Street

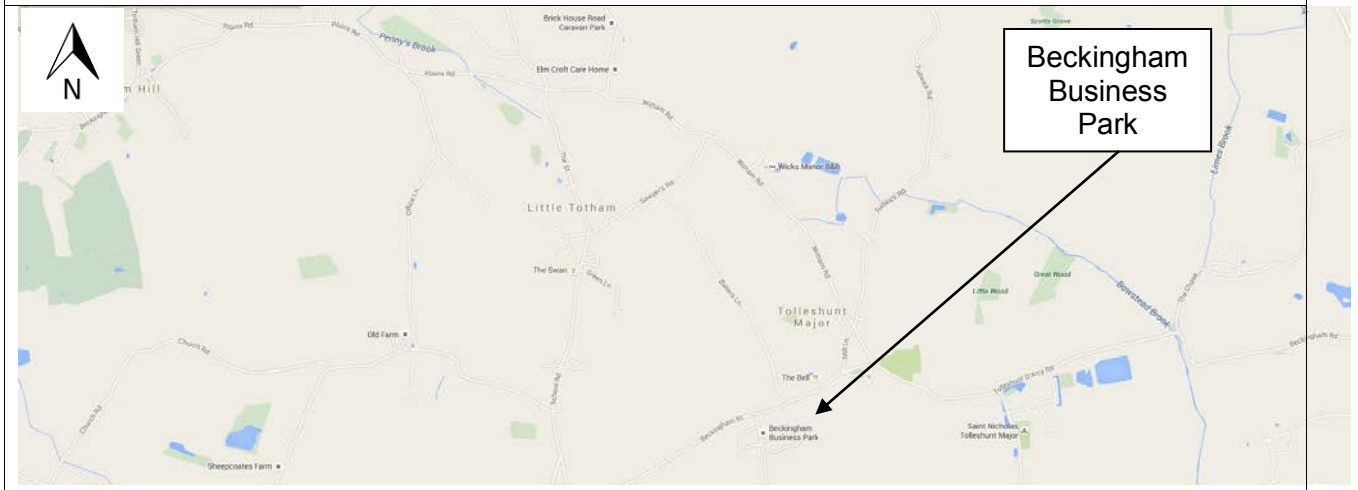
- Beckingham Street is a two way single carriageway that runs from School Road in the west to Tolleshunt D'Arcy Road in the east.
- Beckingham Street is in the majority lined with residential properties with off road accesses. Beckingham Business Park is located on the southern side of Beckingham Street.
- The carriageway is between 6 - 7m in width allowing for vehicles to park on both sides of the road and for through traffic to flow both ways. There is a footway on both sides of the carriageway through the urban part of Beckingham Street.

Witham Road

- Witham Road is a rural two way carriageway that runs from its junction with The Street in the northwest and its junction with Beckingham Street in the southeast.
- There is one farm along Witham Road and a small number of residential properties.
- The carriageway is between 6 - 7m in width. There is no footway on Witham Road.

- Fig 1.1 below provides a map of Beckingham Business Park and the surrounding area.

Fig 1.1 Location plan

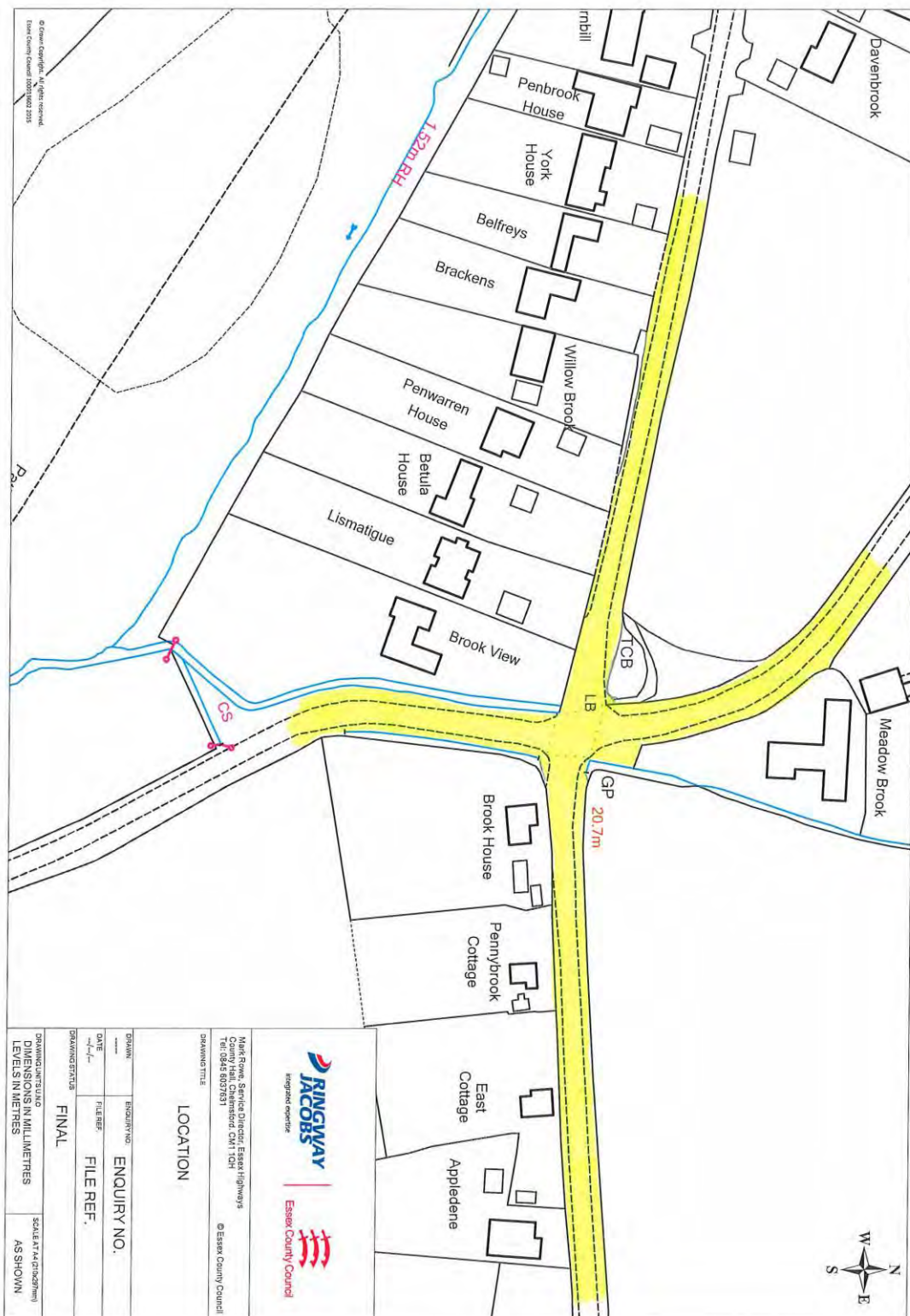


2.2 Highway Boundary

- A Highway Boundary check was requested and the results indicated in yellow follow.







2.3 Site Observations

- A site visit was conducted on 21st May 2015 at 10:30am. The following observations were made:
 - There are sufficient directional signs for Beckingham Business Park. These signs direct vehicles from the B1022 Maldon Road down Loamy Hill Road/The Street/School Road and onto Beckingham Street.
 - The signs are in good condition, however some vegetation clearance could be undertaken to improve visibility
 - The sign immediately outside of Beckingham Business Park, facing westbound traffic, is obscured by the telegraph post.
 - HGVs frequently enter / exit Beckingham Business Park; two counted in a three minute period.
 - HGVs entering and exiting Beckingham Business Park over run into the adjacent lane of traffic. This forces vehicles travelling along Beckingham Street to slow or halt whilst the HGVs manoeuvre the junction with Beckingham Business Park.
-

2.4 Speed & Volume Survey

PROJECT	15263 LT TOTHAM
LOCATION	ATC01 - The Street, Lt Totham
LOC. DESC.	150m S of Plains Rd / Witham Rd
START DATE	Tue 30 Jun, 2015
END DATE	Mon 06 Jul, 2015
SPEED LIMIT	60mph
BUS ROUTE	No
SURVEY TYPE	7-day ATC, 15min periods, 10 veh. classes



A 7-day automatic traffic count on The Street, Lt Totham, commencing Tue 30 Jun 2015, recorded 5,656 vehicles travelling southbound and 5,742 northbound vehicles. The posted speed limit of 60mph was exceeded by 0.0% of southbound vehicles and 0.1% of northbound vehicles. The seasonally adjusted, combined AADT value is 1,639 vehicles (see Equipment & Methodology below).

SUMMARY

COMBINED

Total recorded volume	11,398.0
Avg daily volume (based on 7 days)	1,628.3
Average daily speed (7 days)	35.8mph
Average daily 85%ile (7 days)	39.5mph
AADT (annual average daily traffic)	1,639
Avg weekday volume (Mon-Fri, 24hrs)	1,788.4
Avg weekday speed (Mon-Fri, 24hrs)	36.1mph
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	35.6mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions (southbound & northbound) from all the recorded data.

Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and potential HGV traffic.

SOUTHBOUND

Total recorded volume	5,656.0
Avg daily volume (based on 7 days)	808.0
Average daily speed (7 days)	35.0mph
Average daily 85%ile (7 days)	38.0mph
% of vehicles exceeding 60mph	0.0%
Avg weekday volume (Mon-Fri, 24hrs)	881.6
Avg weekday speed (Mon-Fri, 24hrs)	35.3mph
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	34.5mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	38.1mph
Percentage of HGVs	2.7%

NORTHBOUND

Total recorded volume	5,742.0
Avg daily volume (based on 7 days)	820.3
Average daily speed (7 days)	36.6mph
Average daily 85%ile (7 days)	41.0mph
% of vehicles exceeding 60mph	0.1%
Avg weekday volume (Mon-Fri, 24hrs)	906.8
Avg weekday speed (Mon-Fri, 24hrs)	36.9mph
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	36.7mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	41.2mph
Percentage of HGVs	2.7%

SITE LOCATION

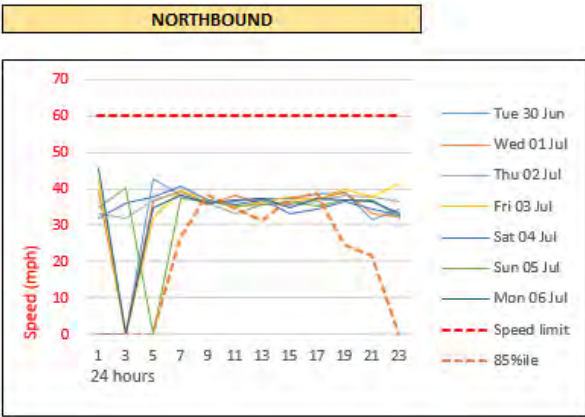
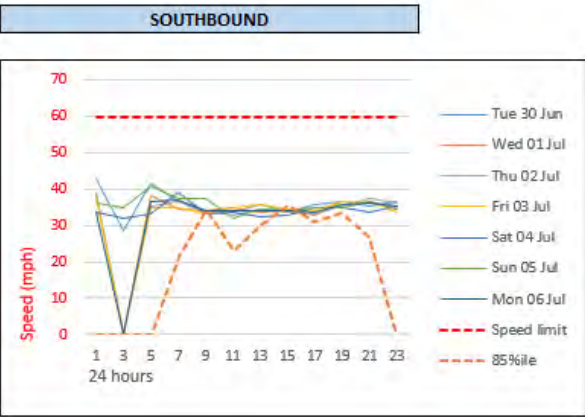


Location	The Street, Lt Totham
Desc.	150m S of Plains Rd / Witham Rd
OSGR	588845, 212334
Lat, lng.	51.777806, 0.736056
Site no.	ATC01
PSL	60mph

Generated 16 Jul 2015



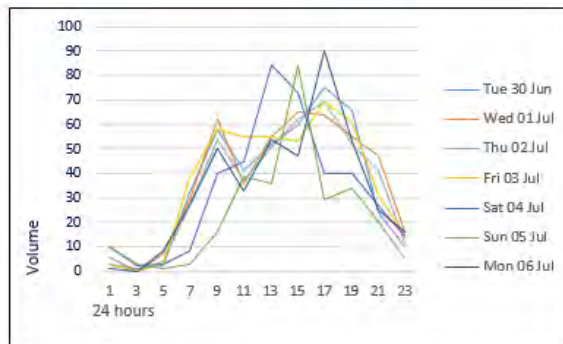
DAILY SPEEDS



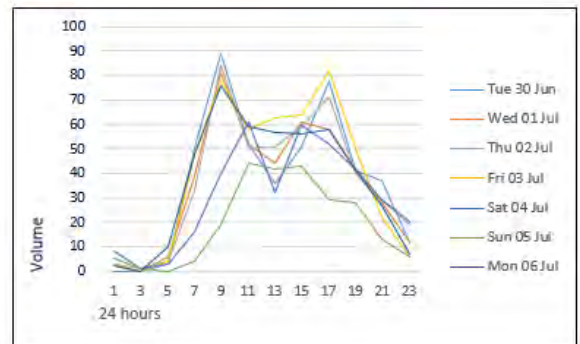
Average daily speeds (solid thin colours) and 85%ile (dashed orange) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

HOURLY VOLUMES

SOUTHBOUND



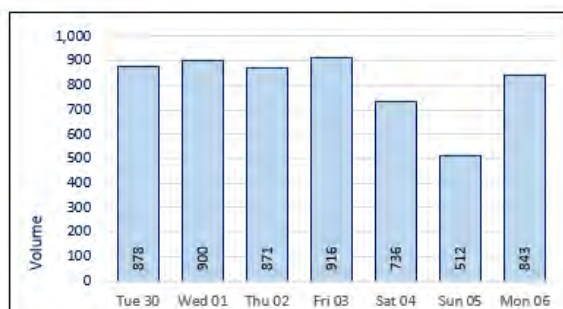
NORTHBOUND



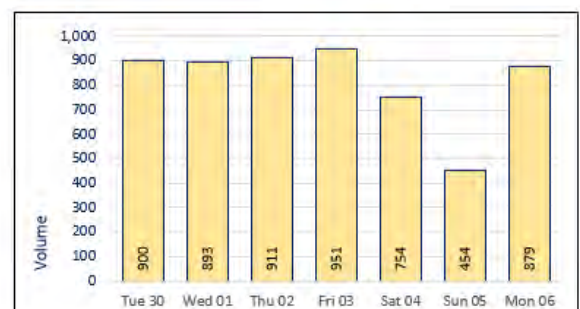
Hourly southbound and northbound traffic volumes over each 24hr period for 7 days from all available data.

DAILY VOLUMES

SOUTHBOUND



NORTHBOUND



5-DAY AVERAGE CLASSES

SOUTHBOUND 5-DAY AVG

TIME	Motor cycles	Cars / Taxis	LGV / MGW	HGV / Rigid	HGV / Artic	TOTAL
0000	0.0	3.0	0.2	0.0	0.0	3.2
0100	0.0	1.8	0.0	0.0	0.0	1.8
0200	0.0	0.0	0.0	0.0	0.2	0.2
0300	0.0	1.4	0.0	0.0	0.6	2.0
0400	0.0	4.2	0.0	0.0	0.6	4.8
0500	0.6	12.0	1.4	0.0	2.0	16.0
0600	0.8	23.0	5.0	0.0	1.8	30.6
0700	1.6	51.4	7.4	0.2	1.0	61.6
0800	0.4	47.8	7.2	0.2	0.8	56.4
0900	0.2	42.4	4.4	0.2	1.4	48.6
1000	0.0	33.6	6.2	0.2	0.4	40.4
1100	0.0	38.8	6.0	0.4	1.4	46.6
1200	0.4	44.8	7.2	0.0	1.0	53.4
1300	0.2	37.0	5.6	0.0	1.8	44.6
1400	0.0	46.6	9.6	0.0	1.2	57.4
1500	1.0	62.6	9.2	0.2	2.2	75.2
1600	0.2	57.6	12.2	0.2	3.2	73.4
1700	1.4	66.4	10.6	0.0	4.0	82.4
1800	0.6	50.4	5.0	0.0	1.4	57.4
1900	0.4	41.6	3.0	0.0	1.0	46.0
2000	0.0	30.8	2.8	0.0	0.0	33.6
2100	0.0	22.4	0.8	0.0	0.0	23.2
2200	0.0	13.6	0.2	0.0	0.0	13.8
2300	0.0	8.8	0.2	0.0	0.0	9.0
12hr TTL	6.0	579.4	90.6	1.6	19.8	697.4
24hr TTL	7.8	742.0	104.2	1.6	26.0	881.6
	1%	84%	12%	0%	3%	

NORTHBOUND 5-DAY AVG

TIME	Motor cycles	Cars / Taxis	LGV / MGW	HGV / Rigid	HGV / Artic	TOTAL
0000	0.0	1.0	0.8	0.0	0.0	1.8
0100	0.2	1.4	0.0	0.0	0.0	1.6
0200	0.0	0.2	0.0	0.0	0.0	0.2
0300	0.0	1.8	0.6	0.0	0.0	2.4
0400	0.0	3.6	1.6	0.0	0.2	5.4
0500	0.8	13.2	7.0	0.0	2.6	23.6
0600	1.0	33.2	6.0	0.0	3.4	43.6
0700	0.4	60.6	10.2	0.2	2.8	74.2
0800	2.2	63.6	14.4	0.2	1.2	81.6
0900	1.2	45.2	10.8	0.0	1.6	58.8
1000	1.2	44.0	8.4	0.2	0.6	54.4
1100	0.6	38.0	7.4	0.0	2.2	48.2
1200	0.6	41.2	6.2	0.0	2.2	50.2
1300	1.4	43.0	6.0	0.4	0.6	51.4
1400	1.0	49.2	6.6	0.0	1.4	58.2
1500	0.6	54.4	6.8	0.0	1.0	62.8
1600	1.2	58.8	8.2	0.2	1.0	69.4
1700	3.0	56.6	6.2	0.0	0.6	66.4
1800	2.2	37.0	2.4	0.0	1.2	42.8
1900	2.0	34.6	2.8	0.4	3.2	43.0
2000	2.0	24.6	1.2	0.2	0.6	28.6
2100	0.0	17.0	1.2	0.0	1.0	19.2
2200	0.4	10.6	0.2	0.0	0.0	11.2
2300	0.2	7.2	0.4	0.0	0.0	7.8
12hr TTL	15.6	591.6	93.6	1.2	16.4	718.4
24hr TTL	22.2	740.0	115.4	1.8	27.4	906.8
	2%	82%	13%	0%	3%	

Five-day average southbound and northbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over all non-weekend days.

7-DAY AVERAGE CLASSES

SOUTHBOUND 7-DAY AVG

TIME	Motor cycles	Cars / Taxis	LGV / MGW	HGV / Rigid	HGV / Artic	TOTAL
0000	0.0	5.0	0.1	0.0	0.0	5.1
0100	0.0	2.3	0.0	0.0	0.0	2.3
0200	0.0	0.7	0.0	0.0	0.1	0.9
0300	0.0	1.1	0.0	0.0	0.6	1.7
0400	0.0	3.4	0.0	0.0	0.6	4.0
0500	0.6	9.3	1.0	0.0	1.7	12.6
0600	0.6	17.7	3.9	0.0	1.3	23.4
0700	1.1	38.7	6.1	0.1	1.4	47.6
0800	0.3	41.7	5.4	0.1	0.7	48.3
0900	0.3	37.4	3.7	0.1	1.4	43.0
1000	0.1	34.9	5.3	0.1	0.4	40.9
1100	0.0	37.4	4.4	0.3	1.0	43.1
1200	0.4	47.7	6.4	0.0	0.7	55.3
1300	0.7	46.4	4.6	0.0	1.3	53.0
1400	0.3	55.1	7.0	0.1	0.9	63.4
1500	0.7	57.3	6.7	0.1	1.6	66.4
1600	0.3	50.4	9.1	0.1	2.3	62.3
1700	1.0	57.4	7.9	0.0	2.9	69.1
1800	0.7	46.0	3.9	0.0	1.0	51.6
1900	0.4	37.0	2.4	0.0	0.7	40.6
2000	0.0	28.7	2.0	0.0	0.0	30.7
2100	0.0	21.3	0.9	0.0	0.0	22.1
2200	0.0	12.4	0.1	0.0	0.0	12.6
2300	0.0	7.7	0.3	0.0	0.0	8.0
12hr TTL	6.0	550.6	70.6	1.3	15.6	644.0
24hr TTL	7.6	697.3	81.3	1.3	20.6	808.0
	1%	86%	10%	0%	3%	

NORTHBOUND 7-DAY AVG

TIME	Motor cycles	Cars / Taxis	LGV / MGW	HGV / Rigid	HGV / Artic	TOTAL
0000	0.0	2.3	0.9	0.0	0.0	3.1
0100	0.1	1.7	0.3	0.0	0.1	2.3
0200	0.0	0.4	0.0	0.0	0.0	0.4
0300	0.0	1.6	0.7	0.0	0.0	2.3
0400	0.0	2.9	1.3	0.0	0.1	4.3
0500	0.6	10.7	5.0	0.0	2.0	18.3
0600	0.9	25.4	5.1	0.0	2.6	34.0
0700	0.9	47.9	8.1	0.1	2.1	59.1
0800	2.0	52.4	11.1	0.1	1.0	66.7
0900	1.1	41.9	8.6	0.0	1.1	52.7
1000	1.1	44.6	7.4	0.1	0.6	53.9
1100	0.7	39.4	5.7	0.3	1.6	47.7
1200	0.6	39.3	5.0	0.0	1.6	46.4
1300	1.7	43.3	4.9	0.3	0.4	50.6
1400	1.0	48.7	5.6	0.0	1.0	56.3
1500	0.9	52.6	5.3	0.0	0.7	59.4
1600	1.1	52.7	6.3	0.3	0.7	61.1
1700	2.3	51.7	4.7	0.0	0.6	59.3
1800	1.6	35.1	2.9	0.0	1.0	40.6
1900	1.6	30.4	2.1	0.3	2.3	36.7
2000	1.6	23.4	0.9	0.1	0.4	26.4
2100	0.0	15.9	1.0	0.0	0.7	17.6
2200	0.4	11.1	0.1	0.0	0.0	11.7
2300	0.1	8.9	0.3	0.0	0.0	9.3
12hr TTL	15.0	549.6	75.6	1.3	12.4	653.9
24hr TTL	20.3	684.3	93.3	1.7	20.7	820.3
	2%	83%	11%	0%	3%	

Average daily southbound and northbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

The Street			
Total Vehicles 11,398			
	Cars / Taxi	Motorcycles	LGV / MGW / HGV
Northbound	83% (4766 vehicles)	2% (115 vehicles)	14% (804 vehicles)
Southbound	86% (4864 vehicles)	1% (57 vehicles)	13% (735 vehicles)

PROJECT	15263 LT TOTHAM
LOCATION	ATC03 - Witham Road, Lt Totham
LOC. DESC.	Between Brick House Ln & Sawyers Rd
START DATE	Tue 30 Jun, 2015
END DATE	Mon 06 Jul, 2015
SPEED LIMIT	60mph
BUS ROUTE	No
SURVEY TYPE	7-day ATC, 15min periods, 10 veh. classes



A 7-day automatic traffic count on Witham Road, Lt Totham, commencing Tue 30 Jun 2015, recorded 4,648 vehicles travelling eastbound and 4,889 westbound vehicles. The posted speed limit of 60mph was exceeded by 0.0% of eastbound vehicles and 0.1% of westbound vehicles. The seasonally adjusted, combined AADT value is 1,370 vehicles (see Equipment & Methodology below).

SUMMARY

COMBINED

Total recorded volume	9,537.0
Avg daily volume (based on 7 days)	1,362.4
Average daily speed (7 days)	34.5mph
Average daily 85%ile (7 days)	38.3mph
AADT (annual average daily traffic)	1,370
Avg weekday volume (Mon-Fri, 24hrs)	1,516.2
Avg weekday speed (Mon-Fri, 24hrs)	34.7mph
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	34.1mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions (eastbound & westbound) from all the recorded data.

Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and potential HGV traffic.

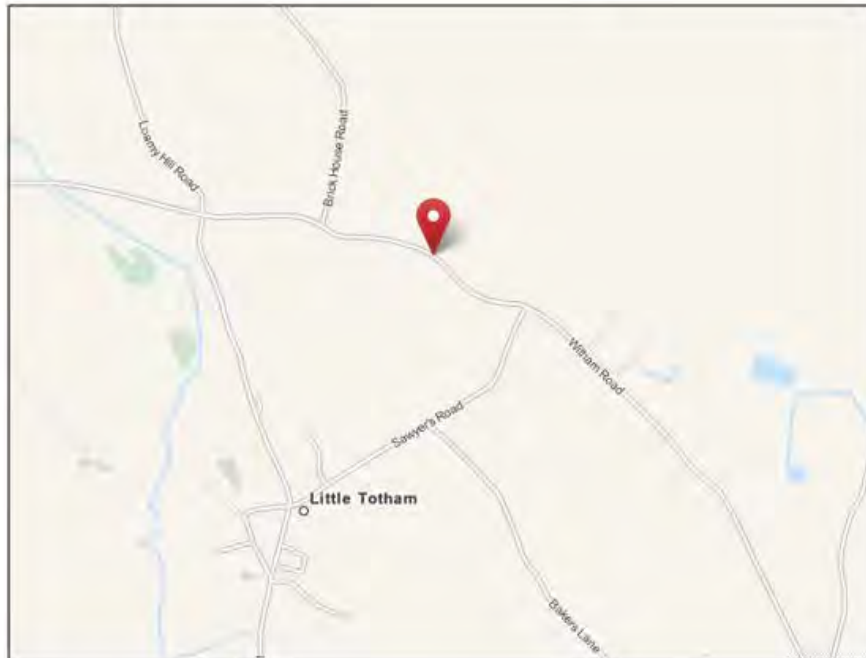
EASTBOUND

Total recorded volume	4,648.0
Avg daily volume (based on 7 days)	664.0
Average daily speed (7 days)	34.7mph
Average daily 85%ile (7 days)	38.4mph
% of vehicles exceeding 60mph	0.0%
Avg weekday volume (Mon-Fri, 24hrs)	735.2
Avg weekday speed (Mon-Fri, 24hrs)	34.7mph
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	34.1mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	38.4mph
Percentage of HGVs	0.7%

WESTBOUND

Total recorded volume	4,889.0
Avg daily volume (based on 7 days)	698.4
Average daily speed (7 days)	34.3mph
Average daily 85%ile (7 days)	38.1mph
% of vehicles exceeding 60mph	0.1%
Avg weekday volume (Mon-Fri, 24hrs)	781.0
Avg weekday speed (Mon-Fri, 24hrs)	34.6mph
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	34.0mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	38.2mph
Percentage of HGVs	0.7%

SITE LOCATION



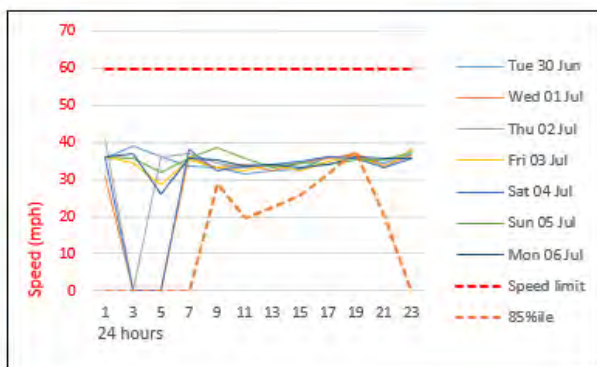
Location	Witham Road, Lt Totham
Desc.	Between Brick House Ln & Sawyers Rd
OSGR	589291, 212410
Lat, lng.	51.778333, 0.742556
Site no.	ATC03
PSL	60mph

Generated 16 Jul 2015

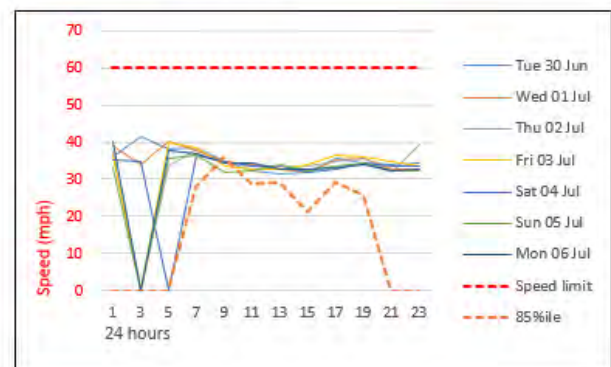


DAILY SPEEDS

EASTBOUND



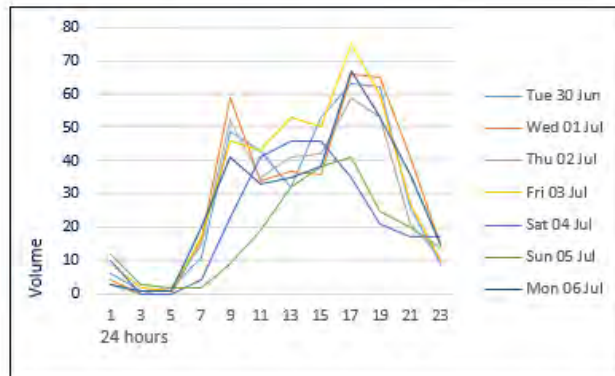
WESTBOUND



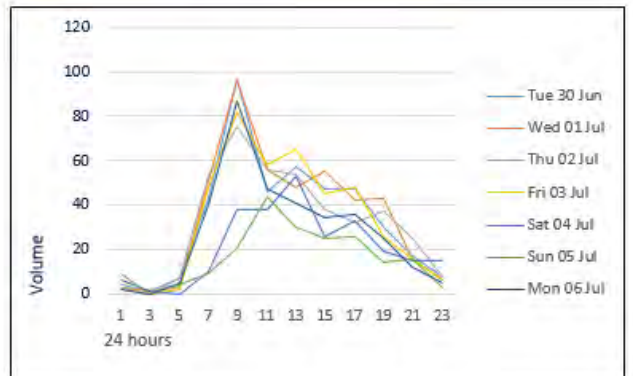
Average daily speeds (solid thin colours) and 85%ile (dashed orange) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

HOURLY VOLUMES

EASTBOUND



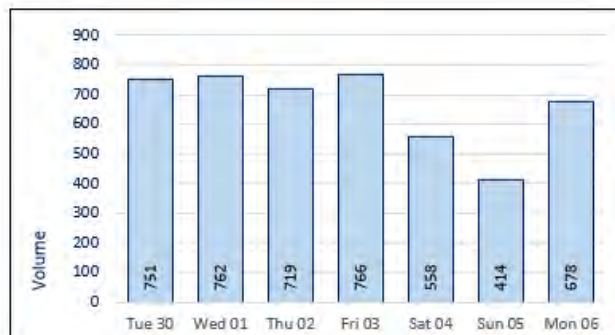
WESTBOUND



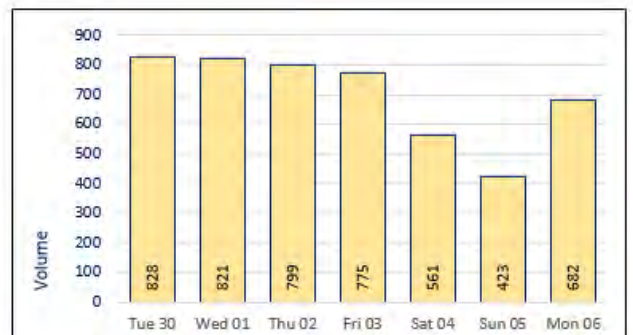
Hourly eastbound and westbound traffic volumes over each 24hr period for 7 days from all available data.

DAILY VOLUMES

EASTBOUND



WESTBOUND



5-DAY AVERAGE CLASSES

EASTBOUND 5-DAY AVG

TIME	Motor cycles	Cars / Taxis	LGV / MGW	HGV / Rigid	HGV / Artic	TOTAL
0000	0.0	4.2	0.8	0.0	0.0	5.0
0100	0.2	1.8	0.4	0.0	0.0	2.4
0200	0.0	0.8	0.0	0.0	0.0	0.8
0300	0.6	1.0	0.8	0.0	0.0	2.4
0400	0.0	0.6	0.6	0.0	0.0	1.2
0500	0.0	6.6	2.8	0.0	0.2	9.6
0600	0.4	14.2	1.2	0.0	0.0	15.8
0700	2.2	25.2	4.0	0.0	0.8	32.2
0800	1.6	40.8	7.0	0.0	0.0	49.4
0900	0.4	28.2	7.0	0.0	0.2	35.8
1000	1.2	30.8	4.6	0.2	0.8	37.6
1100	0.6	33.4	6.2	0.0	0.4	40.6
1200	0.4	32.8	5.6	0.4	0.4	39.6
1300	1.4	35.2	4.6	0.2	0.6	42.0
1400	1.0	36.6	5.2	0.0	1.0	43.8
1500	1.0	45.2	6.2	0.4	0.0	52.8
1600	1.8	60.6	3.0	0.0	0.6	66.0
1700	1.6	68.6	6.2	0.0	0.0	76.4
1800	0.2	56.4	2.0	0.0	0.0	58.6
1900	1.6	46.4	1.8	0.2	0.0	50.0
2000	1.8	26.8	1.6	0.0	0.0	30.2
2100	0.2	20.6	1.2	0.0	0.0	22.0
2200	0.0	12.0	0.0	0.0	0.0	12.0
2300	0.0	8.6	0.4	0.0	0.0	9.0
12hr TTL	13.4	493.8	61.6	1.2	4.8	574.8
24hr TTL	18.2	637.4	73.2	1.4	5.0	735.2
	2%	87%	10%	0%	1%	

WESTBOUND 5-DAY AVG

TIME	Motor cycles	Cars / Taxis	LGV / MGW	HGV / Rigid	HGV / Artic	TOTAL
0000	0.0	2.0	0.8	0.0	0.0	2.8
0100	0.0	0.8	0.8	0.0	0.0	1.6
0200	0.0	0.2	0.2	0.0	0.0	0.4
0300	0.0	1.8	0.8	0.0	0.0	2.6
0400	0.6	3.8	0.4	0.0	0.0	4.8
0500	0.6	19.0	1.8	0.0	0.0	21.4
0600	0.2	42.0	4.8	0.0	0.0	47.0
0700	1.6	75.6	5.4	0.2	0.6	83.4
0800	0.8	79.0	7.4	0.0	0.2	87.4
0900	1.8	52.4	7.0	0.0	0.0	61.2
1000	1.0	44.0	7.2	0.2	0.2	52.6
1100	0.4	31.8	6.2	0.2	0.2	38.8
1200	0.8	42.4	9.0	0.2	0.6	53.0
1300	0.4	32.4	6.6	0.2	0.2	39.8
1400	1.0	38.0	4.4	0.2	0.2	43.8
1500	0.4	39.0	7.2	0.0	1.0	47.6
1600	1.2	35.2	4.2	0.0	0.4	41.0
1700	1.8	42.0	2.6	0.4	0.0	46.8
1800	1.2	29.4	1.6	0.0	0.0	32.2
1900	1.2	25.0	0.8	0.4	0.0	27.4
2000	1.0	15.4	0.8	0.0	0.0	17.2
2100	0.4	15.0	0.8	0.0	0.0	16.2
2200	0.0	6.0	0.6	0.0	0.0	6.6
2300	0.2	4.6	0.6	0.0	0.0	5.4
12hr TTL	12.4	541.2	68.8	1.6	3.6	627.6
24hr TTL	16.6	676.8	82.0	2.0	3.6	781.0
	2%	87%	10%	0%	0%	

Five-day average eastbound and westbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over all non-weekend days.

Witham Road			
Total Vehicles 9537			
	Cars / Taxi	Motorcycles	LGV / MGW / HGV
Eastbound	88% (4090 vehicles)	2% (93 vehicles)	10% (465 vehicles)
Westbound	88% (4302 vehicles)	2% (98 vehicles)	10% (489 vehicles)

7-DAY AVERAGE CLASSES

EASTBOUND 7-DAY AVG

TIME	Motor cycles	Cars / Taxis	LGV / MGW	HGV / Rigid	HGV / Artic	TOTAL
0000	0.0	6.0	0.7	0.0	0.0	6.7
0100	0.1	2.4	0.6	0.0	0.0	3.1
0200	0.0	1.0	0.0	0.0	0.0	1.0
0300	0.4	0.7	0.6	0.0	0.0	1.7
0400	0.0	0.7	0.4	0.0	0.0	1.1
0500	0.0	5.0	2.3	0.0	0.1	7.4
0600	0.3	11.0	0.9	0.0	0.0	12.1
0700	2.0	19.9	3.3	0.0	0.6	25.7
0800	1.4	33.0	5.4	0.0	0.0	39.9
0900	0.3	27.1	5.3	0.0	0.1	32.9
1000	1.0	29.9	3.9	0.1	0.6	35.4
1100	0.7	34.7	5.3	0.0	0.3	41.0
1200	0.3	34.3	4.3	0.3	0.3	39.4
1300	1.3	36.6	3.7	0.1	0.4	42.1
1400	1.0	37.7	3.9	0.0	0.7	43.3
1500	1.0	42.6	4.7	0.3	0.0	48.6
1600	1.6	53.3	2.7	0.0	0.4	58.0
1700	1.9	58.6	4.6	0.0	0.0	65.0
1800	0.4	46.6	1.4	0.0	0.0	48.4
1900	1.1	38.9	1.4	0.3	0.0	41.7
2000	1.6	24.1	1.1	0.0	0.0	26.9
2100	0.1	19.1	1.3	0.0	0.0	20.6
2200	0.0	12.7	0.3	0.0	0.0	13.0
2300	0.0	8.6	0.3	0.0	0.0	8.9
12hr TTL	12.9	454.1	48.4	0.9	3.4	519.7
24hr TTL	16.6	584.4	58.3	1.1	3.6	664.0
	2%	88%	9%	0%	1%	

WESTBOUND 7-DAY AVG

TIME	Motor cycles	Cars / Taxis	LGV / MGW	HGV / Rigid	HGV / Artic	TOTAL
0000	0.0	3.6	0.6	0.0	0.0	4.1
0100	0.0	0.7	0.9	0.0	0.0	1.6
0200	0.0	0.1	0.3	0.0	0.0	0.4
0300	0.0	1.6	0.6	0.0	0.0	2.1
0400	0.6	3.1	0.3	0.0	0.0	4.0
0500	0.4	14.1	1.6	0.0	0.0	16.1
0600	0.1	32.4	3.7	0.0	0.0	36.3
0700	1.4	58.9	4.4	0.1	0.4	65.3
0800	0.9	63.7	6.0	0.1	0.1	70.9
0900	1.7	49.9	6.0	0.0	0.0	57.6
1000	1.0	42.1	5.7	0.1	0.3	49.3
1100	0.6	33.9	5.0	0.4	0.1	40.0
1200	1.0	41.3	6.9	0.1	0.4	49.7
1300	0.7	34.1	5.3	0.1	0.1	40.4
1400	0.9	34.3	3.1	0.1	0.1	38.6
1500	0.6	37.0	5.4	0.0	0.9	43.9
1600	0.9	33.3	3.0	0.1	0.4	37.7
1700	2.1	37.0	2.0	0.3	0.0	41.4
1800	1.0	25.3	1.4	0.0	0.0	27.7
1900	1.0	23.4	0.7	0.3	0.0	25.4
2000	0.9	14.9	1.0	0.0	0.0	16.7
2100	0.3	15.7	0.7	0.0	0.0	16.7
2200	0.0	6.9	0.4	0.0	0.0	7.3
2300	0.1	4.4	0.6	0.0	0.0	5.1
12hr TTL	12.7	490.7	54.3	1.7	3.0	562.4
24hr TTL	16.1	611.7	65.6	2.0	3.0	698.4
	2%	88%	9%	0%	0%	

Average daily eastbound and westbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

PROJECT 15263 LT TOTHAM
LOCATION ATC02 - Tolleshunt D'Arcy Road, Lt Totham
LOC. DESC. 160m W of Church Rd
START DATE Tue 30 Jun, 2015
END DATE Mon 06 Jul, 2015
SPEED LIMIT 60mph
BUS ROUTE No
SURVEY TYPE 7-day ATC, 15min periods, 10 veh. classes



A 7-day automatic traffic count on Tolleshunt D'Arcy Road, Lt Totham, commencing Tue 30 Jun 2015, recorded 4,788 vehicles travelling eastbound and 4,920 westbound vehicles. The posted speed limit of 60mph was exceeded by 0.2% of eastbound vehicles and 0.1% of westbound vehicles. The seasonally adjusted, combined AADT value is 1,409 vehicles (see Equipment & Methodology below).

SUMMARY

COMBINED

Total recorded volume	9,708.0
Avg daily volume (based on 7 days)	1,386.9
Average daily speed (7 days)	38.7mph
Average daily 85%ile (7 days)	42.9mph
AADT (annual average daily traffic)	1,409
Avg weekday volume (Mon-Fri, 24hrs)	1,536.6
Avg weekday speed (Mon-Fri, 24hrs)	38.8mph
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	38.2mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions (eastbound & westbound) from all the recorded data.

Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and potential HGV traffic.

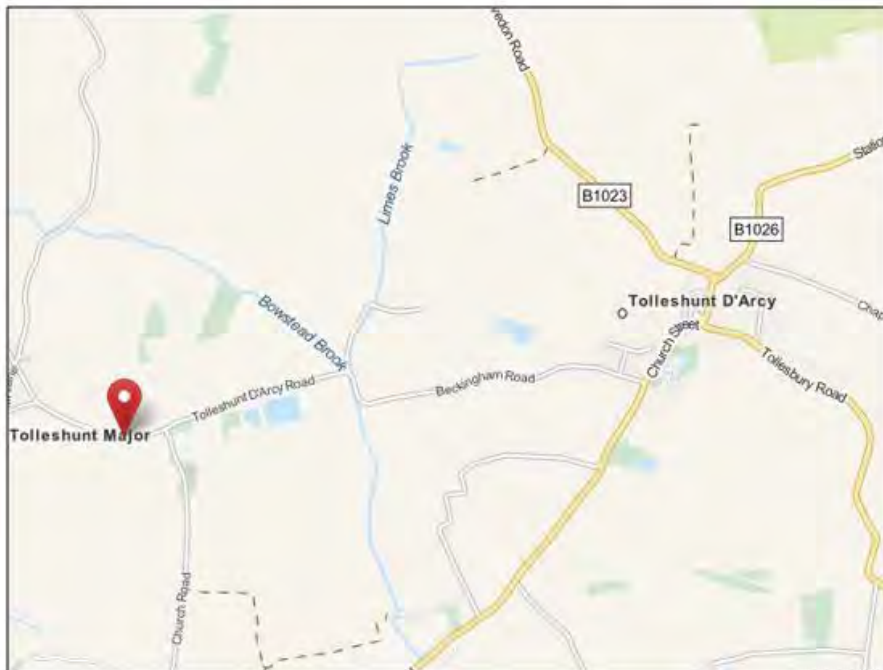
EASTBOUND

Total recorded volume	4,788.0
Avg daily volume (based on 7 days)	684.0
Average daily speed (7 days)	38.2mph
Average daily 85%ile (7 days)	42.4mph
% of vehicles exceeding 60mph	0.2%
Avg weekday volume (Mon-Fri, 24hrs)	752.0
Avg weekday speed (Mon-Fri, 24hrs)	38.2mph
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	37.8mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	42.2mph
Percentage of HGVs	0.8%

WESTBOUND

Total recorded volume	4,920.0
Avg daily volume (based on 7 days)	702.9
Average daily speed (7 days)	39.3mph
Average daily 85%ile (7 days)	43.4mph
% of vehicles exceeding 60mph	0.1%
Avg weekday volume (Mon-Fri, 24hrs)	784.6
Avg weekday speed (Mon-Fri, 24hrs)	39.4mph
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	38.6mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	43.5mph
Percentage of HGVs	0.6%

SITE LOCATION



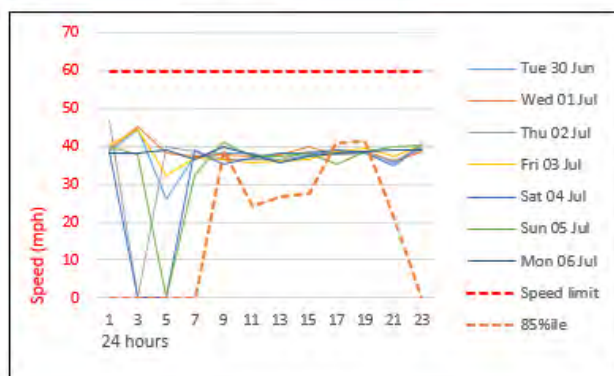
Location	Tolleshunt D'Arcy Road, Lt Totham
Desc.	160m W of Church Rd
OSGR	590588, 211246
Lat, lng.	51.767444, 0.760694
Site no.	ATC02
PSL	60mph

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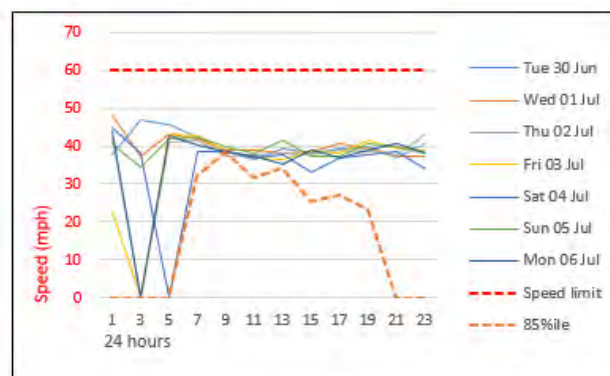


DAILY SPEEDS

EASTBOUND

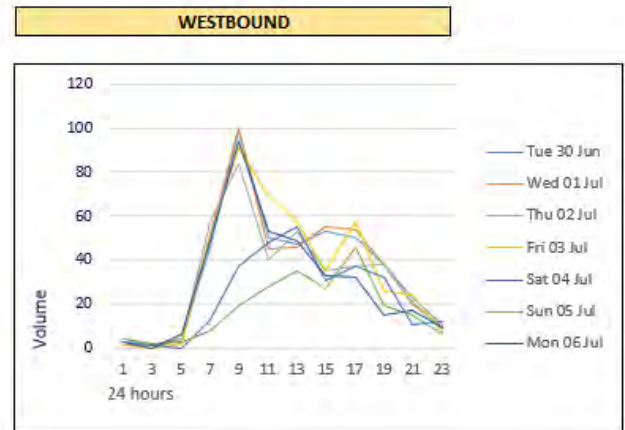
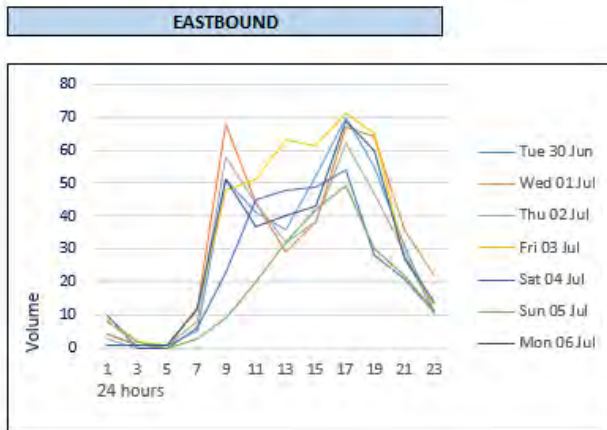


WESTBOUND



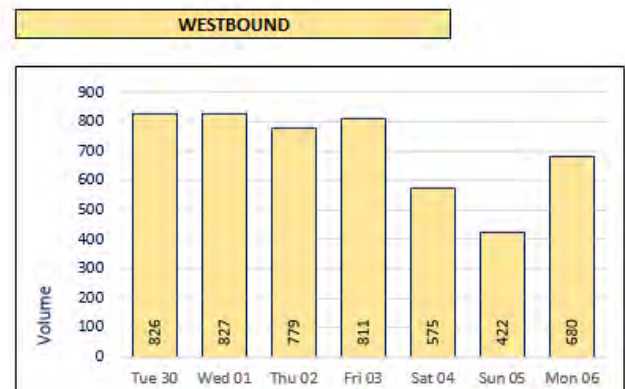
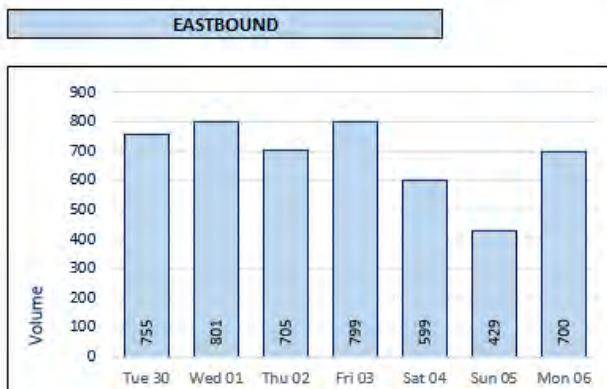
Average daily speeds (solid thin colours) and 85%ile (dashed orange) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

HOURLY VOLUMES



Hourly eastbound and westbound traffic volumes over each 24hr period for 7 days from all available data.

DAILY VOLUMES



5-DAY AVERAGE CLASSES

EASTBOUND 5-DAY AVG

TIME	Motor cycles	Cars / Taxis	LGV / MGW	HGV / Rigid	HGV / Artic	TOTAL
0000	0.0	4.2	0.0	0.0	0.0	4.2
0100	0.0	1.0	0.0	0.0	0.0	1.0
0200	0.0	1.0	0.0	0.0	0.0	1.0
0300	0.6	0.2	0.6	0.0	0.0	1.4
0400	0.0	0.4	0.6	0.0	0.0	1.0
0500	0.0	1.8	2.6	0.0	0.0	4.4
0600	0.8	7.4	1.6	0.0	0.0	9.8
0700	0.6	20.4	4.8	0.0	0.4	26.2
0800	1.0	47.6	6.4	0.0	0.2	55.2
0900	1.6	29.2	4.0	0.0	0.2	35.0
1000	2.6	34.8	5.0	0.2	0.8	43.4
1100	1.6	34.2	8.0	0.2	0.2	44.2
1200	1.6	32.0	5.8	0.2	0.4	40.0
1300	1.6	34.8	5.0	0.4	0.8	42.6
1400	1.2	40.0	5.2	0.0	0.0	46.4
1500	3.6	51.2	7.4	0.2	0.2	62.6
1600	2.4	60.0	5.0	0.0	0.4	67.8
1700	2.2	76.0	5.6	0.0	0.0	83.8
1800	1.4	53.8	2.8	0.0	0.2	58.2
1900	2.8	44.8	2.8	0.8	0.4	51.6
2000	2.0	27.0	1.0	0.0	0.0	30.0
2100	0.4	17.2	1.0	0.0	0.0	18.6
2200	0.0	13.8	0.2	0.0	0.0	14.0
2300	0.0	9.2	0.4	0.0	0.0	9.6
12hr TTL	21.4	514.0	65.0	1.2	3.8	605.4
24hr TTL	28.0	642.0	75.8	2.0	4.2	752.0
	4%	85%	10%	0%	1%	

WESTBOUND 5-DAY AVG

TIME	Motor cycles	Cars / Taxis	LGV / MGW	HGV / Rigid	HGV / Artic	TOTAL
0000	0.0	1.8	0.6	0.0	0.0	2.4
0100	0.0	0.6	0.4	0.0	0.0	1.0
0200	0.0	0.2	0.2	0.0	0.0	0.4
0300	0.0	1.2	0.0	0.0	0.0	1.2
0400	0.4	3.4	0.2	0.0	0.0	4.0
0500	0.4	18.4	2.4	0.0	0.0	21.2
0600	1.8	43.4	5.4	0.0	0.2	50.8
0700	2.6	69.0	7.4	0.2	0.0	79.2
0800	1.4	84.4	7.8	0.0	0.0	93.6
0900	1.2	51.0	6.6	0.0	0.6	59.4
1000	1.8	43.6	5.8	0.2	0.0	51.4
1100	1.4	31.8	5.8	0.2	0.4	39.6
1200	0.8	40.2	8.4	0.0	1.0	50.4
1300	1.2	32.6	6.4	0.0	0.0	40.2
1400	1.8	34.6	5.6	0.2	0.0	42.2
1500	0.8	43.0	7.0	0.0	0.0	50.8
1600	1.6	37.4	6.2	0.0	0.8	46.0
1700	1.2	38.4	2.6	0.0	0.0	42.2
1800	1.2	27.6	2.2	0.0	0.0	31.0
1900	0.6	24.2	1.2	0.2	0.0	26.2
2000	1.0	18.8	1.2	0.0	0.0	21.0
2100	0.2	17.2	0.8	0.0	0.0	18.2
2200	0.0	8.4	0.6	0.0	0.0	9.0
2300	0.0	2.8	0.4	0.0	0.0	3.2
12hr TTL	17.0	533.6	71.8	0.8	2.8	626.0
24hr TTL	21.4	674.0	85.2	1.0	3.0	784.6
	3%	86%	11%	0%	0%	

Five-day average eastbound and westbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over all non-weekend days.

Tolleshunt D'Arcy Road			
Total Vehicles 9708			
	Cars / Taxi	Motorcycles	LGV / MGW / HGV
Eastbound	86% (4118 vehicles)	4% (192 vehicles)	10% (479 vehicles)
Westbound	86% (4231 vehicles)	3% (148 vehicles)	11% (541 vehicles)

7-DAY AVERAGE CLASSES

EASTBOUND 7-DAY AVG

TIME	Motor cycles	Cars / Taxis	LGV / MGW	HGV / Rigid	HGV / Artic	TOTAL
0000	0.0	5.6	0.0	0.0	0.0	5.6
0100	0.0	1.7	0.3	0.0	0.0	2.0
0200	0.0	1.0	0.0	0.0	0.0	1.0
0300	0.4	0.1	0.4	0.0	0.0	1.0
0400	0.0	0.3	0.4	0.0	0.0	0.7
0500	0.0	1.7	2.1	0.0	0.0	3.9
0600	0.7	6.4	1.1	0.0	0.0	8.3
0700	1.0	17.1	3.7	0.0	0.3	22.1
0800	1.1	37.9	4.9	0.0	0.1	44.0
0900	1.6	29.7	3.1	0.1	0.1	34.7
1000	2.4	32.6	4.3	0.3	0.7	40.3
1100	1.4	35.1	6.6	0.4	0.1	43.7
1200	1.6	33.1	4.9	0.1	0.3	40.0
1300	2.1	36.3	4.4	0.3	0.6	43.7
1400	1.4	40.9	3.9	0.0	0.0	46.1
1500	2.9	45.4	5.7	0.1	0.1	54.3
1600	2.3	56.3	4.1	0.0	0.4	63.1
1700	2.3	63.0	4.3	0.0	0.0	69.6
1800	1.3	46.1	2.3	0.0	0.1	49.9
1900	2.0	36.7	2.1	0.6	0.3	41.7
2000	1.6	25.3	0.7	0.0	0.0	27.6
2100	0.4	17.0	1.0	0.0	0.0	18.4
2200	0.0	12.7	0.4	0.0	0.0	13.1
2300	0.0	8.9	0.3	0.0	0.0	9.1
12hr TTL	21.4	473.6	52.1	1.4	3.0	551.6
24hr TTL	26.6	591.0	61.1	2.0	3.3	684.0
	4%	86%	9%	0%	0%	

WESTBOUND 7-DAY AVG

TIME	Motor cycles	Cars / Taxis	LGV / MGW	HGV / Rigid	HGV / Artic	TOTAL
0000	0.0	2.3	0.4	0.0	0.0	2.7
0100	0.0	0.4	0.6	0.0	0.0	1.0
0200	0.0	0.4	0.3	0.0	0.0	0.7
0300	0.0	0.9	0.0	0.0	0.0	0.9
0400	0.4	2.7	0.1	0.0	0.0	3.3
0500	0.3	13.7	1.9	0.0	0.0	15.9
0600	1.4	33.6	4.1	0.0	0.1	39.3
0700	2.1	54.4	6.0	0.1	0.0	62.7
0800	1.3	67.4	6.1	0.0	0.0	74.9
0900	1.3	47.7	5.6	0.1	0.4	55.1
1000	1.9	40.0	5.4	0.1	0.1	47.6
1100	1.6	33.7	4.9	0.3	0.3	40.7
1200	1.3	39.7	7.1	0.0	0.7	48.9
1300	0.9	33.7	5.0	0.0	0.0	39.6
1400	2.3	31.4	4.4	0.3	0.0	38.4
1500	0.7	40.0	5.1	0.0	0.1	46.0
1600	1.7	37.0	5.0	0.1	0.9	44.7
1700	1.6	35.9	2.0	0.0	0.0	39.4
1800	1.1	26.3	2.0	0.0	0.0	29.4
1900	0.4	22.3	1.1	0.1	0.0	24.0
2000	0.7	16.9	1.1	0.0	0.0	18.7
2100	0.1	16.4	0.7	0.0	0.0	17.3
2200	0.1	8.3	0.6	0.0	0.0	9.0
2300	0.0	2.3	0.4	0.0	0.0	2.7
12hr TTL	17.7	487.3	58.7	1.1	2.6	567.4
24hr TTL	21.3	607.4	70.1	1.3	2.7	702.9
	3%	86%	10%	0%	0%	

Average daily eastbound and westbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

PROJECT	15263 LT TOTHAM
LOCATION	ATC04 - School Road, Lt Totham
LOC. DESC.	120m S of Beckingham St
START DATE	Thu 02 Jul, 2015
END DATE	Wed 08 Jul, 2015
SPEED LIMIT	60mph
BUS ROUTE	No
SURVEY TYPE	7-day ATC, 15min periods, 10 veh. classes



A 7-day automatic traffic count on School Road, Lt Totham, commencing Thu 02 Jul 2015, recorded 3,393 vehicles travelling southbound and 3,181 northbound vehicles. The posted speed limit of 60mph was exceeded by 0.4% of southbound vehicles and 0.4% of northbound vehicles. The seasonally adjusted, combined AADT value is 963 vehicles (see Equipment & Methodology below).

SUMMARY

COMBINED

Total recorded volume	6,574.0
Avg daily volume (based on 7 days)	939.1
Average daily speed (7 days)	33.9mph
Average daily 85%ile (7 days)	38.3mph
AADT (annual average daily traffic)	963
Avg weekday volume (Mon-Fri, 24hrs)	1,019.2
Avg weekday speed (Mon-Fri, 24hrs)	34.1mph
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	33.1mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions (southbound & northbound) from all the recorded data.

Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and potential HGV traffic.

SOUTHBOUND

Total recorded volume	3,393.0
Avg daily volume (based on 7 days)	484.7
Average daily speed (7 days)	34.5mph
Average daily 85%ile (7 days)	39.2mph
% of vehicles exceeding 60mph	0.4%
Avg weekday volume (Mon-Fri, 24hrs)	524.2
Avg weekday speed (Mon-Fri, 24hrs)	34.5mph
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	33.5mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	38.7mph
Percentage of HGVs	0.8%

NORTHBOUND

Total recorded volume	3,181.0
Avg daily volume (based on 7 days)	454.4
Average daily speed (7 days)	33.2mph
Average daily 85%ile (7 days)	37.2mph
% of vehicles exceeding 60mph	0.4%
Avg weekday volume (Mon-Fri, 24hrs)	495.0
Avg weekday speed (Mon-Fri, 24hrs)	33.6mph
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	32.6mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	37.1mph
Percentage of HGVs	1.1%

SITE LOCATION



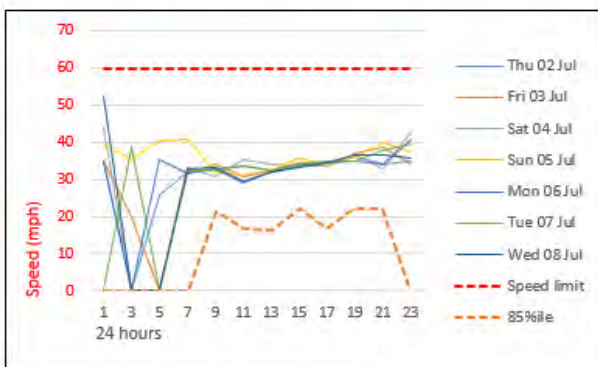
Location	School Road, Lt Totham
Desc.	120m S of Beckingham St
OSGR	589009, 210667
Lat, lng.	51.762778, 0.737528
Site no.	ATC04
PSL	60mph

Generated 16 Jul 2015



DAILY SPEEDS

SOUTHBOUND



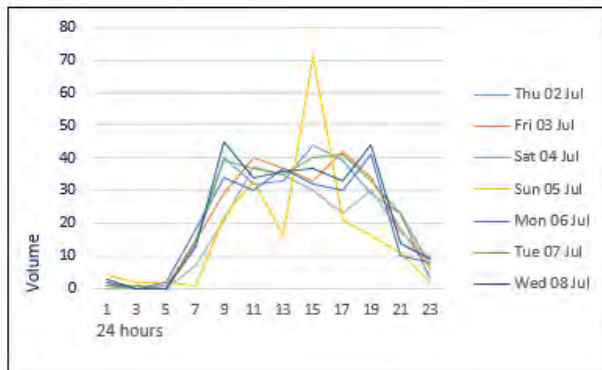
NORTHBOUND



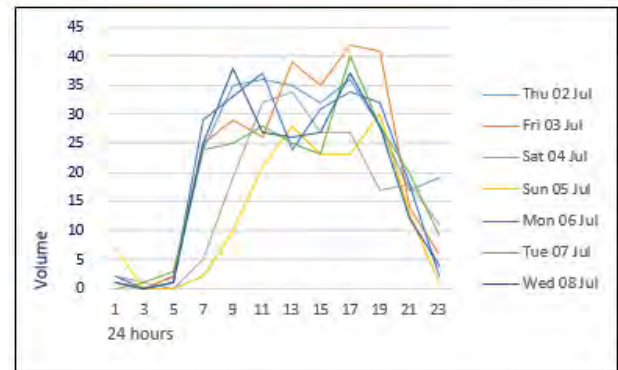
Average daily speeds (solid thin colours) and 85%ile (dashed orange) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

HOURLY VOLUMES

SOUTHBOUND



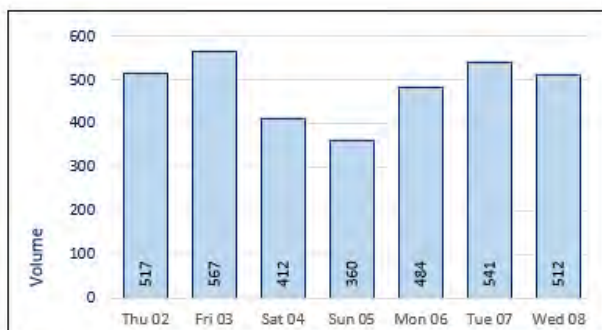
NORTHBOUND



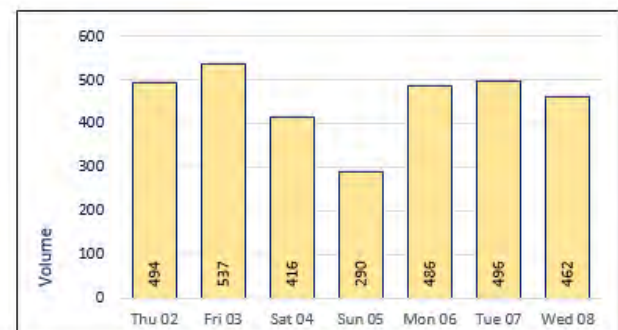
Hourly southbound and northbound traffic volumes over each 24hr period for 7 days from all available data.

DAILY VOLUMES

SOUTHBOUND



NORTHBOUND



5-DAY AVERAGE CLASSES

SOUTHBOUND 5-DAY AVG

TIME	Motor cycles	Cars / Taxis	LGV / MGW	HGV / Rigid	HGV / Artic	TOTAL
0000	0.0	1.2	0.2	0.0	0.0	1.4
0100	0.0	0.8	0.0	0.0	0.0	0.8
0200	0.2	0.2	0.0	0.0	0.0	0.4
0300	0.0	0.2	0.0	0.0	0.0	0.2
0400	0.0	0.4	0.2	0.0	0.0	0.6
0500	0.0	5.0	0.6	0.0	0.0	5.6
0600	1.8	11.4	1.2	0.6	0.0	15.0
0700	3.4	34.4	3.4	0.0	0.0	41.2
0800	2.0	29.6	5.6	0.0	0.2	37.4
0900	2.0	26.2	5.4	0.2	0.0	33.8
1000	2.2	27.2	5.0	0.2	0.0	34.6
1100	1.2	22.2	3.2	0.0	0.0	26.6
1200	2.2	28.4	4.2	0.0	0.8	35.6
1300	1.4	26.6	3.4	0.0	0.2	31.6
1400	1.0	33.0	3.0	0.0	0.2	37.2
1500	1.2	32.0	3.0	0.0	0.2	36.4
1600	2.6	29.8	4.6	0.0	0.0	37.0
1700	3.0	42.4	3.4	0.0	0.0	48.8
1800	1.4	33.0	1.6	0.2	0.0	36.2
1900	1.4	22.2	0.6	0.0	0.2	24.4
2000	0.8	16.4	0.2	0.0	0.2	17.6
2100	0.4	10.2	0.8	0.0	0.0	11.4
2200	0.0	6.6	0.0	0.0	0.0	6.6
2300	0.0	3.8	0.0	0.0	0.0	3.8
12hr TTL	23.6	364.8	45.8	0.6	1.6	436.4
24hr TTL	28.2	443.2	49.6	1.2	2.0	524.2
	5%	85%	9%	0%	0%	

NORTHBOUND 5-DAY AVG

TIME	Motor cycles	Cars / Taxis	LGV / MGW	HGV / Rigid	HGV / Artic	TOTAL
0000	0.0	0.8	0.2	0.0	0.0	1.0
0100	0.0	0.4	0.0	0.0	0.0	0.4
0200	0.0	0.2	0.0	0.0	0.0	0.2
0300	0.0	0.0	0.2	0.0	0.0	0.2
0400	0.0	1.8	0.0	0.0	0.0	1.8
0500	0.2	4.0	0.6	0.0	0.0	4.8
0600	1.2	23.2	1.0	0.0	0.0	25.4
0700	2.0	31.2	1.2	0.0	0.0	34.4
0800	1.2	28.2	2.4	0.0	0.2	32.0
0900	1.0	27.6	4.2	0.2	0.0	33.0
1000	1.4	24.6	4.2	0.2	0.4	30.8
1100	1.6	26.6	2.0	0.4	0.6	31.2
1200	1.6	24.6	3.4	0.0	0.2	29.8
1300	0.8	26.0	3.8	0.0	0.0	30.6
1400	1.0	24.6	4.0	0.0	0.0	29.6
1500	1.6	34.8	3.6	0.2	0.4	40.6
1600	2.2	30.8	4.6	0.2	0.0	37.8
1700	2.6	34.4	2.2	0.0	0.2	39.4
1800	2.8	26.6	1.4	0.2	0.4	31.4
1900	1.2	19.8	1.4	0.4	0.2	23.0
2000	0.8	14.8	0.4	0.0	0.2	16.2
2100	0.0	9.6	0.6	0.0	0.0	10.2
2200	0.2	7.6	0.2	0.0	0.0	8.0
2300	0.0	3.2	0.0	0.0	0.0	3.2
12hr TTL	19.8	340.0	37.0	1.4	2.4	400.6
24hr TTL	23.4	425.4	41.6	1.8	2.8	495.0
	5%	86%	8%	0%	1%	

Five-day average southbound and northbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over all non-weekend days.

7-DAY AVERAGE CLASSES

SOUTHBOUND 7-DAY AVG

TIME	Motor cycles	Cars / Taxis	LGV / MGW	HGV / Rigid	HGV / Artic	TOTAL
0000	0.0	1.7	0.1	0.0	0.0	1.9
0100	0.0	0.9	0.0	0.0	0.0	0.9
0200	0.1	0.4	0.0	0.0	0.0	0.6
0300	0.0	0.1	0.0	0.0	0.0	0.1
0400	0.0	0.6	0.1	0.0	0.0	0.7
0500	0.0	3.9	0.4	0.0	0.0	4.3
0600	1.3	9.1	1.0	0.4	0.0	11.9
0700	3.1	26.9	3.0	0.0	0.0	33.0
0800	1.6	26.4	4.6	0.1	0.1	32.9
0900	2.0	23.0	4.0	0.3	0.1	29.4
1000	2.3	27.1	4.7	0.4	0.1	34.7
1100	1.4	21.9	2.6	0.0	0.0	25.9
1200	2.0	26.4	3.6	0.1	0.6	32.7
1300	1.9	28.4	2.7	0.3	0.1	33.4
1400	1.7	36.4	2.6	0.1	0.1	41.0
1500	1.3	31.9	2.4	0.0	0.1	35.7
1600	2.0	27.3	3.4	0.0	0.0	32.7
1700	2.7	35.6	2.6	0.0	0.0	40.9
1800	1.3	29.9	1.1	0.1	0.0	32.4
1900	1.1	21.1	0.6	0.0	0.1	23.0
2000	0.6	15.6	0.3	0.0	0.1	16.6
2100	0.3	9.7	0.6	0.0	0.0	10.6
2200	0.0	6.1	0.1	0.0	0.0	6.3
2300	0.0	3.3	0.0	0.0	0.0	3.3
12hr TTL	23.3	341.1	37.3	1.6	1.4	404.7
24hr TTL	26.7	413.7	40.6	2.0	1.7	484.7
	6%	85%	8%	0%	0%	

NORTHBOUND 7-DAY AVG

TIME	Motor cycles	Cars / Taxis	LGV / MGW	HGV / Rigid	HGV / Artic	TOTAL
0000	0.0	1.9	0.1	0.0	0.0	2.0
0100	0.0	0.7	0.0	0.0	0.0	0.7
0200	0.0	0.3	0.0	0.0	0.0	0.3
0300	0.0	0.3	0.1	0.0	0.0	0.4
0400	0.0	1.3	0.0	0.0	0.0	1.3
0500	0.1	3.1	0.4	0.0	0.0	3.7
0600	1.0	17.4	0.7	0.0	0.0	19.1
0700	2.0	24.6	1.0	0.0	0.0	27.6
0800	1.3	23.7	1.9	0.0	0.1	27.0
0900	1.6	24.4	3.4	1.0	0.0	30.4
1000	1.4	24.1	3.6	0.1	0.3	29.6
1100	1.6	26.9	1.7	0.6	0.6	31.3
1200	1.6	25.4	2.9	0.0	0.3	30.1
1300	1.3	26.3	3.3	0.0	0.0	30.9
1400	1.3	23.7	3.3	0.0	0.0	28.3
1500	1.9	30.7	2.7	0.3	0.3	35.9
1600	1.9	28.9	3.3	0.1	0.0	34.1
1700	1.9	30.7	1.7	0.0	0.1	34.4
1800	2.1	25.3	1.3	0.1	0.3	29.1
1900	0.9	18.4	1.1	0.3	0.1	20.9
2000	0.9	14.7	0.3	0.0	0.1	16.0
2100	0.1	9.4	0.4	0.0	0.0	10.0
2200	0.3	7.0	0.1	0.0	0.0	7.4
2300	0.0	3.7	0.1	0.0	0.0	3.9
12hr TTL	19.7	314.7	30.0	2.3	2.0	368.7
24hr TTL	23.0	393.0	33.6	2.6	2.3	454.4
	5%	86%	7%	1%	1%	

Average daily southbound and northbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

School Road			
Total Vehicles 6574			
	Cars / Taxi	Motorcycles	LGV / MGW / HGV
Southbound	85% (2884 vehicles)	6% (204 vehicles)	8% (271 vehicles)
Northbound	86% (2736 vehicles)	5% (159 vehicles)	9% (286 vehicles)

2.5 Collision Analysis

- One Personal Injury Collisions (PICs) was recorded on Beckingham Street (shown in the table below). The data is within a 60 month period, between 1st-Jun-2010 and 31st-May-2015*.

*Collision details are sometimes received late or amended as new information becomes available.

	Involving	Severity	Date/Time	Conditions	No. of Casualties
1	Car	1 Slight	08/01/2011 @ 14:25	Wet/Damp	1 Driver

Table 2.1: 60 months PICs Beckingham Street

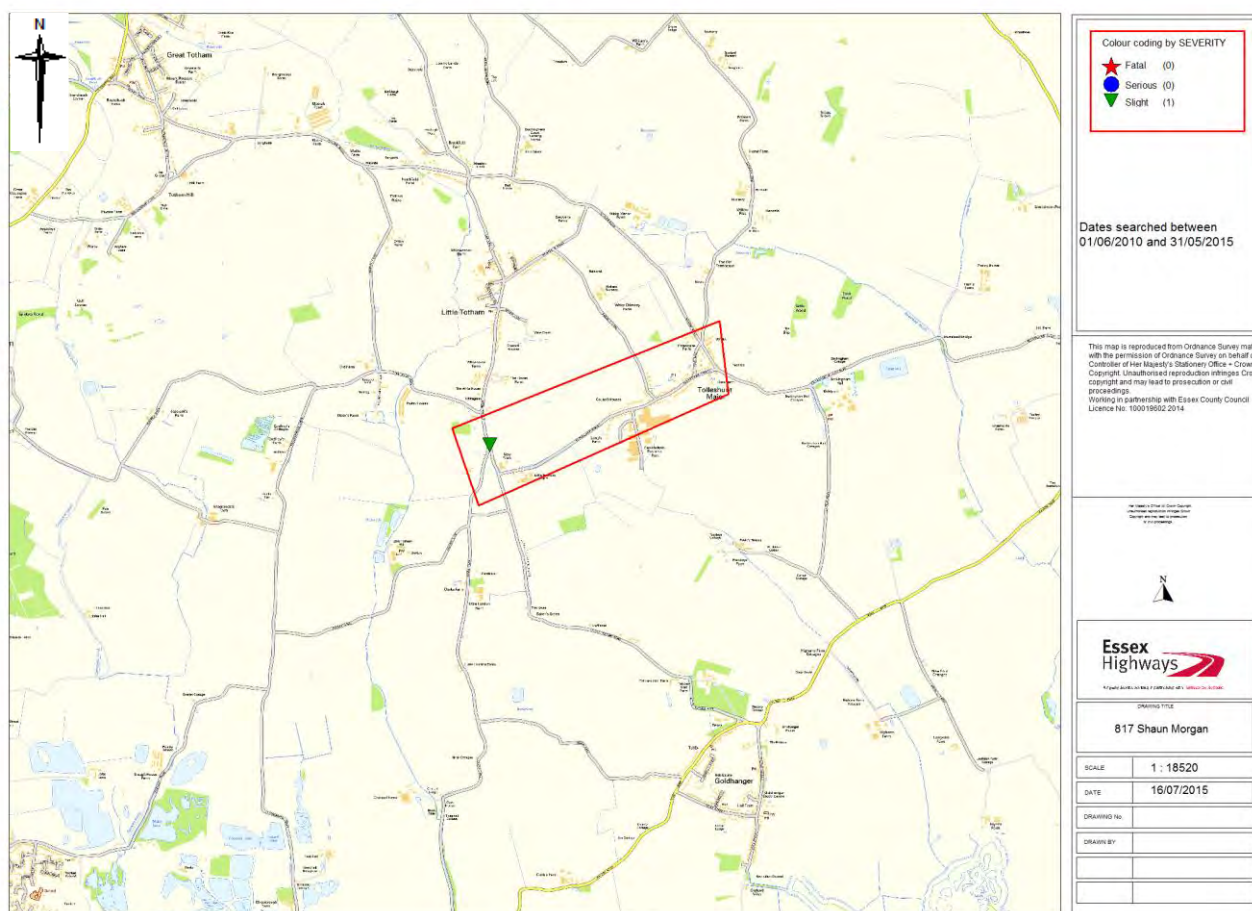


Figure 2.1: PICs Plan Beckingham Street

2.6 Statutory Services

As part of the investigation into the feasibility of this project, a statutory undertaker's plant request was made; this highlighted multiple potential conflicts at the site. These potential conflicts may result in complications installing new signs posts, and may even result in additional cost being incurred. The impact of this would be unknown until the detailed design is complete.

The known statutory undertakers plant in carriageway on the three roads are as follows:

- LP Gas Mains
- BT Open Reach
- Thames Water - Surface Sewer

2.7 Photographs

<p><i>Loamy Hill Road jcn with B1022 Maldon Road</i></p>	<p><i>The Street jcn with Witham Road</i></p>
	
<p><i>The Street jcn with Witham Road</i></p>	<p><i>Beckingham Street jcn with School Road</i></p>
	

Beckingham Street jcn with School Road



Beckingham Street jcn with School Road



Beckingham Street jcn with Beckingham Business Park



Beckingham Street jcn with Beckingham Business Park



3. Feasibility report requirements

3.1 Brief

The project brief requires an investigation to assess the current HGV directional signage to Beckingham Business Park and to recommend improvement measures to deter HGVs from using Witham Road as a route to the Business Park.

4 Option 1 - Signage Improvements

4.1 Design Introduction - Drawing HI4053/1200/001

The current signage to Beckingham Business Park is good, however there are areas where improvements can be made, this is detailed in Drawing HI4053/1200/001 and below.

- Enlarged View 1
At the junction of Loamy Hill Road / Plains Road / Witham Road / The Street.
The existing signs at this junction are in good condition and provide the correct information. Therefore no improvements are required at this location.
- Enlarged View 2
At the junction of Little Totham Road and Beckingham Street:
Install a directional sign approximately 100 metres south of this junction. This sign can inform drivers of the impending junction.
Vegetation to be cut back around the existing signage at this junction to improve visibility of the signs.
- Enlarged View 3
At the junction of Beckingham Street and Beckingham Business Park.
Install a directional sign approximately 100 metres east of this junction. This sign can inform drivers of the impending junction.

5 Option 2 - Do Nothing

- During the site visit by an Engineer the existing Beckingham Business Park directional signage was assessed. The existing signs are located in the correct places and inform drivers sufficiently. Also the increase in signage would go against any Policy to reduce sign clutter.
- The vegetation around the existing signs at the junction of Little Totham Road and Beckingham Street could be referred to the Maintenance & Operations Team to cut back the vegetation.

- The 7 day Speed & Volume Survey results show that The Street is used the most by HGVs.

Road Name	Total Vehicles in 7 day period	Total LGV / MGW / HGV in a 7 day period
The Street	Total Vehicles 11,398	1539 Vehicles
Witham Road	Total Vehicles 9537	954 Vehicles
Tolleshunt D'Arcy Road	Total Vehicles 9708	1020 Vehicles
School Road	Total Vehicles 6574	557 Vehicles

6. Recommendation

It is recommended to implement Option 1, to install new signs and cut vegetation back as per drawing HI4053/1200/001.

7. Economic Analysis

The recommended works above are likely to cost in the region of £2,500, obtained from a Level 1 cost estimate. Although, these costs are an approximation and will not be known until a target cost is received as part of the detailed design process. It is likely that this scheme will take in the region of 6 months to complete.

Maldon District Highway Rangers Works Summary - November 2015

Job Ref.	Date	Parish	Location	Street	Works	Date Completed	Requested by
MDC285		Tollesbury	Various locations		Cut back vegetation	01/09/15	MDC
MDC286		Little Totham	Various locations		Put up fencing	02/09/15	MDC
MDC287		West Maldon	West Community Centre		Cut back vegetation around Car Park	03/09/15	MDC
MDC288		Maldon	Downs Road		Cut back vegetation around Park	04/09/15	MDC
MDC289		Mayland	Seawall		Strim/cut back vegetation	07-09/09/2015	MDC
816	08/09/15	Tolleshunt Knights	Hawthorne Close	Brook Road	Cut back vegetation from linking footway & clean sign	10/09/15	ECC
817	10/09/15	Mayland	Imperial Avenue		Cut back vegetation/strim footway	10/09/15	ECC
MDC290		Burnham	Various locations		Strim/cut back vegetation on footpath	11/09/15	MDC
MDC291		Bradwell/Steeple/Althorne/Heybridge/	Various locations		Strim /cut back vegetation	14/09/15	MDC
MDC292		Mayland	Goat Lodge Road/Hackmans Lane		Sign maintenance	15/09/15	MDC
818	16/09/15	Langford	Footway to Railway Cottages	Langford Road	Strim/cut back vegetation of independent footway	18/09/15	ECC
MDC293		Althorne/Bradwell/Steeple	Seawall		Strim/cut back vegetation	21-25/09/2015	MDC
MDC295		Tillingham	Various locations		Sign maintenance	29/09/15	MDC
MDC296		Maldon	Various locations		Sign maintenance	29/09/15	MDC
MDC297		Wickham Bishops	Maypole Road		Cut back vegetation around 30mph sign	01/10/15	MDC
MDC298		Burnham on Crouch	Tinkers Hole		Cut back hedge	02/10/15	MDC
MDC303		Wickham Bishops	Tiptree Road to Carters		Flailing works	12/10/15	MDC

Maldon District Highway Rangers Works Summary - November 2015

Job Ref.	Date	Parish	Location	Street	Works	Date Completed	Requested by
MDC304		Bradwell	East End Road to Bradwell Gateway signs		Flailing works	13/10/15	MDC
MDC305		Maldon	Crescent Road		Cut back hedges/tree branches/strim	14/10/15	MDC
MDC306		Maldon	Park Drive		Cut back vegetation and clean signs	14/10/15	MDC
MDC307		Mundon	Blind Lane		Cut up/Remove branch from road	15/10/15	MDC
820	14/10/15	Mayland	Side of 28	Teal Avenue	Cut back overhanging vegetation	15/10/15	ECC
MDC308		Ulting	Bridge over canal		Cut back overhanging vegetation	16/10/15	MDC
MDC309		Wickham Bishops	Maypole Road to Blue Mills Bridge		Flailing works	19-23 /10/2015	MDC
821	16/10/15	Mayland	O/s Little Nipperz	The Drive	Cut back overhanging vegetation	23/10/15	ECC
MDC320		Maldon	West Maldon/Oak Tree Meadow/St Georges Field		Spread wood chippings	17/11/15	MDC
826	10/11/15	Southminster	Opposite 1	Vicarage Meadow	Cut back overhanging vegetation	18/11/15	ECC
MDC321		Southminster	New Moor Crescent to Station Road		Street furniture maintenance	18/11/15	MDC
828	17/11/15	Maldon	O/s Maldon Hall Cottage & footway to Business Park	Wycke Hill	Cut back overhanging vegetation	19/11/15	ECC
827	11/11/15	Maldon	Nr 49 - Zebra Crossing	Mundon Road	Cut back overhanging vegetation	20/11/15	ECC
MDC322		Burnham	Play park		Lay wood chippings	23/11/15	MDC
824	19/10/15	Steeple	Near property Mount Echo	Batts Road	Cut back overhanging vegetation	24/11/15	ECC
MDC323		Maldon	Footway Nr Morrison's		Cut back fallen trees/vegetation	24/11/15	MDC
833	25/11/15	Bradwell	Nr Phoenix Cottage	Waterside Road	Strim/cut back vegetation of footway	27/11/15	ECC

Maldon District Highway Rangers Works Summary - November 2015

Job Ref.	Date	Parish	Location	Street	Works	Date Completed	Requested by
834	02/12/15	Maldon	Opp 82	The Causeway	Cut back overhanging vegetation	02/12/15	ECC
832	24/11/15	Maldon	R/o 6 and S/o 13	Brooke Square	Clean debris from independent footway gully	02/12/15	ECC
831	24/11/15	Maldon	O/s 50-51	Washington Close	Clean debris from independent footway gully	03/12/15	ECC
835	02/12/15	Heybridge	Cedar Close to Tower Road	Colchester Road	Cut back overhanging vegetation	03/12/15	ECC

Key

ECC - Essex County Council/Essex Highways	MDC - Maldon District Council
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