

**ESSEX COUNTY COUNCIL WITH
BOROUGH OF BRENTWOOD
LOCAL HIGHWAY PANEL – 2nd October 2012**

Agenda

1. Welcome from Chairman and Introductions
2. Apologies for absence
3. Ongar Road, Pilgrims Hatch Pedestrian Crossing
4. Potential Scheme List for 2012-13 (Appendix 1)
5. Outstanding TRO's (Appendix 2)
6. Any Other business

BRENTWOOD BOROUGH COUNCIL POTENTIAL SCHEMES 2012/13

Schemes which have already been approved for progression by the panel are as follows:

Location	Type of Scheme	Scheme	Problem	Cost	Valid	RAG	Notes/ Comments
Shenfield Station - IT619	Minor	Cycle storage	Inadequate cycle parking	15k	Yes	Green	although the panel has approved in principle the concept of additional cycle storage for Shenfield Station the quote originally obtained was for a shelter which catered for 20 cycles. This revised cost estimate is for 40 bikes as the members had intimated that they wanted to see storage for as many bikes as possible. The site will need to be visited by the storage manufacturer and measured up accurately as the facility is made to order to fit the available space.
Billericay Road, Herongate - IT627	Minor	Footway extension within highway verge	There is currently a 100m stretch along Billericay Road with no footway	12k	Yes	Green	
Weald Road – South Weald	Safety Schemes	Chevrons, vergemarkers and lines	Loss of control	5k	Yes	Green	

21014016, Garden Centre. Address: Brentwood Road, Ongar	Bus Stop Improve ments	Installation of raised kerbs, hardstand and dropped kerbs			£20,000 for all 3 BSI schemes		Although the panel have approved in principle funds of £20,000 for bus stop improvements, this was on the proviso that the members are in full receipt of the specifics of the schemes including the locations prior to works being undertaken
06009014, Whadden Chase. Address: Roman Road, Ingatstone	Bus Stop Imroveme nts	Install new wooden shelter. Plus installation or raised kerbs and dropped access kerbs					As above
DGK0861, Shops. Address: Danes Way, Brentwood	Bus Stop Improve ments	Proposal to move the bus stop 6/7 metres southeast along road so that stop is not immediately outside residents house. Work will require removal and levelling off of existing raised kerbs, installation of raised kerbs at new location					As above
A128 Pilgrims Hatch (nr Ashwells Road	Minor	VAS signs on either side of Ashwells Road	Speeding and lack of awareness of the school	£12,000	Yes	Green	

2x Vas signs were approved on either side of Ashwells Road. Officers would advise that at this stage only 1 VAS sign is installed on the Brentwood bound carriageway on the east of Ashwells Road as to install one on the Ongar approach could interfere with the potential installation of signal heads if the crossing scheme proves to be feasible. Officers also suggested that a 40 VAS would be more appropriate than an electronic version of the school sign as a speed sign is relevant any time a driver exceeds the limit whereas the school version is only likely to trigger a response during school operational hours.

It is also the case that the Ongar bound carriageway would not offer sufficient daylight to enable a solar powered sign to be installed meaning that a mains connection would need to be made which would increase the overall costs.

It is noted that there is not currently a warning sign on the approach to Ashwells Road indicating that there is a school ahead on the left so a static school Sign with a left arrow would also be installed under the VAS sign plate.

A128, Pilgrims Hatch (nr Ashwells Rd) - IT628	Minor	Pegasus Crossing design work	Difficult to cross	£20,000	No (against TM policy)	Green	The panel consented to the progression of design works associated with the request for a pedestrian crossing from Mores Lane to Ashwells Road. £20,000
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The running total on monies committed by the Brentwood Panel currently stands at: **£79,000**

Members are reminded that all costs are indicative and based generally so could be subject to increases once schemes are investigated in more detail.

The following list of schemes has been revised from the July 24th panel meeting, whereby the members decided upon the removal of a number of historic schemes which were either unfeasible or no longer valid.

	Location	Type of Scheme	Scheme	Problem	Cost	Valid	RAG	Notes/ Comments
1	Ingatestone - 38	PROW	Some land owned by Lord Petre and leased by the Parish Council. Both have confirmed they are happy with the proposals. Some land owned by either NCP or National Express East Anglia. Land Registry searches showed it was unregistered. Both have been contact	Land ownership issues.	£55,000	Yes	Green	SEE ADDENDUM 1.

2	A127 from j/w the M25 to Victoria Station, Southend-on-Sea	Safety Schemes	Large no of motorcycle accidents see report. As the road encompasses Brentwood and Basildon the scheme would be for each Borough to purchase a sign for their side of the A127	collisions	£28,950	Yes	Green	The panel had not been keen to progress this scheme at this stage.
3	Church Road/Burnthorpe Lane, Mountnessing - IT070	Minor	Junction Improvement	Unclear problem, more information required	30k	Not cost effective	Red	ECC officers have contacted Mountnessing PC to request further information
4	Church Road/Old Church Road, Mountnessing - IT071	Minor	Junction Improvement	-	-	Y	N / A	A traffic management scheme for this location is already being actioned NO FURTHER ACTION NEEDED

5	Station Road/Tilbury Road, Brentwood - IT093	Minor	Widening	Unclear problem, more information required	200k	Yes (not cost effective)	Amber	ECC officer will seek further information from the Parish
6	Brentwood Rail Station - IT648	Minor	Station Improvements and integration of services and improvements to evening and weekend services		TBC	Yes	N / A	Improvements will tie in with Crossrail so not a decision for the panel to make at this stage
7	Brentwood Rail Station - IT647	Minor	bus stop and turning movement improvements including passenger information		TBC	Yes	N / A	Not a project for discussion by the LHP NO FURTHER ACTION NEEDED
8	Shenfield Station - IT649	Minor	Parking management; improved walking access		TBC	Yes	N / A	The imminent cross rails works would prevent any exploratory works at this stage, however officers would welcome comments from officers as to what or if there are any issues here
9	Shenfield Station - IT650	Minor	Congestion management		TBC	Yes	N / A	The imminent cross rails works would prevent any exploratory works at this stage, however officers would welcome comments from officers as to what or if there are any issues here

10	High Street, Ingatestone - IT079	Small Works	Parish of Ingatestone gateway sign	No gateway sign	N/A	Yes	Amber	Clarification has been sought from the Parish as to if the request is still valid
11	Brentwood Borough - IT654	Cycling	Cycling improvements	N/A	30k	Yes	Amber	Further information is sought from colleagues who are involved cycle infrastructure. Detailed analysis as requested can be provided at a future panel meeting.
12	Brentwood Borough - IT655	Cycling	Cycling parking	Not enough parking provided	25k	Yes	Amber	As above
13	A128 Ongar Rd - IT775	Cycling	Cycleway - A12 bridge and Pilgrims Hatch	Lack of continuity and quality	57k	Yes	Amber	As above
14	A1023 Brentwood - IT681	EITS	Installation of DUSC to enable ETCC control during A12 closures. Section 4.2.3	Reduce congestion in Brentwood during A12 closures.	6k	Yes	Green	Upgrade to the existing controller to enable the Traffic Control Centre to make amendments to the signals during problems on the M25/ A12 which will enable the traffic to flow easier.
15	Eagle Way j/w Hartswood Road (Devil's Head crossroad) - 16	Safety Schemes	small solid roundabout	Restarts, overshoots, failures to give way	£500k	Yes (not cost effective)	Amber	The 2 VAS signs on the approach to the crossroads are fully functional and their effectiveness will be assessed after being in situ for a year. It would not be advised to pursue any additional measures until this has taken place
16	Pondfield/Hanging Hill Lane - 17	Safety Schemes	Sign improvement, p and double white lines (£2000, FYRR 1982). Possible change	Loss of control/head-ons on bend	2k	Yes	Amber	Surface dressing works have already taken place to address the loss of friction and this should take a few weeks for the new surface to be bedded in properly, thus at its most effective.

			curvature and resurface (£50,000, FYRR 120).					Additional 'no overtaking' line can be considered but only after the new surface has been given the opportunity to adjust. ECC officers have made enquiries about the possibility of installing an alternative coloured surface on the Hanging Hill bend to provide a visual reminder of the bend.
17	A128, Pilgrims Hatch (nr Ashwells Rd) - IT628	Minor	Pegasus Crossing	Difficult to cross	£150,000	No (against TM policy)	Red	unlikely that pedestrian crossing schemes could be physically delivered in the time constraints. The panel have approved the design work .
18	A1023 Chelmsford Road, Shenfield - IT047	Minor	Toucan Crossing	Difficult to cross road	80k installation	No. Against TM Policy	Red	The panel requested accident data for this area. (SEE ADDENDUM 2)
19	A128 Ongar Road/Sandpit Lane solid island roundabout - IT056	Minor	Safety/congestion measures	Congestion (also collision history at site)	£1million	No. Against TM Policy	Red	Historic request which would not be cost effective within the budget constraints of the LHP The costings based on 2009 schedules was: Legal works £150,000 Civils works £350,000 Legal costs £100+
20	A129 Rayleigh Road/Alexander Lane - IT059	Minor	Mini RAB capacity improvements	Congestion	100k	No appropriate engineering solution.	Red	Possible tie in with crossrail
21	Brentwood Road/Billerica y Road, Herongate mini RAB - IT066	Minor	Safety /capacity improvements	Difficult to exit Billericay Rd	5k investigate. 50k works.	No. Against TM Policy	Red	Although in principle this proposal is feasible and would have merits in progressing, it is on a priority route so would need approval from County.

22	Priests Lane, Shenfield - IT090	Minor	Speed Reduction Measures	Speeding	N/A	yes	Amber	Recent speed survey information has indicated that on average there is a slight speeding issue which is exasperated by the absence of footway on one side of Priests Lane. Members have requested traffic calming in the form of build outs or speed tables. When introduced elsewhere in Brentwood speed tables have proven to be unpopular and the layout on this road with the presence of driveways etc means that this might not be a feasible scheme to install from an engineering perspective.
	Thorndon Country Park entrance – Brentwood Road	Minor	The proposal will be for the entrance width to be reduced by kerb realignments – this area may require surfacing Highway rights to be removed from entrance road and verge.	Safety concerns over pedestrians stood in the road visiting a burger van which is positioned at the entrance	£20,000		Green	The scheme is highly feasible and would greatly reduce the risk of the pedestrian collisions for which there is currently a great potential.
NEW 23								

KEY

Green

A high priority scheme

Amber

A low priority scheme

Red

A scheme which is against Essex Policy or there is no appropriate engineering solution.

Minor

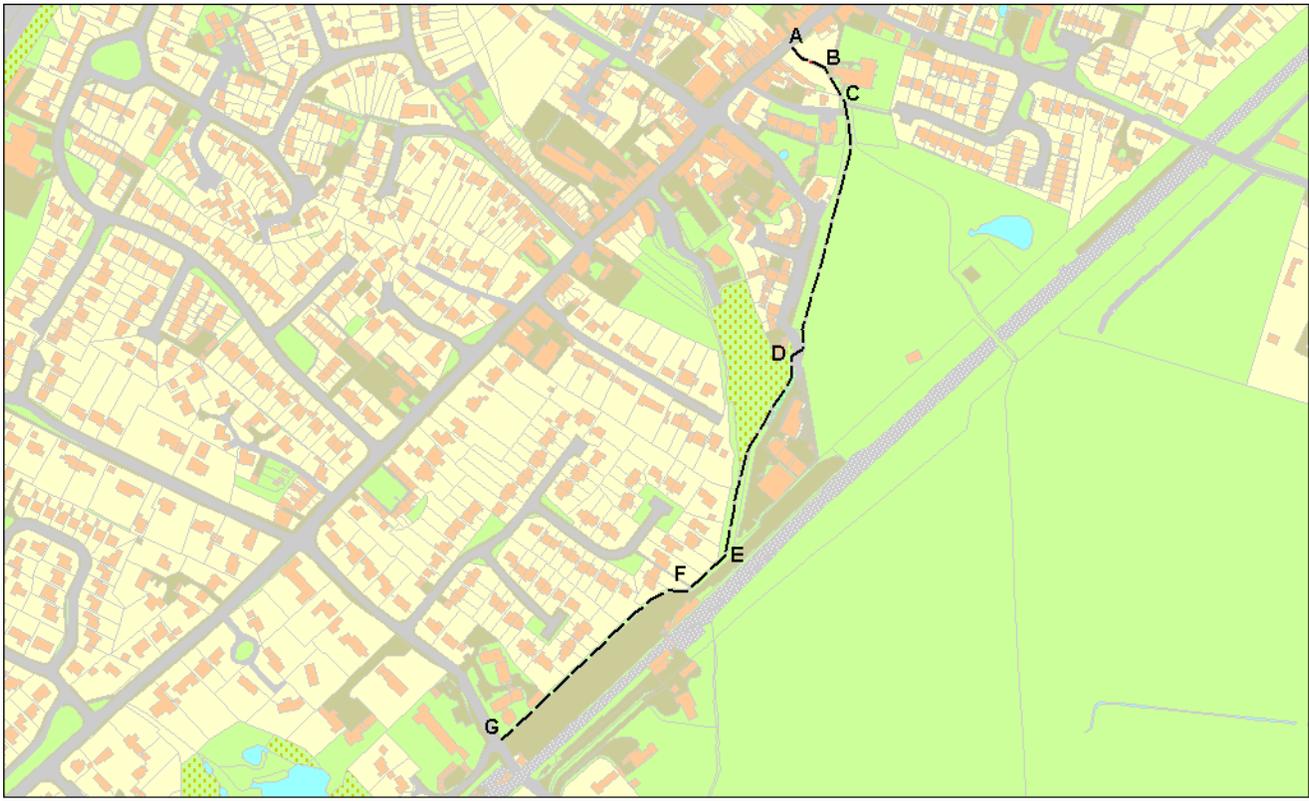
Schemes generally less than £200,000

Major	Schemes generally more than £200,000 - these will normally be funded outside of the LHP budgets
BSI	Bus Stop Improvements
SCP	School Crossing Patrol Site Improvements (nb these directly affect ECC employees as such there is a duty of care)
EITS	Essex ITS, i.e. strategic traffic signals schemes.
PROW	Public Rights of Way.
Small works	Non-civils works (i.e. signing and lining).
Safety Schemes	Schemes designed to address patterns of injury collisions.

Note: **All costs and timescales are indicative based on the information currently to hand.**
Repeated schemes are likely to be for bus stops on opposite sides of the road

ADDENDUM 1

PROW SCHEME FOR INGATESTONE 38



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

Reasons for Scheme Proposal -

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

These complaints have included the following concerns:

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

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

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

Scheme Description -

In regards to works required, please see the plan above

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

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

Point C to D - No works needed.

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

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

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

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

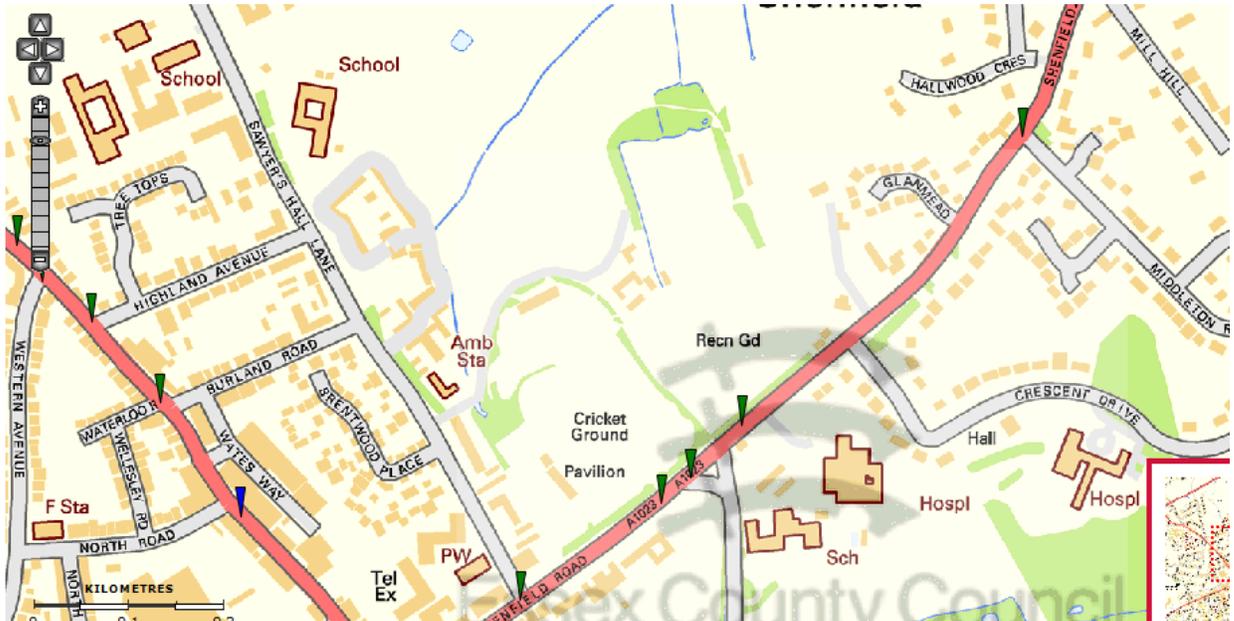
In regards to the legal process which must be followed to widen a public right of way, the existing footpath would require an extinguishment, which would be succeeded by a creation order thus legalising the creation of a wider route along this line. As already mentioned, this legal process would require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

Scheme Cost Estimate -

£55,000 (inclusive of works, TRO and Public Path Order costs).

ADDENDUM 2

Accident Data for Shenfield Road pedestrian crossing request



The above map indicates the locations of injury accidents which have taken place on the A1022 Shenfield Road in the vicinity of the school and the hospital.

The statistics show that there were 3 slight accidents as above with one incident involving a pedestrian (but not a child).

It would be greatly beneficial to undertake a social crossing survey in the vicinity of the school to ascertain where the majority of pedestrians are choosing to cross the road.



BOROUGH OF BRENTWOOD
LOCAL HIGHWAY PANEL – 2ND OCTOBER 2012
REPORT BY: LOCALISM AND CUSTOMER SERVICE TEAM
ESSEX COUNTY COUNCIL
REPORT 1 TRO SCHEMES FROM 2011-12

Purpose of report

- To provide Members with an update on the parking schemes which had been agreed for progression by the Brentwood Highways Panel at the meeting of the 15th June 2011

In March 2012 the schemes were formally advertised in the local press and on street furniture within the streets affected.

Objections were received for some of the sites meaning that decisions needed to be made about the progression. For that reason a site meeting was undertaken with the Officer who processed the applications, Rissa Long as the Highway Liaison Officer and Cllr Parker as the Chairman of the Highways Panel.

Key



= schemes which either received no objections so are ready to go or which had objections but which can be resolved easily



= schemes which have been slightly amended within the legal limit of the order and which subject to agreement from the Councillors will be proceeding



= schemes which will not be progressing

OBJ = number of objections

JPM = **junction protection marking** which can be defined as being a stretch of double yellow lines of between 10 and 15 metres in length (on each side of the junction) which is installed as a way of improving the visibility for vehicles exiting and entering a junction

Location	OBJ	SCHEME PROPOSED /RECOMMENDATIONS	
BLACKMORE Nine Ashes Road/Woollard Way/Redrose Lane/Meadow Rise	0	No waiting between Mon-Fri 8-9am & 3-4pm	The advertised scheme was amended to NWAAT as it was more appropriate for the side roads and reduces the need for new posts. Officers have met with Cllr Keeble and the School Headmistress and agreed the scheme
BRENTWOOD Brook Road/Selwood Road/Wansford Close	4		NO FURTHER ACTION
BRENTWOOD Weald Close/Honeypot Lane	6	JPM for 15 metres on Honeypot Lane and also into Weald Close to help to deal with the verge parking	reduce junction protection to 10mts
HERONGATE Hernshaw	2	JPM for 15 metres in Hernshaw and also on the north side of Brentwood Road	Objections were received by the Parish Council and residents, however a junction protection is installed on safety grounds and shouldn't be refused Suggest reducing junction protection to 10m so as to not impede on residents parking
HUTTON Hanging Hill Lane/Brindles Close	0	JPM	
HUTTON Hanging Hill Lane/Hall Green Lane	0	JPM	
HUTTON Hanging Hill Lane/Long Meadow	0	JPM	
HUTTON Hanging Hill Lane/Longfellow Drive	0	JPM	
HUTTON Hanging Hill Lane/Park Avenue	0	JPM	
HUTTON Hanging Hill Lane/Ridgeway	0	JPM	
HUTTON Hanging Hill Lane/Sylvia Avenue	0	JPM	

HUTTON Mount Avenue	0	No Stopping Monday To Friday 8-9.30am & 2.30-4pm on entrance markings	
HUTTON Pondfield Lane/Hornbeam Close	0	JPM	
HUTTON Pondfield Lane/Knights Way	1	JPM	
HUTTON Pondfield Lane/Leading To Running Waters	0	JPM	
HUTTON Pondfield Lane/Wingfield Close	0	JPM	
HUTTON Pondfield Lane/Norman Crescent	1	JPM	
HUTTON Prospect Way	0	NWAAT South side - from the eastern building line of Grant House to the western building line of Grant House.	
INGATESTONE Bakers Lane/Fryerning Lane/Market Place	1	Resident Parking	The objection received related to the deferral of parking into Willow Green, however the proposals for Willow Green counteracted this argument
INGATESTONE Willow Green	0	No Waiting Monday To Friday 8.30am - 10.30am & 2.30pm – 4.00pm	
SHENFIELD Tudor Close	0	JPM	
SOUTH WEALD Wingrave Crescent	22	NWAAT	NO FURTHER ACTION
WARLEY Birchwood Close/Ashbeam Close/Canterbury Way	1	NWAAT/No waiting between Mon-Fri 10-11am	This was a historical request which when assessed on site would appear valid, however amendments will significantly alter the existing parking arrangements

WARLEY Great Eastern Road/WARLEY Mount/Myrtle Road	1	JPM	The objection received was a residential concern over the loss of parking. There is a serious inability for large vehicles including the refuse lorry and potentially emergency vehicles to manoeuvre around these junctions.
WARLEY Milton Road/Cromwell Road/Victoria Road	1	JPM	Reduce junction protection to 10mts except for north side of cromwell road - extend resident bays in victoria road by 5mts on both sides. As the scheme has now changed significantly from what had been advertised this will now need to be taken forward to SEPP
WARLEY Wilmot Green	3		NO FURTHER ACTION
TOTAL NO OF OBJECTIONS	42		
TOTAL NO OF SCHEMES ADVERTISED	26		
TOTAL NO OF SCHEMES OBJECTED TO	10		

In order to introduce the approved restrictions a second advert needs to be published in the local press indicating the intention to seal the legal order, after which point the lines can be painted on the ground and will be legally enforceable.