



HARLOW LOCAL HIGHWAYS PANEL
Thursday, 4 July 2013 at 2.00 pm
Council Chamber - Civic Centre

Members

Councillor Eddie Johnson, Essex County Council (Chairman)
Councillor Karen Clempner, Essex County Council
Councillor Tony Durcan, Essex County Council
Councillor Mike Danvers, Essex County Council
Councillor Michael Garnett, Harlow District Council
Councillor Tony Hall, Harlow District Council
Councillor Guy Mitchinson, Harlow District Council
Councillor Phil Waite, Harlow District Council

Officers

Rissa Long, Highways Liaison Officer, ECC
David Sprunt, Principal Area Transportation Co-ordinator, ECC
Joe McGill, Projects and Facilities Manager, HDC
Joel West, Governance Support Officer, HDC

AGENDA

	Lead:	Papers:
1. <u>Welcome and Introductions</u>	Chairman	Verbal
2. <u>Apologies and declarations of interest</u>	Chairman	Verbal
3. <u>Election of Chairman</u>	All	Verbal
4. <u>Opportunity for public speaking</u>	All	Verbal
5. <u>Minutes of last meeting and matters arising (Pages 1 - 4)</u>	Chairman	Verbal
6. <u>Update on schemes approved 2012/13 (Pages 5 - 9)</u>	RL	Report 1

Updates on capital schemes in the previous financial year

- | | | | |
|-----|--|----------|----------|
| 7. | <u>Potential scheme list 2013/14</u> (Pages 10 - 20)

Summary of schemes validated and available to commit funds to | RL | Report 2 |
| 8. | <u>Highway Rangers and Revenue expenditure</u> (Pages 21 - 22)

<ul style="list-style-type: none"> • Rangers report (for information) • Revenue expenditure items | RL | Report 3 |
| 9. | <u>Capital Maintenance Programme</u> (Pages 23 - 27)

For information | RL | Report 4 |
| 10. | <u>Major Capital schemes and Section 106</u>

Verbal update | DS | Verbal |
| 11. | <u>Any other business</u> | Chairman | Verbal |
| 12. | <u>Dates of next meetings</u>

To agree dates for future meetings in 2013/14 around the following times:
<ul style="list-style-type: none"> • September 2013 • November 2013 • February 2014 | Chairman | Verbal |

MINUTES OF THE HARLOW LOCAL HIGHWAYS PANEL

4 March 2013

7.30pm – 9.20pm

PRESENT:

Essex County Council

Councillor Eddie Johnson (Chairman)
Councillor Tony Durcan
Councillor Mike Garnett

Harlow Council

Councillor Mike Danvers
Councillor Tony Hall
Councillor Maggie Hulcoop
Councillor Phil Waite

Apologies

Councillor Guy Mitchinson (ECC)

Officers

Rissa Long – Highways Liaison Officer (ECC)
Joe McGill - Property & Facilities Manager (HDC)
David Sprunt – Strategy & Engagement Manager (ECC)
Joel West – Support Officer (Governance) (HDC)

Also in attendance

Colin Black (Churchgate Street Residents Association)

Councillor Muriel Jolles (Harlow Council)

David Bracey (Churchgate Street Residents Association)

Councillor Joshua Jolles (Harlow Council)

Councillor Simon Carter (Harlow Council / Harlow Area Access Group)

Paul McClintic (Harlow Civic Society)

Harry Harrison (Great Parndon Residents Association)

Norman Nash (Mulberry Green Neighbourhood Association)

Jane Steer (Harlow Area Access Group / Harlow Talking Newspaper)

1. WELCOME AND INTRODUCTIONS

The Chairman welcomed all attendees to the meeting and invited Councillors and Officers to introduce themselves.

2. DECLARATIONS OF INTEREST

Harlow Councillor Phil Waite declared a non-pecuniary interest in agenda item 7, as Ward Councillor for Toddbrook.

Harlow Councillor Maggie Hulcoop declared a non-pecuniary interest in agenda item 7, as Ward Councillor for Harlow Common.

3. QUESTIONS FROM MEMBERS OF THE PUBLIC

The Chairman explained that the purpose of the Harlow Local Highways Panel was to propose and consider potential highways related improvement schemes within a specified budget. He also advised that members of the public can report maintenance concerns directly to Essex County Council (ECC) via the website <https://secureweb1.essexcc.gov.uk/Highways/Report-a-highway-problem.aspx> or to their local County Councillor.

A member of the public asked if Harlow Council supported proposals, reported by ECC to the Harlow Stansted Gateway Transportation Board, for a new M11 junction which would join Harlow at Gilden Way. Tony Durcan, Portfolio Holder for Regeneration and Enterprise, Harlow Council, stated that the Council supports a new M11 junction 7A to the North of the Town, but had not seen nor adopted a position on any specific proposals by ECC.

Several concerns were raised over the relatively short notice given, and availability of paperwork, for the meeting.

4. UPDATE ON SCHEMES APPROVED

The Panel received a report from Essex County Council on local schemes previously approved by the Panel for 2012/13. The report explained that £138,315 was still unspent from Harlow's allocation for this year.

RL drew the Panel's attention to proposed pram crossing locations in Appendix 1 of the report submitted, and invited Councillors and local residents to offer comments, which can be forwarded to rissa.long@essex.gov.uk.

RESOLVED that the report is noted.

5. POTENTIAL SCHEME LIST

The Panel received a report from Essex County Council suggesting four potential schemes for which the remaining budgetary allocation for 2012/13 could be used, with an estimated combined cost of £81,000.

Members of the Panel asked that a previously raised scheme for additional signage at Churchgate Street be re-considered for inclusion in

the draft programme. RL estimated the cost of this signage to be c.£200.

Members of the Panel discussed several roads which may benefit from additional off-street parking provision.

In addition to the four possible schemes included in the report submitted, Officers from ECC advised of two additional schemes: signage for directing motorists to Harlow Town Station car park (est. £20,000) and improvements to barriers and signage around schools (est. £15,000), which could be included in the programme if the Panel was so minded.

RESOLVED that:

- (a) the following improvement schemes are approved for inclusion in the Harlow programme for 2012/13:
 - (i) Four minor schemes as identified in the report submitted (£81,000)
 - (ii) Chevron signage for Churchgate Street (£200)
 - (iii) Improvements to barriers and signage outside schools (£15,000).
- (b) The Remaining balance of c.£42,000 be used to fund feasibility studies for off-street parking across the District.
- (c) Highways Officers will apprise members of the Panel of the formal process for adding potential schemes to the list.

6. HIGHWAYS RANGERS AND REVENUE EXPENDITURE

The Panel received a report from Essex County Council on the Highways Rangers service, which included two suggestions for small scale revenue schemes which could be funded from Harlow's allocation of funding, for an estimated combined cost of £600.

RESOLVED that funding be allocated for:

- (a) The two assessments included in the report submitted, totalling £600.
- (b) An assessment of the feasibility of a crossing point on Broadley Road.

7. CAPITAL MAINTENANCE PROGRAMME

The Panel received an information report from Essex County Council

listing highways related capital maintenance performed in the Town in 2012/13, and a draft programme for 2013/14.

RL explained the process by which areas are prioritised for inclusion in the capital maintenance programme. She also advised that the Panel is unable to recommend changes to the programme.

Members of the Panel drew attention to roads which they felt to be in poor states of repair including Northbrooks, Carters Mead, High Street Old Harlow and Kingsdon Lane.

RL agreed to provide information to members of the Panel on the improvement procedure identified as 'inlay' on pages 3 and 4 of the report submitted.

RESOLVED that the report is noted.

8. ANY OTHER BUSINESS

DS advised of several consultations currently being conducted by the Highways Team:

- (i) Three consultations related to development of Harlow Enterprise Zones – London Road/Newhall; Templefields/River Way; and Edinburgh Way (Tesco) traffic lights.
- (ii) Burnt Mill Roundabout, Edinburgh Way.

9. DATE OF NEXT MEETING

To be determined. The Chairman reaffirmed the practice of alternating meeting times between daytime and evenings, to enable as many interested residents as possible to attend.

CHAIRMAN OF THE PANEL

HARLOW DISTRICT COUNCIL WITH ESSEX COUNTY COUNCIL LOCAL HIGHWAYS PANEL 4th JULY 2013 REPORT 1 – SCHEMES APPROVED 2012-13

CAPITAL EXPENDITURE

The following schemes were approved for funding during the 2012/13 financial year and were subsequently signed off for progression by the Cabinet Member.

From the original budget of **£487,315** the panel had been steadily allocating funding to schemes at each meeting and by March 2013 had successfully allocated 100% of the budget. Items which are estimated to be over the allocated budget are highlighted in **BOLD** and members will need to agree the additional funding

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	SCHEME	Funds approved	Current Cost estimate	Estimated completion date	UPDATE
S E P T	CYCLING – Generic lack of cycle parking facilities across the district	£69,000	£69,000	ONGOING	This is being looked at as an ongoing project and is likely to be implemented as a phased approach.
S E P T	EITS - ETCC manual slip road clearance strategies Section 4.1.1.1	£6,000	£6,000	COMPLETED	The necessary amendments to the traffic signals to help when there are congestion problems was completed .

	SCHEME	Funds approved	Current Cost estimate	Estimated completion date	UPDATE
S E P T	CYCLING - Upgrading and improvements to network to link to strategic routes - linked with PTP in area	£100,000	£100,000	ONGOING	As with the other cycling project for Harlow this is being looked at as an ongoing project with investigatory works already underway.
S E P T	MINOR – Zebra crossing between Davenport and Kiln Lane on Lane End in Church Langley	£37,000	£37,000	TBC	Design works on this crossing and the Paringdon Road site had been delayed due to the concerns over meeting the PV ² criteria. This has now been approved for progression by the cabinet member and will be reinserted into the programme for delivery this financial year
S E P T	MINOR – Mini-roundabout at junction of Ployters and Southern Way	£60,000	£60,000	TBC	Works are in design but have been approved by the Network Management team who were satisfied that there would not be a negative effect on the network.
S E P T	MINOR – extend the 20mph speed limit on Manston Road out to include Netteswell Rectory	£5000	£5000	TBC	The minor speed limit extension which would cover the Netteswell Rectory and an adjoining cycleway will be batched with other similar schemes in Essex with a view to advertising by October
S E P T	BUS STOP IMPROVEMENTS The Gatekeeper. Address: Potter Street, London Road, Harlow	£10,000	£10,000	TBC	

	SCHEME	Funds approved	Current Cost estimate	Estimated completion date	UPDATE
S E P T	BUS STOP IMPROVEMENTS The Gatekeeper. Address: Potter Street, London Road ,Harlow	£4,000	£4,000	TBC	
S E P T	BUS STOP IMPROVEMENTS PAH Fourth Ave. Address: Fourth Avenue, Harlow. (Near Princess	£2,500	£2,500	TBC	
S E P T	BUS STOP IMPROVEMENTS PAH Fourth Ave. Address: Fourth Avenue, Harlow. (Near Princess Alexandra Hospital)	£2,500	£2,500	TBC	
S E P T	BUS STOP IMPROVEMENTS Princess Alexandra Hospital. Address: Hamstel Road, Harlow. (Outside the Princess Alexandra Hospital)	£2,500	£2,500	TBC	
D E C	MINOR – Install pedestrian drop crossings at identified sites in the district as part of an	£20,000	£25,000	November 2013	The project has been designed using the sites already identified at: - Moorfields - Kingsland

	SCHEME	Funds approved	Current Cost estimate	Estimated completion date	UPDATE
	ongoing scheme				- Maddox Road A number of pram crossings will be installed within the above areas but will require an additional £5000 to complete.
D E C	MINOR Layby amendments to help facilitate better parking in Moorfields	£20,000	£20,000	November 2013	The site is being monitored as part of an ongoing investigation into the parking issues with a view to making amendments to footway widths to facilitate more parking.
M A R	MINOR Old Harlow painting of lamp columns	£20,000	£20,000	August 2013	The Essex Highways Street Lighting team will shortly begin a programme to repaint the lamp columns within the conservation area of Old Harlow
M A R	MINOR 2 x VAS signs for Old Road, Old Harlow	£16,000	£16,000	-	
M A R	MINOR Chevron sign for Churchgate Street at the junction with Sheering Road	£300	£300	August 2013	
M A R	MINOR VAS sign for Parsloe Road	£8000	£8000	-	Speed survey undertaken at the same time that the money was allocated indicates that the site does meet the criteria for a VAS sign. A meeting will now be arranged with the VAS provider to agree a suitable location for the sign.

	SCHEME	Funds approved	Current Cost estimate	Estimated completion date	UPDATE
M A R	SCHOOL CROSSING PATROL Money allocated for generic works outside schools with safety concerns	£15,000	£15,000	Ongoing	Meetings to be arranged at schools in Harlow in conjunction with the school crossing patrol team to identify works which will enhance safety
M A R	MINOR Upgrading and improvements to network to link to strategic routes - linked with PTP in area	£100,000	£100,000	-	
M A R	MINOR design works for scheme to relieve safety and congestion concerns within Harlow	£42,000	£42,000	Ongoing	Areas to be tied up with HDC as to where the priority areas as where over parking is causing congestion issues in the residential areas.

ALLOCATED BUDGET

£487,315

HARLOW DISTRICT COUNCIL WITH ESSEX COUNTY COUNCIL LOCAL HIGHWAYS PANEL 4th JULY 2013 REPORT 2 – POTENTIAL SCHEME LIST

As with 2012-13 the possible schemes for the members to consider are split into the different types of scheme ie PROW, Safety, Passenger Transport, Cycling or Minor and have either been recommended by the teams at Essex Highways or have been put forward by Harlow Councillors.

Members are invited to offer suggestions for potential schemes that can be considered for a feasibility study ahead of being included on a future programme.

Agenda Item 7

CASUALTY REDUCTION SCHEMES						
LOCATION	SCHEME	PROBLEM	COST	RAG	NOTES/ COMMENTS	
10 1	Fourth Avenue, Harlow (Between J/w North Gate & Velizy Avenue	Investigation works into the possibility of a pedestrian crossing being installed	The preferred desire line for pedestrians to cross the road is dangerous	£25,000		See APPENDIX 1

BUS STOP IMPROVEMENTS

	LOCATION	SCHEME	PROBLEM	COST	RAG	NOTES/ COMMENTS
1 ↳	Bus Stop: 1500IM1426AA, Little Pynchons. Tysea Road, Harlow.	Formally mark bus stop with new Pole, flag and timetable case.	Despite this being an unmarked stop some services are refusing to stop at this location as there is no infrastructure to highlight that it is a bus stop.	£ 1,000		
2	Bus Stop: 1500220020Y1, King Harold's Head. Address: Nazeing Common, Nazeing, Harlow.	Installation of a bus cage & no waiting plate at the two bus stops.	Cars are regularly parking at the bus stops so the buses cannot access the raised kerbs. These stops are well used by elderly residents who are often having to step in to the road when boarding and alighting the buses.	£ 2,000		

3	Bus Stops: 150035049005 & 150035049006, Fenner Brockway House. Address: Maddox Road, Harlow.	Removal and relocation of memorial bench.		-		
4	Bus stop 150035049005 Fenner Brockway House, Maddox Road Harlow	Installation of a bus cage & no waiting plate.	Cars are regularly parking at the bus stop so the buses cannot access the raised kerbs. Stop is well used by elderly residents who are often having to step in to the road when boarding and alighting the buses.	£ 1,000		

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MINOR SCHEMES

	LOCATION	SCHEME	PROBLEM	COST	RAG	NOTES/ COMMENTS
1	District wide	Pram crossings – additional funds to cater for more sites that have been identified as needing pedestrian drop kerbs	This project was agreed for funding during the 2012-13 year but further sites have now been identified	£25,000		

2	Mulberry Green / Gilden Way	Signage refresh	Signage at the junction has been installed in such a way that the messages are lost. Suggest alterations to the layout so that the signs are located separately	£5,000		The scheme had previously been discussed as a revenue funded item which must now be funded from the capital expenditure.
3	Town Centre	Signage improvements for Town centre parking	insufficient signage for parking	£10,000		
4	District wide	Scheme to help improve the parking in the residential areas	Overcrowded residential areas where there is scope for amendments to be made to help increase parking	?		Members are invited to suggest a figure which reflects the importance of the project

Appendix 1

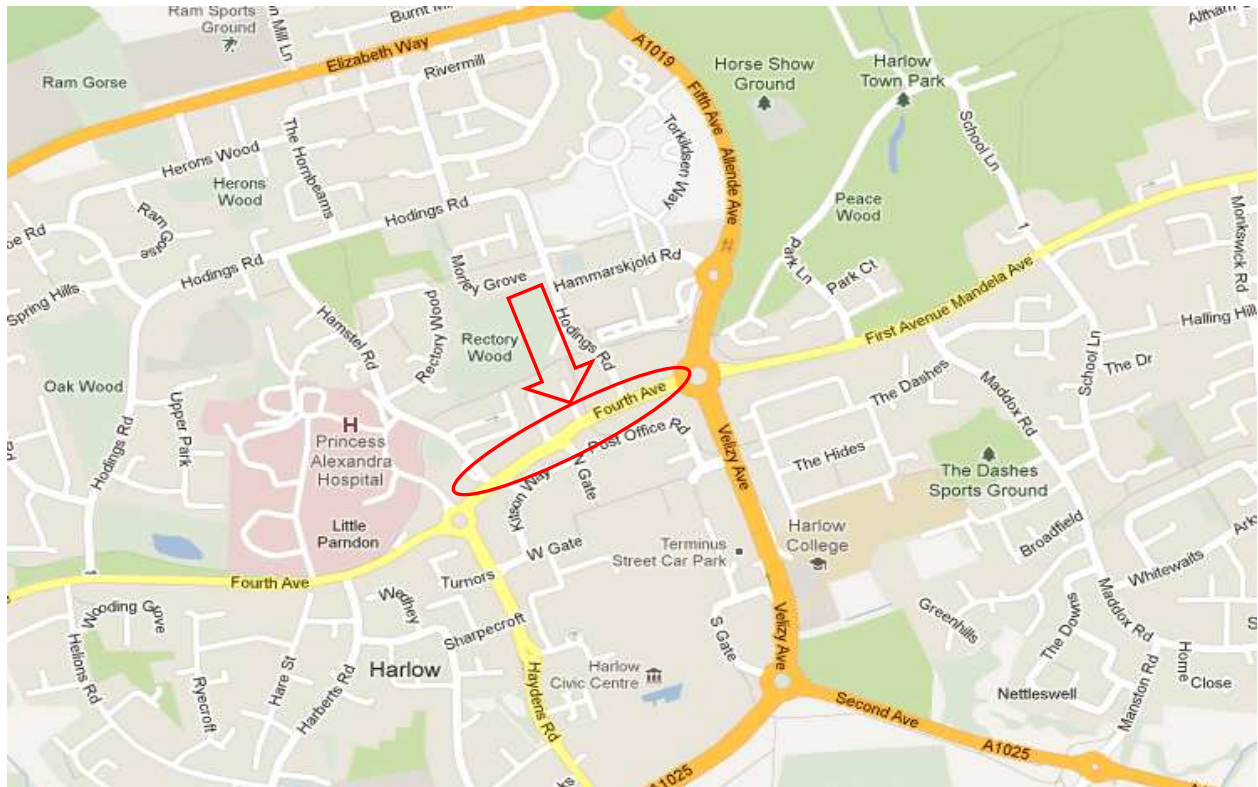
ECC Casualty Reduction Site Investigation 2013/14

Location: Fourth Avenue, Harlow (Between J/w North Gate & Velizy Avenue)

District: Harlow

Investigation Period: 01/06/2007 to 31/12/2012 Grid Reference: 544545 210272

1.0 Site Location Plan



2.0 Aerial Photograph

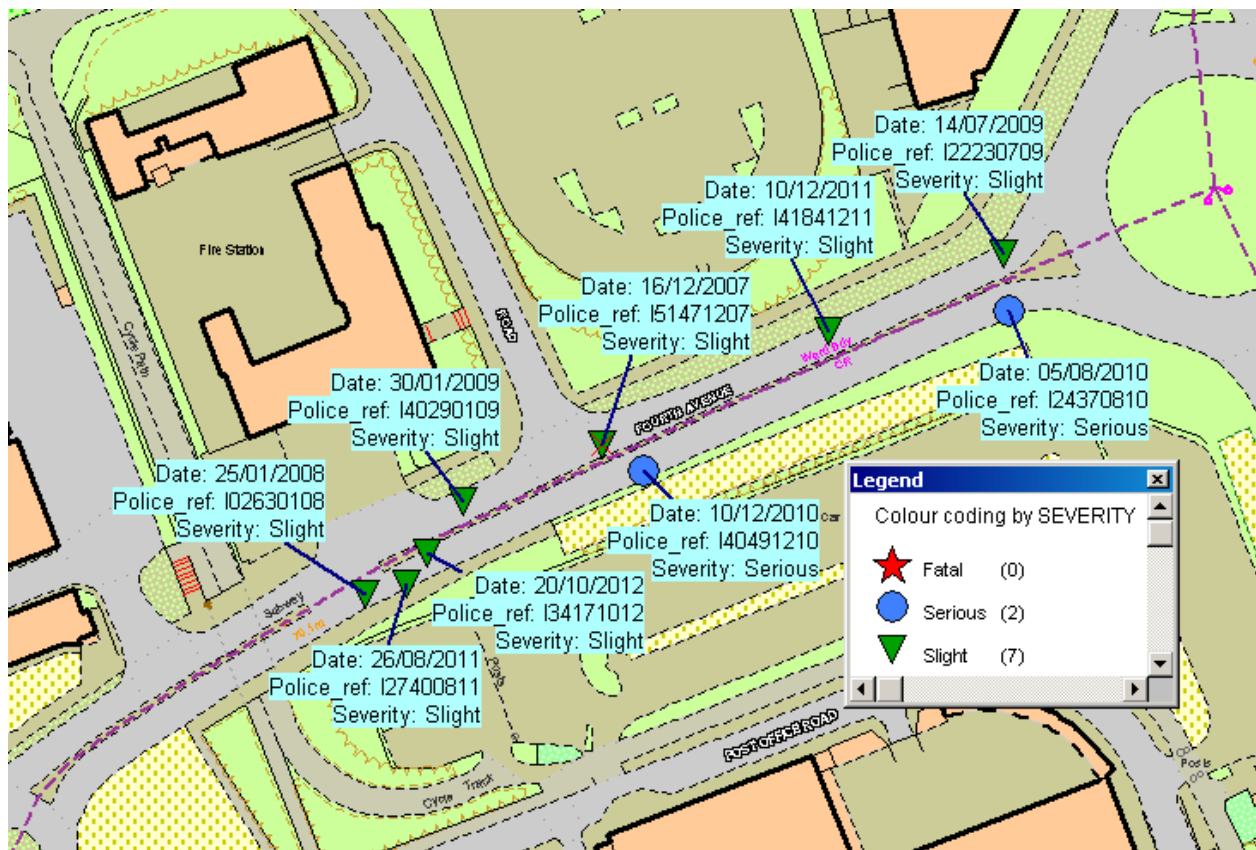


3.0 Site Description

The site under investigation is the section of Fourth Avenue between the roundabout junction with North Gate to the west and the roundabout junction with Velizy Avenue, First Ave & Fifth Ave to the east.

This section of Fourth Avenue is a dual carriageway with two traffic lanes in both directions and is subject to a 40mph speed limit.

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



A study of the Personal Injury Collision (PIC) data for the period from 01/06/2007 to 31/12/2012 at this location shows a pattern of collisions involving pedestrians being hit by vehicles whilst crossing Fourth Avenue in the vicinity of the Fire Station and the Supermarket.

The data shows there have been 9 PIC's at this location, 2 Serious and 7 Slight, resulting in 2 Serious and 9 Slight casualties.

12% of the PIC's occurred on a 'Wet/Damp' road surface and 12% on a 'Frosty/Icy' road surface.

78% of the PIC's involved pedestrians and 12% involved pedal cyclists.

5.0 Site Observations

- 5.1 During a visit and numerous drives through the site it was observed that an extremely high number of pedestrians, including many elderly pedestrians are crossing Fourth Avenue in the vicinity of the Supermarket located to the northern side of Fourth Avenue. Many of these pedestrians were observed to be travelling to/from the Town Centre area with the majority of them climbing through gaps in the boundary fence of the 'Post Office Road Car Park' located to the southern side of Fourth Avenue using the narrow central reservation as a refuge area where there are gaps in the pedestrian guard railing.



Photo 1 – Pedestrians crossing Fourth Avenue towards a gap in the boundary fence of the 'Post Office Road Car Park' to travel towards the town centre.



Photo 2 – Elderly pedestrian climbing through a gap in the boundary fence of the car park before continuing towards the supermarket located to the northern side of Fourth Avenue.

- 5.2 It was observed that many gaps in the boundary fence within the 'Post Office Road Car Park' have previously been blocked with additional sections of fencing and signs have been erected to discourage pedestrians from crossing Fourth Avenue at this location. This indicated that this is a long standing issue with previous attempts to resolve the problem.



Photo 3 – Additional section of fencing and signs erected to discourage pedestrians.

- 5.3 A high number of pedestrians were also observed to be crossing Fourth Avenue in the vicinity of the Fire Station located along the northern side of the road, using the Fire Station access gap in the central reservation.



6.0 Recommendations

Following the site inspection and an analysis of the previous Personal Injury Collisions, it is recommended that the following options are considered for implementation...

Option 1

Extend existing sections of pedestrian guard railing throughout the central reservation and to both sides of the carriageway to discourage pedestrians from crossing this busy dual carriageway at this location directing all pedestrians to use the nearby subway facility. Also block off any existing gaps within the 'Post Office Road Car Park' boundary fence subject to the agreement of Harlow District Council who own the car park. This would be the lowest cost option but it would be effectively attempting to restrict access where there are clear pedestrian desire lines. It will also be very difficult to restrict pedestrians from crossing Forth Avenue where there is a gap in the central reservation for access to the Fire Station.

Option 2

Alternatively, it is recommended that a signalised crossing facility be provided across Fourth Avenue in the vicinity of the Supermarket and the Fire Station, providing additional sections of pedestrian guard railing adjacent to the crossing facility to guide all pedestrians to use the proposed facility. Also provide associated sections of footway linking the proposed crossing facility with existing footway provisions to allow for onward journeys.

It should be noted that this option could not technically be classed as a Casualty Reduction Scheme as at an estimated cost of £150,000 it would not be possible to achieve the required minimum financial rate of return of 200%. However this would still be the preferred option of the Safety Engineering Team as it would provide an appropriate crossing facility where a clear pedestrian desire line exists and would therefore offer benefits to the local community whilst also addressing the collision pattern at this location.

Should this option be chosen then it is recommended that consideration should be given to providing an appropriate onward pedestrian route through the 'Post Office Road Car Park' or block off any existing gaps within the boundary fence subject to the agreement of Harlow District Council as the owner of the car park.

First Year Rate of Return (FYRR) Calculation

$$\% \text{ FYRR} = \frac{\text{Annual Accident Savings} \times 100}{\text{Scheme Cost}}$$

Assumptions:

Average annual accident cost (£)	£104,720.00 (TAG 3.4.1)
Accidents treated	9
Casualties treated	11
Investigation time period (years)	5.5

Estimated cost of recommended remedial measures (including Design, Audit and Traffic Management)

Option 1 in section 6	£25,000.00
(Option 2 cannot be classed as a CR scheme)	
	£25,000.00

Accident saving produced by proposed treatment (%)	30
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%FYRR 206

Number of accidents that would not have occurred had the remedial actions been implemented at the start of the five-year accident period

2.7 or **0.49** each year

Number of casualties that would not have occurred had the remedial actions been implemented at the start of the five-year accident period

3.3 or **0.60** each year

8.0 Scheme Approval & Authorisation

Approvals

Name/role	Tel No.	Signature	Date
<i>Lead Safety Engineer: Gary Webster</i>	<i>01245 437257</i>		
<i>Safety Engineering Manager: Nicola Foster</i>	<i>01245 437146</i>		

Discussed/Agreed with Area Contact

Name/role	Tel No.	Signature	Date
<i>Senior Design Engineer: Matthew Lambert</i>	<i>01268 297529</i>		

Financial Authorisation Code

Date of Authorisation

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Contacts

Name/role	Address and/or Tel No.
<i>Essex Police Representative:</i>	
<i>County Councillor:</i>	
<i>Other:</i>	

Comments

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**HARLOW DISTRICT COUNCIL WITH
ESSEX COUNTY COUNCIL
LOCAL HIGHWAY PANEL – 4TH JULY 2013
REPORT 3: HIGHWAY RANGERS AND REVENUE
EXPENDITURE**

As with previous years the figure that has been allocated for the provision of the Highways Rangers is £129,000 with the surplus monies after Harlow District Council have taken £85,000 to operate the service being made available to reinvest.

The type of items that this money can be utilised for is speed surveys and minor signage works.

Speed surveys

Members are invited to suggest locations where speeding has been reported as being of concern so that we can agree funding for speed surveys. The results of the surveys can then be used to determine if a site meets the criteria for a VAS sign or if consideration needs to be given to other forms of traffic calming.

RANGERS REQUESTS

Members are encouraged to continue to submit requests for the Highways Rangers as per the instructions below.

Pothole fixing does not fall within the remit of the Highway Rangers, but the types of minor maintenance works that can be undertaken are:

- **Cleaning and minor repairs to non-electrical road signs**
- **Cleaning and minor repairs to street furniture**
- **Reinstatement of posts and bollards (minimal excavation)**
- **Trimming of vegetation and removal of cuttings**
- **Adhoc grass cutting and strimming**
- **Localised cleaning and minor excavation of roadside water channels**
- **Removal of weeds or vegetation from pavements**
- **Clearing roadkill/removal of litter and small fly tips from highway land**
- **Removal of illegal signs and fly posting**
- **Minor block/flag paving repairs**

Requests for the services of the Highway Rangers should be made by email to highway.enquirieswest@essex.gov.uk with HIGHWAY RANGERS in caps written in the Subject box.

If more than one request is made at any one time, please number each one rather than use bullet points, as this makes it easier to track what has, or has not, been done.

Exact locations need to be provided together with a contact name and tel/mobile number so, if need be, the Rangers Team can call a specific person for clarification of the work requested.

Each email will automatically receive a standard acknowledgement (please ignore the text directing you to website), and then it will be forwarded to the Highway Ranger section for action.

**HARLOW DISTRICT COUNCIL WITH ESSEX COUNTY COUNCIL
LOCAL HIGHWAY PANEL – 4th JULY 2013
REPORT 4: CAPITAL MAINTENANCE**

The following is a list of the Capital maintenance schemes being undertaken this financial year. This list is still subject to change unless a date has been specified.

At the bottom of the page is a reminder of the different types of surfacing works which Essex Highways use.

Capital Programme HARLOW 2013/14

CARRIAGEWAYS			
Principal Carriageways			
SITE	LOCATION	TREATMENT	ESTIMATED START DATE
A1025 Third Ave	From Harberts Road to Roundabout	Inlay	
A1169 Elizabeth Way Harlow	Burnt Mill Roundabout to Roydon Road Roundabout	Surface Dressing	
A414 Harlow	Between Southern Way & Second Avenue	Surface Dressing & Joints	
A414 Harlow	Between Second Avenue & Church Langley Way	Surface Dressing & Joints	
A414 Harlow	Between First Avenue & Edinburgh Way	Surface Dressing & Joints	

A414 Harlow	Between Church Langley Way & First Avenue	Surface Dressing & Joints	
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B & C Carriageways

SITE	LOCATION	TREATMENT	
Second Avenue/Tripton Roadroundabout	Roundabout	Inlay	

Unclassified Carriageways

SITE	LOCATION	TREATMENT	ESTIMATED START DATE
Carters Mead Harlow	Balance of Road	Inlay	08/08/2013
Garden Terrace Road	wayrest to o/s health centre	Inlay	27/08/2013
Northbrooks Harlow	All	Inlay	
The Fairway	All	Inlay	
River Way Harlow	From Roundabout to Bridge	Inlay	21/08/2013
Willowfield Harlow	Main Loop	Inlay	30/08/2013

FOOTWAYS

Cat 1 & 2 Footways

SITE	LOCATION	TREATMENT	
Elizabeth Way Harlow	Burnt Mill Roundabout to Roydon Road Roundabout	Reconstruction	
Howard Way Harlow	From River to Second Ave Roundabout	Reconstruction	

Cat 3 & 4 Footways

SITE	LOCATION	TREATMENT	
Carters Mead	Balance	Reconstruction	08/08/2013

TYPES OF TREATMENT

Surface dressing - Surface Dressing is a relatively low cost road maintenance process which involves the spraying of bitumen onto the road surface and then covering it with a layer of stone chippings.

Initially the chippings are simply held in place by the fresh bitumen. The new chippings are then rolled into the bitumen but only become fully embedded under the action of vehicle tyres. The action of traffic soon begins to embed the chips, forming a stable and hard wearing new surface.

Surface Dressing is a relatively low cost road maintenance process which involves the spraying of bitumen onto the road surface and then covering it with a layer of stone chippings.

Initially the chippings are simply held in place by the fresh bitumen. The new chippings are then rolled into the bitumen but only become fully embedded under the action of vehicle tyres. Traffic is allowed onto the new surface, at a reduced speed, to help to push the chippings into the road. The action of traffic soon begins to embed the chips, forming a stable and hard wearing new surface thus extending the life expectancy of the road and refreshing the skid resistance.

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Joint sealing

The process of joint and crack sealing will seal the surface layers of a road against the entry of water and should repair the surface material against any further deterioration.

Joint and crack sealing/over banding should be regarded as a preventative measure, NOT a remedial process, it will not restore strength to a road pavement that has already been lost through water action.

It is normal practice to seal the cracks with a hot bituminous material poured into and screeded over the crack, having first prepared the area by removing loose material and dirt, usually by blasting with hot compressed air.

Basic crack sealing in bituminous surfacing is an extremely cost effective way of preserving a road surface that apart from isolated cracks or failing joints is in good condition, with remaining life, before overlaying.

Slurry sealing

Slurry sealing is regarded as a preventative maintenance process which will prolong the life of a footway or road that is in sound structural condition, it is not able to strengthen a surface which has failed structurally.

When used on a footway this is in effect a thin layer of material that is evenly distributed over the top of a surface which then protects the under-surface from the effects of aging and the environment.

Micro-surfacing

One of the most versatile tools in the road maintenance arsenal, Micro Surfacing is a polymer-modified cold-mix paving system that can remedy a broad range of problems on today's streets, highways, and airfields.

Like its parent product, slurry seal, Micro Surfacing begins as a mixture of dense-graded aggregate, asphalt emulsion, water, and mineral fillers. While conventional slurry seal is used around the world as an economical treatment for sealing and extending the service life of both urban and rural roads, Micro Surfacing has added capabilities, thanks to the use of high-quality, carefully monitored materials, including advanced polymers and other modern additives and is a slightly more advanced option than slurry sealing.

Machine – surfacing

This is a complete refurbishment of a road involving removing the existing road surface and replacing it with a newly laid surface thus addressing structural and textural issues.