

## Rochford Local Highway Panel Meeting Agenda

Date: Friday 12<sup>th</sup> July 2013

Time 10:00 am

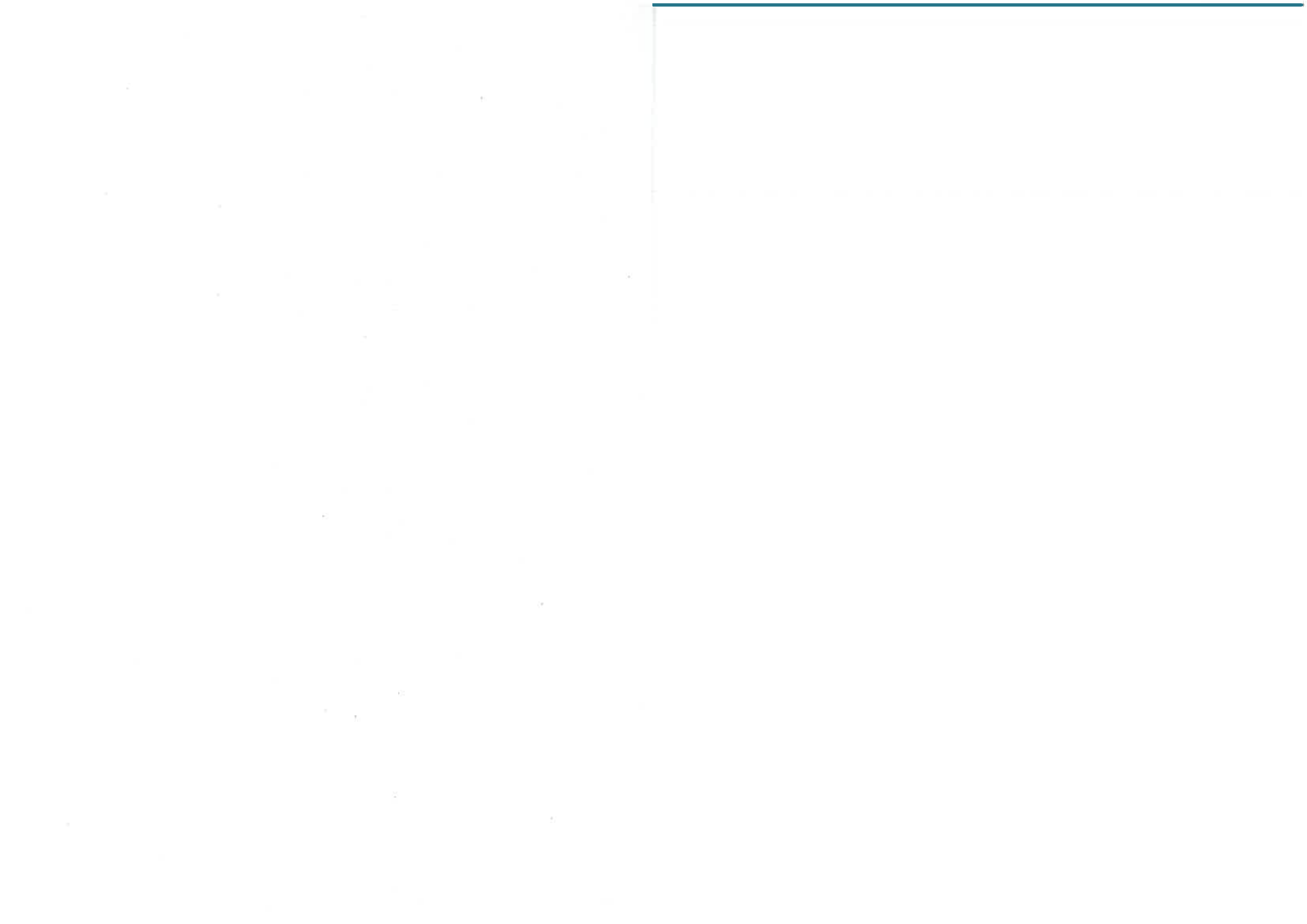
Venue: Civic Suite, 2 Hockley Road, Rayleigh, SS6 8EB

**Chair:** To be confirmed

**Panel Members** Cllr Michael Hoy (ECC), Cllr Malcolm Maddocks (ECC), Cllr Keith Gibbs (ECC), Cllr Terry Cutmore (ECC), Cllr Colin Seagers (ECC), Cllr Chris Black, Cllr Gill Lucas-Gill, Cllr Mike Steptoe, Cllr Toby Mountain.

**Other Attendees** Sean Perry - Principal Area Transportation Co-ordinator, Natalie Szpigelman - Highways Liaison Officer, Matt Valentine - Highways Liaison Officer, Gary Webster - Safety Engineer, Ken Kintrea-Capital Works & Improvement Manager, Shaun Scrutton - RDC Head of Planning and Transportation

Time		Item	Lead:	Papers:
	1.	Welcome and Introductions	SP	Verbal
	2.	Election of Chairman	SP	Verbal
	3	Minutes of meeting held on 13 <sup>th</sup> March 2013 to be agreed as correct record.	Chair	Attached
	4.	LHP Introduction	SP/NS	Attached
	5.	Ashingdon Road Resurfacing Works (exceptional item)	KK	Verbal
	6.	Hullbridge Road – Bus Stop Relocation	NS/Chair	Verbal
	7.	Hullbridge Road- Pedestrian Crossing o/s Lubbards Farm	NS	Attached
	8.	Potential Schemes for consideration of Panel. Inc Casualty Reduction Schemes.	NS	Attached
	9.	Enhancements to Pavements & Crossings between Coachman's Court and Town Centre.	SS	Verbal
	10.	Indicative Programme for Schemes Approved 2012-13	NS	Attached
	11.	AOB and Date of Next Meeting- 10 <sup>th</sup> October 2013	All	Verbal



**ROCHFORD DISTRICT LOCAL HIGHWAYS PANEL  
NOTES OF MEETING HELD 13 MARCH 2013**

**County Councillors:** Cllrs S C Castle, Mrs T Chapman and Mrs E M Hart  
**District Councillors:** Cllrs C I Black, K H Hudson (Chairman), M J Steptoe and T E Mountain  
**Visiting Councillors:** Cllr I H Ward

**Officers:** S Scrutton (RDC Head of Planning & Transportation), S Perry (ECC Principal Transportation Co-ordinator), N Szpigleman (ECC Highways Liaison Officer) M Mason (ECC Infrastructure Development Manager) and M Power (RDC Minutes)

**Apologies:** Cllrs Mrs G A Lucas-Gill and Mrs M J Webster

Agenda Item	Key observations	Decision/Action
Notes of the meeting on 23 November 2012	The notes of the meeting of 23 November 2012 were agreed as a correct record.	
Bus Stops	<p>M Mason (ECC Infrastructure Development Manager) advised that the budget for bus stop improvements had been transferred to Local Highways Panels. Parish/Town Councils to submit schemes to County Highways, which would be forwarded to the LHP. Responsibility for maintenance of the bus shelters depended on ownership of the stop.</p> <p>It was confirmed that if the Panel agreed to fund building a new bus shelter, it would not necessarily be obliged to finance on-going maintenance: this could be managed by the Parish/Town Council. Parish Councils often like to retain ownership/control of bus shelters and can increase the precept if it is considered to be a priority.</p>	

**ROCHFORD DISTRICT LOCAL HIGHWAYS PANEL  
NOTES OF MEETING HELD 13 MARCH 2013**

	<p>However, as smaller Parish Councils may find it difficult to take on the cost of maintenance, a dialogue would need to be held with them first. The County Council has a separate maintenance budget for repairs to bus stops for which it is responsible. The ECC bus stop improvement programme allows for funding of the infrastructure around bus stops; this programme seeks to promote the use of public transport. The option of the LHP working with Parish Councils and match-funding bus stops was discussed. It was agreed that the Panel would deal with any 'bus stop' requests on a case by case basis but that improving the appearance of a shelter would not generally be viewed as a priority. The bus stop improvements in the report would be discussed later in the meeting.</p> <p>Cllr Chapman advised that when the Panels were established it was envisaged that the LHP budget for 2013/14 would be the same as for 2012/13.</p>	
Hullbridge Road Crossing Request	<p>The PV<sup>2</sup> assessment had shown that the request for a crossing on Hullbridge Road outside Lubbards Farm had not met the criteria required, following a survey undertaken on Tuesday 12 February 2013. (Although the choice of date was unfortunate as it was an icy day, the importance of carrying out the survey before the next LHP meeting, so that the scheme could be considered for delivery in the 2012/13 budget, was recognised.)</p> <p>It was suggested by Panel Members that more people</p>	<p>A proposal to be put to the ECC Cabinet Member for Highways and Transportation for a temporary pedestrian crossing (to be funded out of the Panel's revenue budget) at Hullbridge Road outside Lubbards Farm for a month in the summer and that a further PV<sup>2</sup> assessment be undertaken. (Cllr Castle)</p>

ROCHFORD DISTRICT LOCAL HIGHWAYS PANEL  
NOTES OF MEETING HELD 13 MARCH 2013

	might use the footpath if there was a crossing, as many people chose to drive to locations in this area because they felt it was too dangerous to walk. Although it was acknowledged that the Hullbridge community would be growing as a result of the proposed new secondary school, the assessment could only take into account the current situation; it could not look to the future. It was proposed that a temporary pedestrian crossing (to be funded out of the Panel's revenue budget) be set up at this location for, say, a month in the summer, during which time the flow of pedestrian/vehicular traffic would be monitored via a further PV <sup>2</sup> assessment.. Cllr Castle would approach the ECC Cabinet Member to advise of the Panel's proposals. If the crossing is not approved, the £150,000 funding allocated by the Panel to establish the crossing could be spent on footway improvements in Hullbridge Road to enable the possibility of a crossing to be installed in future should an increase in the pedestrian count be seen.	
Potential Schemes for consideration of Panel	<p><b>Spencers Close – Horse inhibitors.</b> A resident spoke to the Panel. This is a well-used footpath and it was requested that a horse inhibitor, which would allow access for mobility scooters and pushchairs, be installed. It was noted that the Parish Council had extended the bridleway so there is no need for horses to use the footpath. As a TRO would have to be enforced, it was felt that a physical barrier would be more effective. This inhibitor would not be visible to the nearby houses.</p> <p>A motorcycle inhibitor to be installed in this location – to be funded by the LHP. (NS)</p>	

ROCHFORD DISTRICT LOCAL HIGHWAYS PANEL  
NOTES OF MEETING HELD 13 MARCH 2013

	<p><b>Cycling Schemes</b> - The Panel agreed that until there is sufficient funding to maintain cycle ways fully, it would not be appropriate to create new schemes.</p> <p>The issue of cars speeding along Mucking Hall Lane, Barling Magna, which was a single track with passing places, was raised. The Panel agreed to request that 20mph advisory notices be put up at the entrance and exit to both ends of the Lane and that signs warning of the potential presence of cyclists and horse riders be erected where the road passes houses and there is no footway.</p> <p><b>Rawreth Playing Pitches</b> Although the car park had been extended, the issue of cars parking on the verge persisted, which had safety implications because of visibility. Adequate parking was needed for the footballers and it was felt that ground conditions may be the reason for people choosing to park on the verge rather than in the car park. Further measures could include a warning leaflet on windscreens and a conversation with football teams that this was not an appropriate way to park. The Panel agreed to put the scheme forward to install bollards on the grass verge – at a cost of £15,000.</p> <p>The issue of congestion in <b>Little Wheatley Chase</b>, Rayleigh near to Our Lady of Ransom School had been passed to the SEPP.</p>	<p>NS to take to the engineers the proposal that 20mph advisory notices be put up in Mucking Hall Lane, Barling Magna at the beginning and end of where the road passes through the small hamlet of houses. The outcome of this request to be brought back to the Panel. (NS)</p> <p>Signs to warn of cyclists and horses could also be erected where the road passes houses and there is no footway.</p> <p>A scheme to install bollards on the grass verge at a cost of £15,000 to be put forward.</p>
--	---	--

ROCHFORD DISTRICT LOCAL HIGHWAYS PANEL  
NOTES OF MEETING HELD 13 MARCH 2013

	<p>A complaint had been received from a resident in <b>Rawreth Gardens</b>. Six houses were sited on an unmade road, which is Highways land, but which does not have proper drainage. Residents believe that the installation of a kerb and gullies would solve problem. This would be investigated by County Highways and, if appropriate, a flooding investigation report could be done.</p> <p><b>Failure to include yellow lines as part of the build-out scheme outside Barling School</b> CIF funding for this scheme had been lost. The Panel was advised that there was no way of reinstating the CIF funding but that the works could be completed by the Panel allocating revenue funding in the region of £5-10,000.</p> <p><b>Willow Walk, Hockley</b> The yellow lines in Willow Walk to stop commuter parking would be delivered within budget and by the end of March 2013.</p> <p><b>Spa Road, Hockley Guard rail</b> The Panel asked for an indicative start date. NS advised that no date had been received as yet but that she was anticipating that LHP schemes generally would start to be delivered from summer 2013.</p> <p>An observation was received that high bushes compromised visibility at the junction of Webster's Way and Eastwood Road – this would be looked into.</p>	<p>The issue to be referred to the Essex County Council Flood Management team. NS</p>
--	--	---

**ROCHFORD DISTRICT LOCAL HIGHWAYS PANEL  
NOTES OF MEETING HELD 13 MARCH 2013**

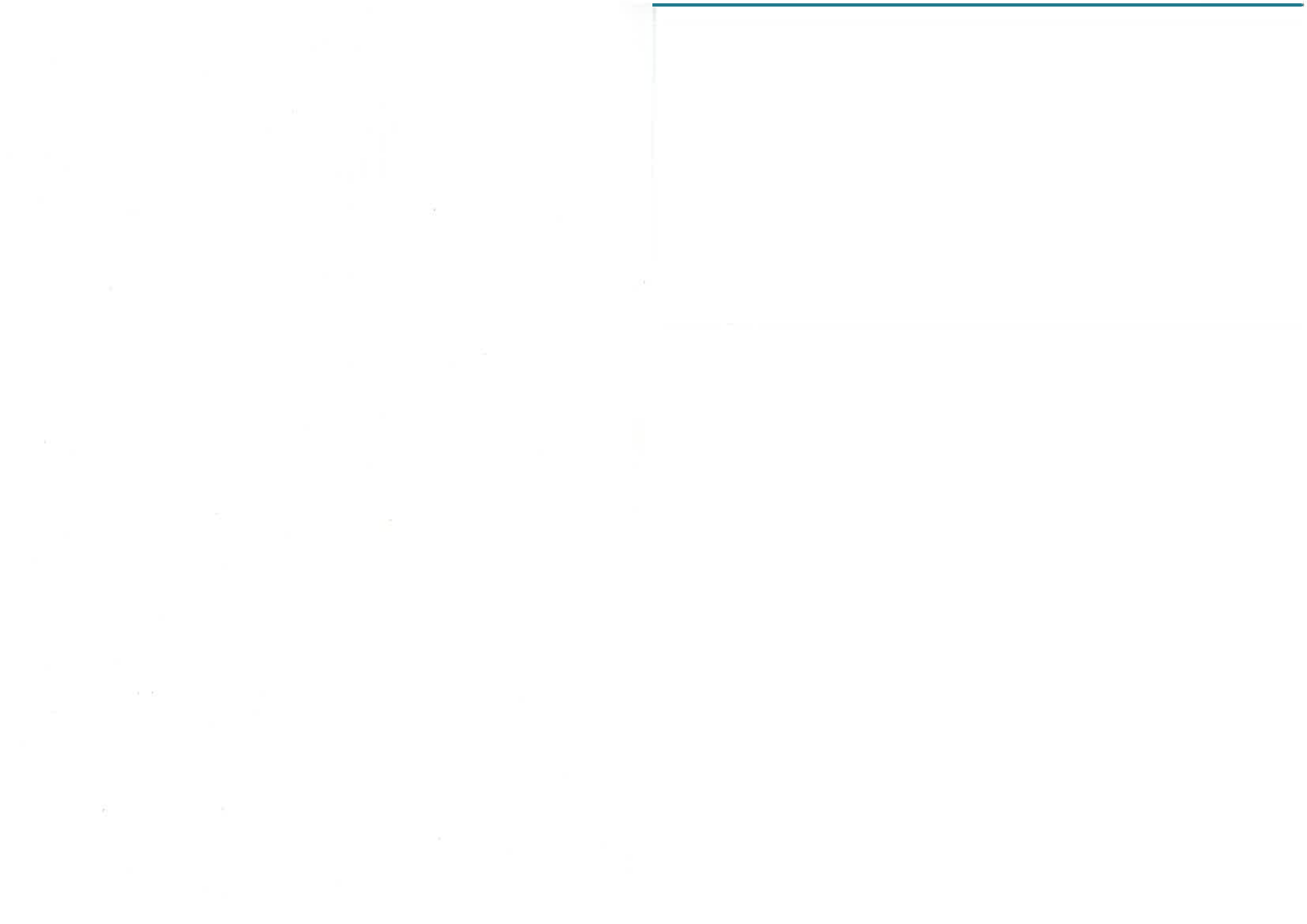
	<p>Further to information in the report that the tar within the road surface of Ashingdon road is regarded as hazardous, it was requested that the definition of tar/tarmac be provided for the next meeting. There is no confirmed date yet for resurfacing works at Ashingdon Road.</p> <p>The Panel referred to a letter received from Rochford Parish Council regarding the 'pedestrian refuge' at the junction of Weir Pond Road/East Street. Due to the width of the carriageway it is necessary to retain an island as this provides safe refuge for pedestrians to cross. SS would respond to Rochford Parish Council.</p>	<p>Response to be sent to Rochford Parish Council's letter dated 21/2/13. SS</p>
Magnolia Road Speed Survey Results	<p>Further to the survey results, the Panel agreed to allocate funding of £20,000 to this scheme. Due to the number of pedestrians who use the road, the Panel requested that a 10mph advisory speed limit be considered rather than 20mph as indicated in the report. If this is not possible, 20mph will go ahead. SP to email Panel with a breakdown of how the £20,000 is made up.</p>	<p>That a request be made that a 10mph advisory speed limit be considered at Magnolia Road.</p> <p>That a breakdown of how the £20,000 is made up be emailed to Panel members. SP</p>
Any other business	<p><b>One way system at Fountain Lane, Hockley</b> The Panel suggested that a solution to the problem could be to reduce the size of the bellmouth, but concluded this could not satisfactorily be achieved. NS would ask for this suggestion to be investigated by engineers.</p> <p>The Panel asked why the footway in Bradley Way was</p>	<p>That maintenance engineers be asked</p>



**ROCHFORD DISTRICT LOCAL HIGHWAYS PANEL  
NOTES OF MEETING HELD 13 MARCH 2013**

	<p>being repaired during the day, which was causing disruption to road users.</p> <p><b>Bus Stop Improvements</b></p> <p>The Panel considered the schemes in the report and agreed that part of the Panel's remaining budget of £25,000 should be allocated to those requests for a completely new shelter, as follows:-</p> <ul style="list-style-type: none"> <li>• Bus stop ID 15001100702 Doggetts Close, Stambridge Road, Rochford – install new wooden shelter (£7,500)</li> <li>• Bus Stop ID 15001100203 Church Road, Hockley Road, Rayleigh.</li> </ul> <p>Agreed that a bus stop at Tendring Avenue, Bardfield Way, Rayleigh should not be funded as there had been opposition from some residents to the scheme.</p> <p>As this was the final meeting of the Panel this year, the Chairman thanked Panel Members for their input and involvement over the last year.</p>	<p>why the footway in Bradley Way, Rochford was being repaired during the day. NS</p> <p>That funding be allocated to bus stop improvements, as follows:-</p> <ul style="list-style-type: none"> <li>• Bus stop ID 15001100702 Doggetts Close, Stambridge Road, Rochford – install new wooden shelter (£7,500)</li> <li>• Bus Stop ID 15001100203 Church Road, Hockley Road, Rayleigh.</li> </ul>
Dates of forthcoming meetings	<p>Friday 12 July 2013 at 10 am</p> <p>Thursday 10 October 2013 at 10 am</p>	

The meeting started at 10 am and ended at 11.53 am.



## Funding and Budgets

The ECC Cabinet Member for Highways and Transportation has identified budget lines and funding streams that can be devolved to LHPs for prioritisation, covering the following capital budget lines:

- Traffic Management improvements
- Tackling congestion
- Safer Roads (including casualty reduction)
- Public Rights of Way improvements
- Cycling schemes
- Passenger Transport improvements
- Minor improvement schemes

These budgets total £8M in 2012/13 and 2013/14. A formula has been used to divide the funding in such a way that it takes account of a number of influences including road length, population and employment statistics. The amount allocated to each district/borough area will have a floor of £400,000 and a ceiling of £1 million.

The budgets available for 2012/13 are shown below:

### Proposed allocation of Integrated Transport (Improvement) budget to the Highways Panel – 2012/13

	Percentage split (%)	Allocation per district (£)
Basildon	12.50%	£ 1,000,000
Braintree	10.19%	£ 815,578
Brentwood	5.62%	£ 449,876
Castle Point	5.72%	£ 457,351
Chelmsford	12.50%	£ 1,000,000
Colchester	12.50%	£ 1,000,000
Epping Forest	8.74%	£ 699,550
Harlow	6.09%	£ 487,315
Maldon	5.00%	£ 400,000
Rochford	5.35%	£ 427,808
Tendring	9.88%	£ 790,481
Uttlesford	5.90%	£ 472,041
<b>Total</b>	<b>100%</b>	<b>£ 8,000,000</b>

All capitalised costs pertaining to schemes prioritised by LHP (including feasibility, design, construction, supervision and safety audit) will fall within the budget allocated to each LHP for prioritisation.

In addition to the above, a revenue element that supports the Highway Rangers service (covered later) will be included within the Highways Panel prioritisation remit. For 2012/13 this equates to £130k per annum for each District/Borough area (c£1.56M County-wide).

## **About Local Highways Panels**

Local Highways Panels (LHPs) will be a new forum for county and district / borough members to come together to consider and prioritise elements of highways spend in their local district / borough areas.

The scope of works that can be prioritised by the Panel is broad and will include the following areas of capital spend:-

- Traffic Management improvements
- Tackling congestion
- Safer Roads (including casualty reduction)
- Public Rights of Way improvements
- Cycling schemes
- Passenger Transport improvements
- Minor improvement schemes

In summary, the approach is:

- There will be 12 Local Highway Panels, one for each district / borough.
- Each Panel will consist of the local County Councillors and the equivalent number of district/borough councillors, unless it is agreed otherwise.
- Each panel will be able to recommend schemes to be completed in their local area.
- The schemes will be submitted to the County Council Cabinet Member for Highways & Transportation for approval.
- Once agreed, the schemes will come out of the budget set aside for that local panel.

In setting priorities for local scheme selection, LHP Members will need to have due regard to the responsibilities of the Highways Authority. These will include, amongst other things: its statutory duties, standing orders and financial regulations.

The Panels will need to determine the frequency of meetings to maintain momentum between formal meetings. Where possible, the Panel will need to approve design alternatives and they may choose, for example, to empower the Chairman to comment on behalf of the Panel where decisions are needed between formal meetings.

Responsibility for parking schemes has been delegated by ECC to the two Parking Partnerships and the Panels will not therefore be able to promote parking restrictions unless they are intended to address a serious safety or congestion issue the Panels can however make suggestions for the Parking Partnerships to consider.

## **Terms of Reference**

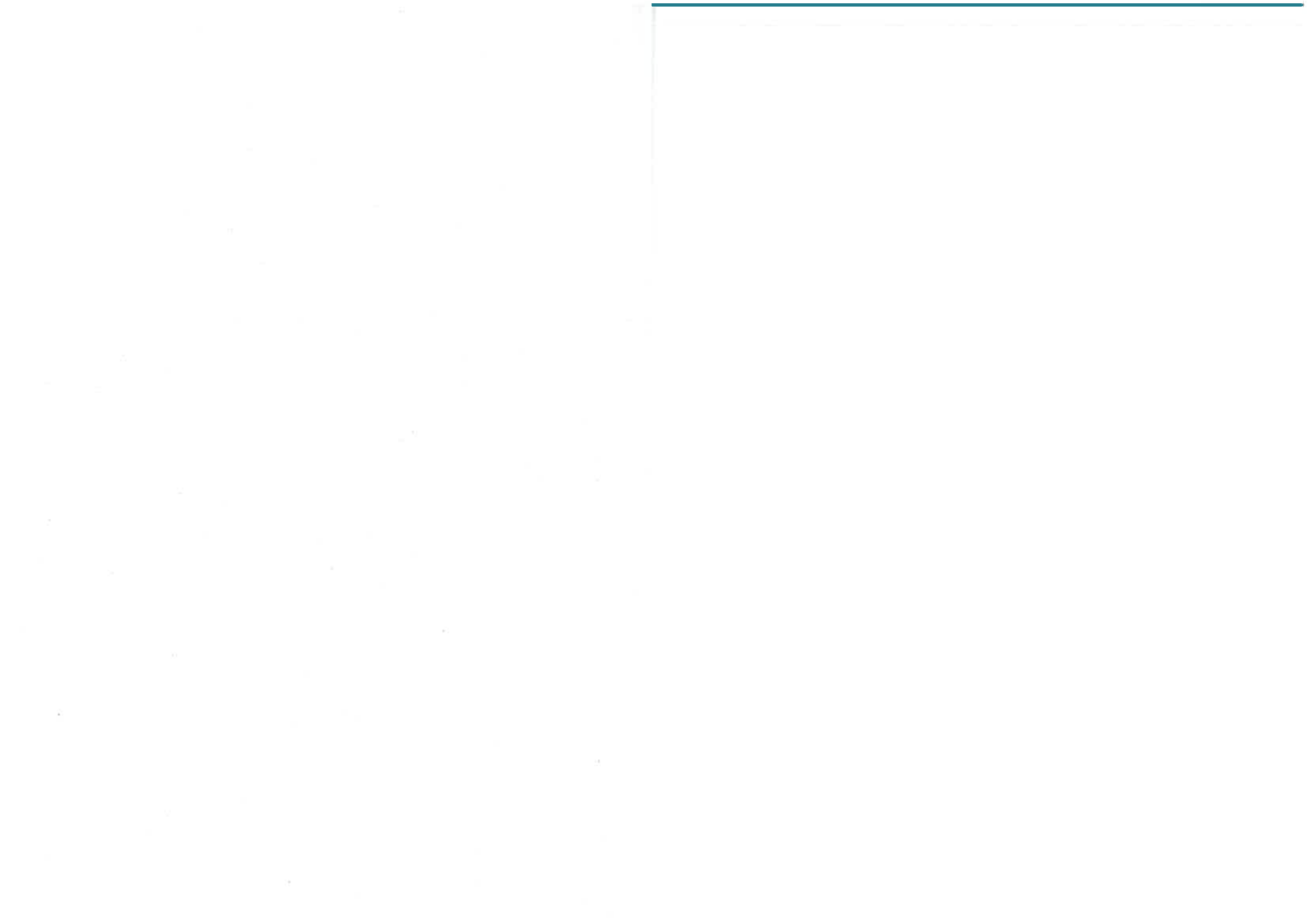
Each Panel will consist of the local County Councillors and the equivalent number of district/borough councillors, unless it is agreed otherwise.

A Local Highways Panel will:

- Prioritise and make recommendations for projects/schemes to ECC Cabinet Member for Highways and Transportation within their allotted budget.
- Have regard to the advice from ECC officers on relevant statutory/duty of care requirements.
- Oversee and set priorities for schemes funded through the localism process and the work of the Highways Ranger Service.
- Monitor the delivery of the agreed programme and raise issues and concerns through agreed procedures.
- Consider any other Highways and Transportation matter referred to the panel from time to time by other council constituted bodies, panels or groups.
- Make recommendations to ECC Cabinet Member for Highways and Transportation to amend targets or discretionary policies and/or amend budget allocations between programmes if necessary to meet local priorities.
- Take a lead role in liaison with town/parish councils

## Governance

- The LHP will elect a Chairman, which will ordinarily be a county member unless it is agreed otherwise.
- Decision making to be agreed by LHP and clearly minuted to be actioned.
- Meetings may be in public or private but reports of each meeting must be presented to the Locality Board (or other standing locality arrangement) in that district/borough and recommendations reported to the ECC Cabinet Member for Highways.
- ECC Cabinet Member for Highways and Transportation will be minded to accept the advice and prioritisation agreed by the LHP subject to the Highways Authority's Statutory Duties/Duty of Care Obligations consistent with current legislative requirements and regulations.
- ECC Cabinet Member for Highways and Transportation reserves the right to reject any scheme promoted by the LHP that falls outside of ECC policies and standards.
- In the event of any disputes within the LHP, the Cabinet Member for Highways and Transportation will take the final decision based on advice from officers and existing Highways Policy.
- Frequency and location of meetings to be determined by the LHP but should be fit for purpose and encourage partnership working. It is suggested that meetings should be quarterly and linked to the budget planning cycle.





### **Hullbridge Road Pedestrian Crossing o/s Lubbards Farm**

A request had previously been received from the Rochford Local Highways Panel for a crossing on Hullbridge Road outside Lubbards Farm. This request was supported by a petition submitted by Cllr Black.

A PV<sup>2</sup> survey was undertaken and it was found that the location did not meet the criteria for a crossing.

The panel then suggested that perhaps pedestrians did not cross at this location due to the lack of crossing facility and that if a crossing was to be installed then it would be utilised. A proposal was therefore put forward to see if a temporary crossing facility could be put in place to see how many pedestrians would use the facility if there were one.

The suggestion of a temporary crossing was discussed with the Network Management Team and they did not support the proposal. They explained that according to the DfT, pedestrian stand-alone facilities are only permitted in the following instances:

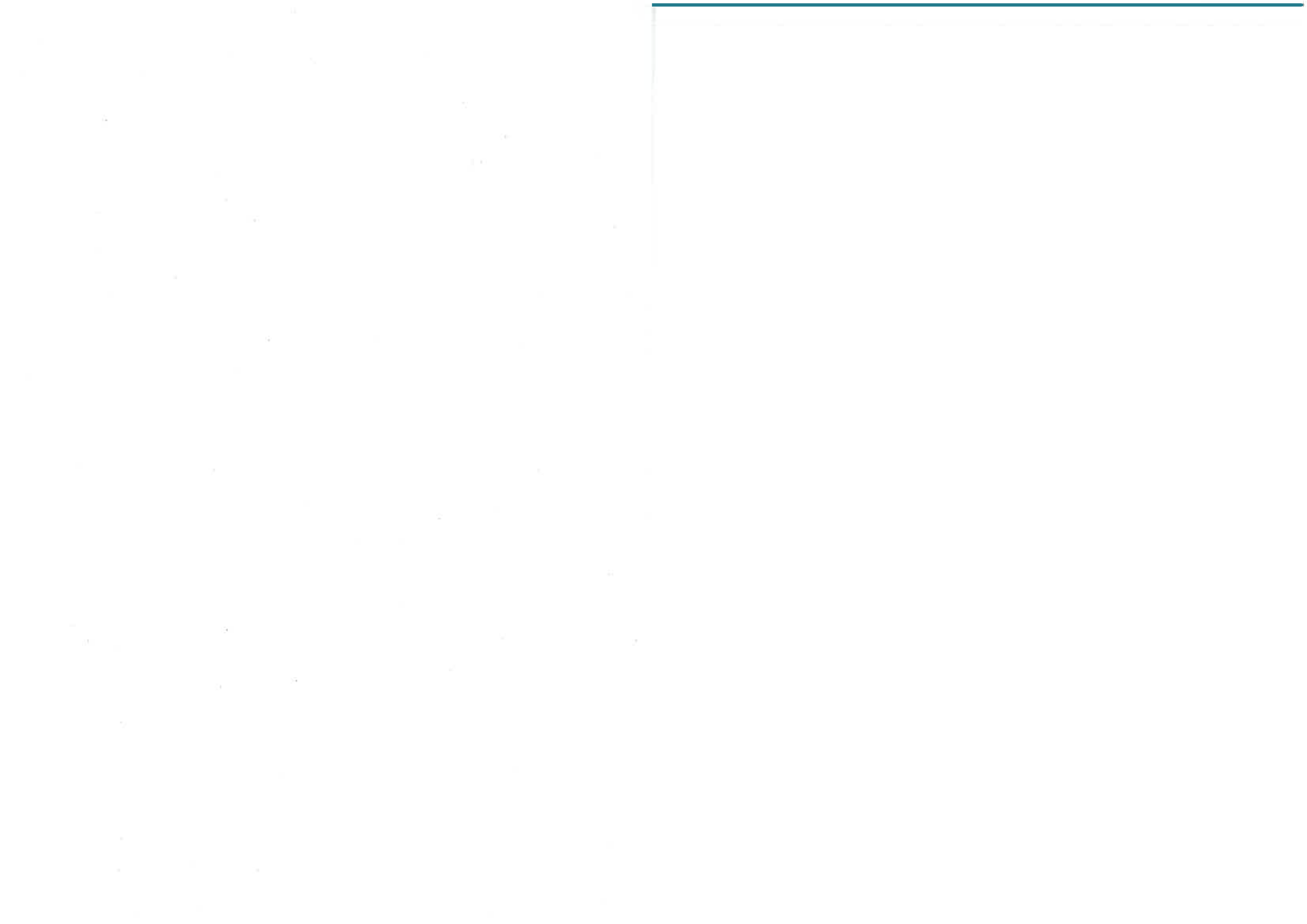
- Where an existing permanent crossing has had to be closed for upgrade works
- Near road works sites where it is impractical to incorporate a pedestrian facility into the portable signals
- At large public events, such as a music festival, where there is a need for a crossing for a relatively short time.

The view taken by Network Management was that the idea of a PV<sup>2</sup> survey is that the demand is there in the first place and that we do not artificially create the demand.

There were also concerns raised that crossings statistically have a high probability of increasing collisions at a location over a three year period and the introduction of a temporary crossing would create the possibility of a collision that would otherwise not have occurred.

In order to put in a temporary crossing we would still be required to install most of the signing and lining so for these reasons a temporary crossing facility would not be approved.

The funding that was allocated to this scheme has been carried forward into the 2013-14 financial year and, as discussed at the last panel on the 13th March 2013, there may be a desire to utilise this money to install a footway at this location for possible use in future. The panel must agree whether this is something that they would still like to pursue and if so then this proposal will be taken back to the Design Team for possible implementation.



	ID	District	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
2	ROCH9	Rochford	Lubbards Farm, Hullbridge Rd	New footway	To allow pedestrians to walk safely and cross road more easily.	Engineer assessment is as follows: Footpath request is feasible but you would need to relocate two telegraph poles. If the footpath is intended for school children then may be beneficial to ask farmer to allow use of his access behind hedgelinen so that peds can use that rather than building a footway. Please note that there may be stats issues at this location that could greatly affect scheme cost.	Cllr Chris Black	£90k plus approx £40k for relocation of telegraph poles.		Green
3	ROCH10	Rochford	Coachmans Court	Crossing request	To enable residents of Coachmans Court to cross road safely.	Refused by Network Management as it will not meet PV2, there is also a suitable zebra crossing within reasonable distance towards the junction with West Street	Public			Red
4	ROCH11	Rochford	Fountain Lane	Prevent vehicles from travelling wrong way down one-way street.	Vehicles enter Fountain Way and travel wrong way down a one-way street.	Reduction of size of bellmouth is possible to prevent vehicles from turning the wrong way down the road, however a traffic count is recommended to see how many vehicles are travelling down the road and turning in which direction to ascertain if reduction of width of road, and subsequently one lane turning into High Road would result in traffic build up.	Cllr Hart	£600 for traffic count		Amber
5	ROCH12	Rochford	Mucking Hall Lane	30mph signage	Request from LHP for an advisory 30mph speed limit at the beginning and end of the homes in Mucking Hall Lane due to perceived safety issues. Panel also requested signage warning of cyclists and horse riders.	This site has been considered as a part of the speed limit review and under the speed limit review it is proposed to change the speed on the section highlighted in attached plan. An objection has been received for this proposal and so we are currently following due process. It is feasible to provide horse and/or cycle warning signs at an appropriate location on Mucking Hall Lane, we are currently awaiting local member to provide more information on where these signs might be best placed.	Cllr Hudson	£1k for sign installation		Amber
6	ROCH13	Rochford	North Street	Traffic Island	A request was made by the Rochford LHP for enhancement or removal of the two traffic islands in Rochford at the end of North Street and in Weir Pond Road (into East Street). Both are in the conservation area and the work would enhance the town centre.	Engineer would not recommend complete removal of the traffic islands, they believe that removal may have been considered in the past to facilitate traffic management measures for resurfacing works elsewhere on the network. It is feasible to undertake enhancement works using higher quality materials which would improve the appearance of the islands however this work would be purely cosmetic.	Shaun Scrutton	£20k		Green

Estimated Timescale Assuming smooth progress	RAG	Requester	Estimated Cost (£)	By	Justification / Comments	Problem	Scheme	Location	District	ID			
	Amber	Mark Francois MP	£19,000		Network Management raised concerns that approval of this scheme would set a precedent and therefore approval would be necessary from the Cabinet Member for Highways if the panel wished to proceed. The verges (small & large areas) could be paved together with sloped kerb edges and replacement of damaged kerbs adjacent to BT cover on bend and pave leading area.	Road is extremely narrow and vehicles are unable to exit the road as there is not sufficient width for vehicles to turn around.	Removal of grass verge to create turn-around area.	Thames Close, Rayleigh	Rochford	ROCH14			7
	Red	Shaun Scruton			These business do not qualify for brown and white tourism signage so black and white directional signage was considered. Following the validation process, the Engineer's recommendation is that this request is refused. There is no demonstrated Traffic Management need for signage. Installing further signs would unnecessarily clutter the highway and would be a maintenance burden in the future. As highlighted by the tourism signage team, the businesses should ensure that clear directions to their venue are published on any promotional material and their web site.	Leisure facilities feel that they are not able to be located by Industrial Estate leisure facilities in Rochford e.g. CI Bowling etc.	Installation of black and white directional signage for the Eldon Way	Eldon Way	Rochford	ROCH15			8
	Amber	Shaun Scruton	£1500 for speed surveys. £20,000 for implementation		It was agreed at the validation meeting that a 20mph zone is unrealistic. A 20mph by limit is possible although it would be unlikely that the Police would support such a proposal due to the increased enforcement required. Speed surveys should be undertaken on each road to investigate the suitability of the roads for the introduction of a 20mph limit.	Perceived speeding issue North, East, South and West streets, and Weir Pond Road.	20mph zones	Rochford Town Centre	Rochford	ROCH16			9
	Red	Shaun Scruton			It is not ECC practice to generally upgrade zebra crossing to Zebrite halo LEDs as this is not in line with the ECC Street Lighting Operational Plan. The additional expense to replace zebrites halo LEDs or internally illuminated 'modu' posts in the event of a knock down creates an unnecessary maintenance burden for ECC. ECC will only consider the installation of zebrite halo LEDs at Collision Reduction sites identified by the Safety Engineering team recommending this measure at a specific site.	Request from Rochford Town Council to upgrade the illumination of all crossings from Ashingdon Road from Hall Road to Brays Lane which are not controlled by pelican lights. To upgrade LEDs at the following crossings: Rochford School, St Teresa's School, junction of Boswell Avenue, near the junction of Brays Lane.	Upgrade of crossing illumination	Ahingdon Road /w Brays Lane	Rochford	ROCH17			10

	ID	District	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
11	ROCH18	Rochford	Rectory Avenue	Speed Survey	Perceived Speeding issue in Rectory Avenue.	Speed data to be brought to panel on the 12th July 2013 for panel to review.	Shaun Scrutton			
12	ROCH19	Rochford	Ashingdon Road j/w The Chase	Bridleway Improvements	Lack of bridleway link and lack of safe waiting point for horses and riders.	Proposal by PRoW Team to create a bridleway link at Rouncefall, Hawkwell. This would link with this Chase which in turns links with Ashingdon Road. The second part of the proposal is to harden the verge at the junction of The Chase and Ashingdon Road and create a wider area for riders to wait. There would be fencing separating the areas for horses and pedestrians.	PRoW Team	£30,000		Green
13	ROCH20	Rochford	London Road	Closure of Hammerhead	Anti-social behaviour in hammerhead.	Residents have complained of anti-social behaviour in the hammerhead. The proposal is to create a gating order to close the highway and only allow access to those permitted by Highways. Please see attached report and plans.	Mark Francois	£10,000		Green
14	ROCH21	Rochford	Causton Way, Rayleigh	Dead End signage	Cars not being aware that Causton Way is a dead end.	Cars not being aware that the road is a dead end and having to turn around.	Cllr Speering	£1,000		Green
15	ROCH22	Rochford	Ashingdon Road opposite playing fields	Upgrade of existing zebra crossing to signalised crossing	Parish stated that crossing is not visible and there have been near-misses with pedestrians trying to cross.	Currently being validated.	Shaun Scrutton			

Green	A high priority scheme against strategic criteria
Amber	A low priority scheme against strategic criteria
Red	A scheme which is against Essex Policy or there is no appropriate engineering solution.
	Scheme pending validation





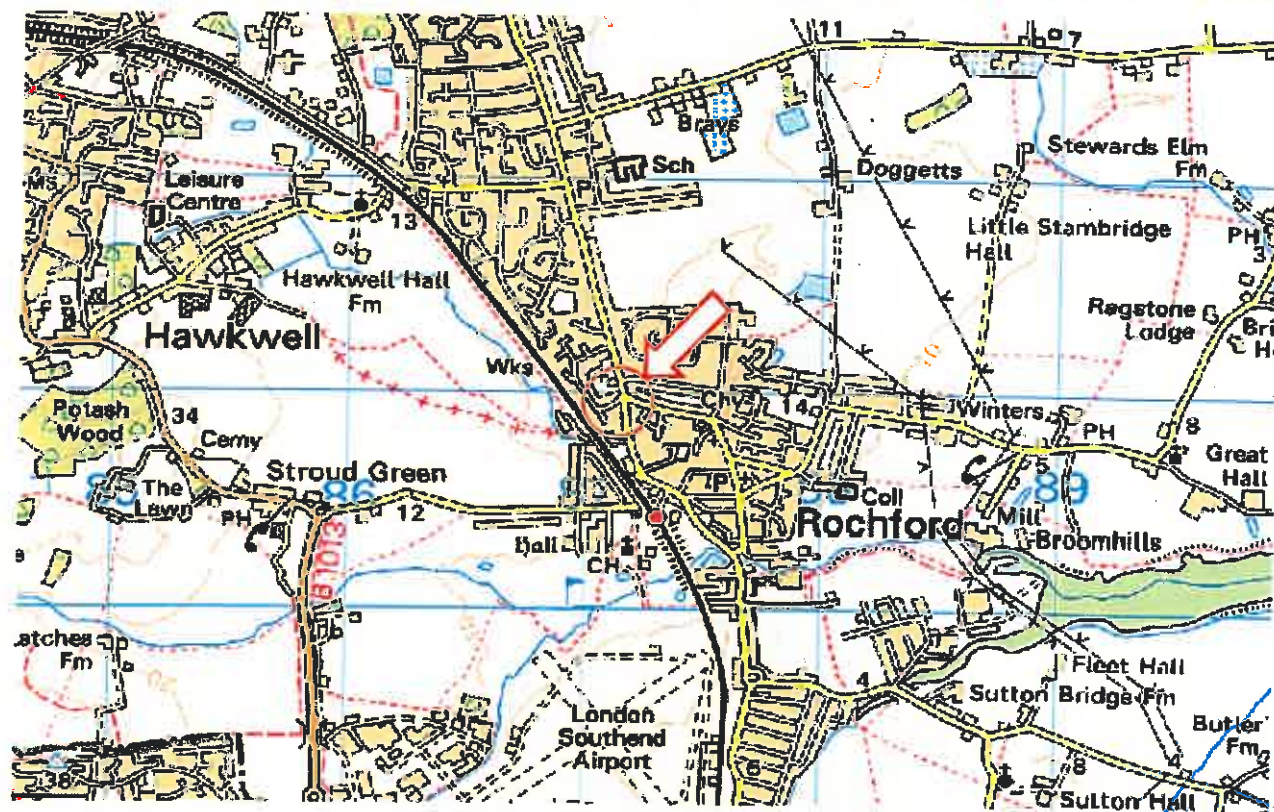
Local council		District	Location	Type of Scheme	Details of Scheme	Issues / Comments / Reason for Scheme	Scheme Origination	Approx Timescale	Estimated Cost	Priority (RAG)	Prioritisation Calculations: Weighting
	1	Rochford	Bus Stop ID: 15001100603 Anne Boleyn Address Southend Road Rochford	BSI	Remove old metal shelter and replace with a new wooden shelter with seats	added to list 25/6/12	Request from Parish Council	3 months	£7,500	Amber	
	2	Rochford	Bus Stop ID 15001100703 Doggetts Close Address Stambridge Road Rochford	BSI	Remove old concrete shelter and replace with a new wooden shelter with seats	The existing shelter is in very poor repair and has an asbestos roof which will need to be disposed of separately by specialist contractors	Request from Parish Council	3 months	£7,500	Amber	
	4	Rochford	Bus Stop ID 15001100111, Grove Road Rayleigh	BSI	Remove old metal shelter and replace with a new wooden shelter with seats	added to list 17/07/12	Request from Parish Council	3 months	£7,500	Amber	
Lawford	6	Rochford	Bus Stop ID 15001000808 Tendring Ave, Bardfield Way Rayleigh	BSI	Install new wooden shelter	added to list 23/07/2012	Request from Parish Council	3 months	£7,500	Amber	

KEY  
Green A high priority scheme against passenger transport criteria  
Amber A low priority scheme against passenger transport criteria  
Red A scheme which is against Essex Policy or there is no appropriate engineering solution.





1.0 Site Location Plan



2.0 Aerial Photograph



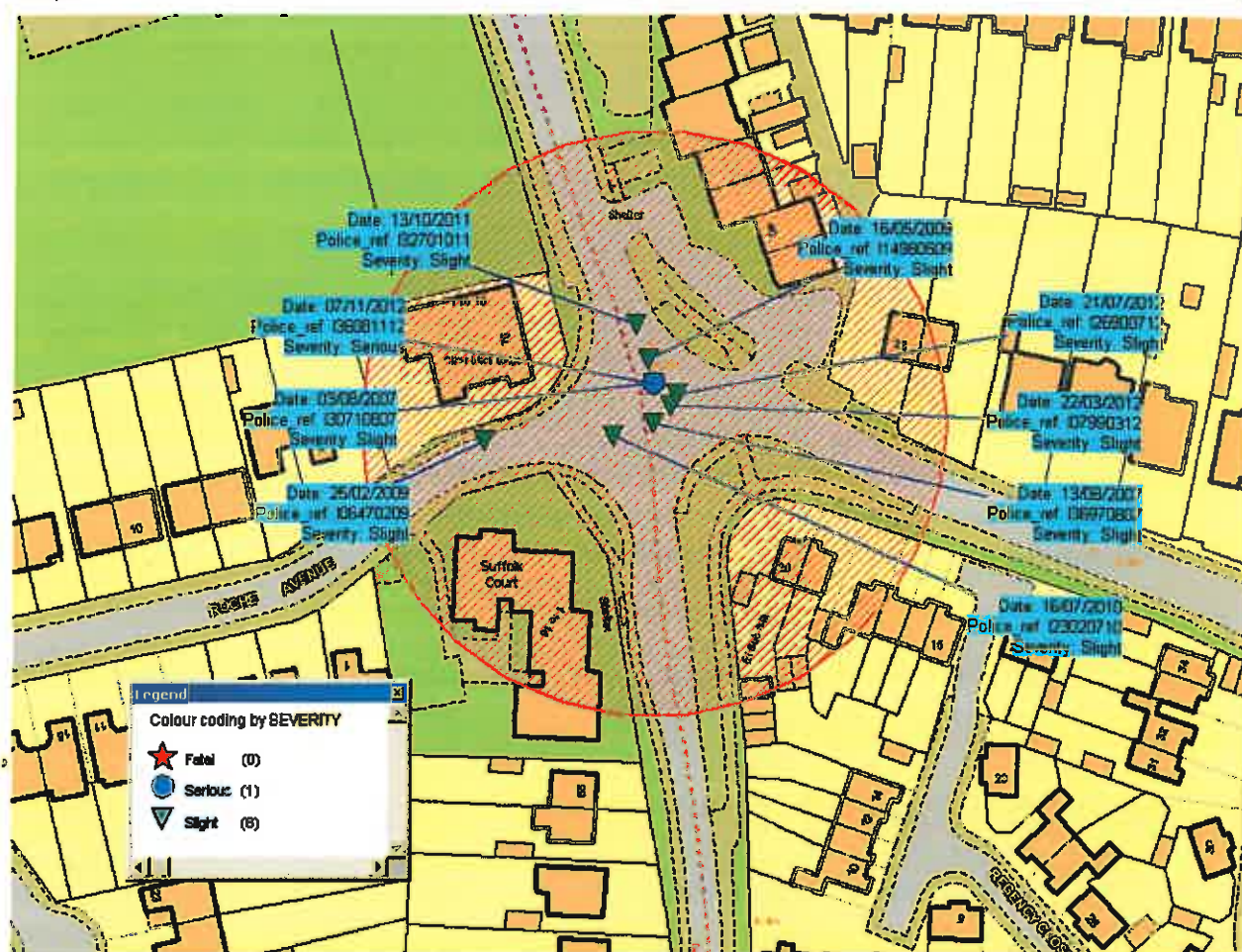


### 3.9 Site Description

The site under investigation is the mini roundabout junction of Ashington Road with Dalys Road & Roche Avenue in Rochford.

Ashington Road, Dalys Road and Roche Avenue are all single carriageway roads subject to the national speed limit of 30mph.

### 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 fail to give way collisions at the existing mini roundabout junction, particularly by motorists entering the circulatory from the northern arm (Ashington Road).

The data shows that overall there have been 9 PIC's at this location, 8 Slight and 1 Serious, resulting in 12 Slight and 1 Serious casualty.

11% of the PIC's occurred in 'Wet/Damp' conditions and 11% occurred during the hours of darkness.

22% of the PIC's involved powered two wheelers.

#### 5.0 Site Observations

- 5.1 It was observed that the junction appears to be busy throughout the day and that numerous motorists appear to travel through the junction failing to give way to the right as they should resulting in numerous sudden braking movements. A very high number of motorists were also observed to be failing to stay to the correct side of the central island marking, 'cutting the corner'.
- 5.2 It was observed that the approach lane on the northern arm (Ashingdon Road) is very wide which could be encouraging high approach speeds.

#### 6.0 Recommendations

Following the site inspection and an analysis of the previous Personal Injury Collisions, it is recommended that the following measures are undertaken:

- 6.1 Investigate the possibility of providing a 'compact urban' roundabout including splitter islands on all arms in order to formalise the turning movements and increase deflection through the junction.
- 6.2 If it is not feasible / economically viable to provide a 'compact urban' roundabout then investigate possible alterations to reduce the carriageway width on the southbound approach (northern arm) and to relocate and increase the size of the central island marking to increase deflection.

## 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	13
Investigation time period (years)	5.5

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

As per recommendations in Section 6

£29,000.00

£29,000.00

Accident saving produced by proposed treatment (%)

44

**%FYRR 260**

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

**3.96** or **0.72** 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

**5.72** or **1.04** each year

# 1.1.1. Signatures Approval & Authorisation

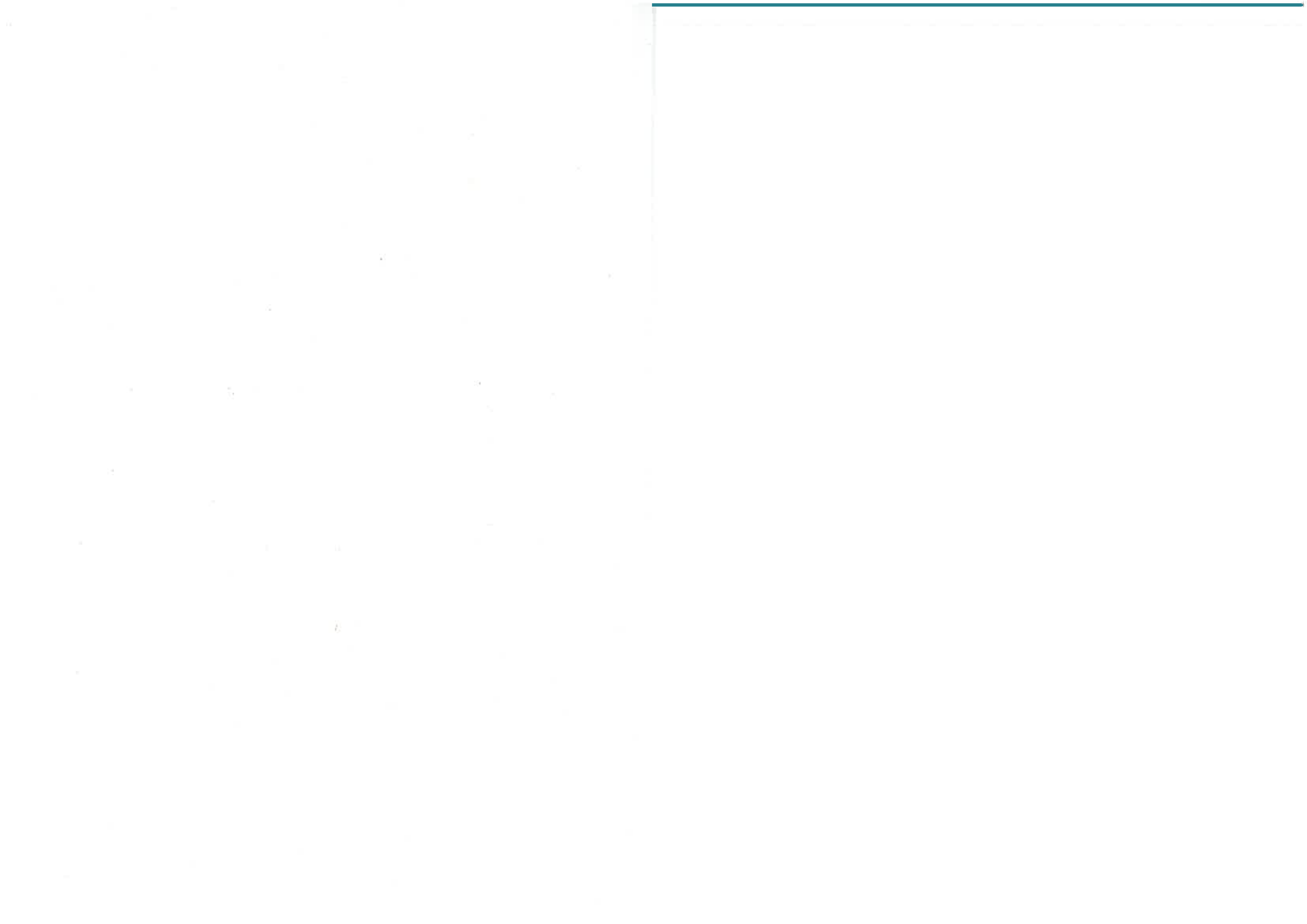
Approvals			
Name/role	Tel No.	Signature	Date
Lead Safety Engineer: Gary Webster	01245 437257		
Senior Safety Engineer: Chris Whinney	01245 437253		
Safety Engineering Manager: Nicola Foster	01245 437146		

Discussed/Agreed with Area Contact			
Name/role	Tel No.	Signature	Date
Senior Design Engineer: Tara Jowett	01245 240039		

Financial Authorisation Code	Date of Authorisation

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

Comments





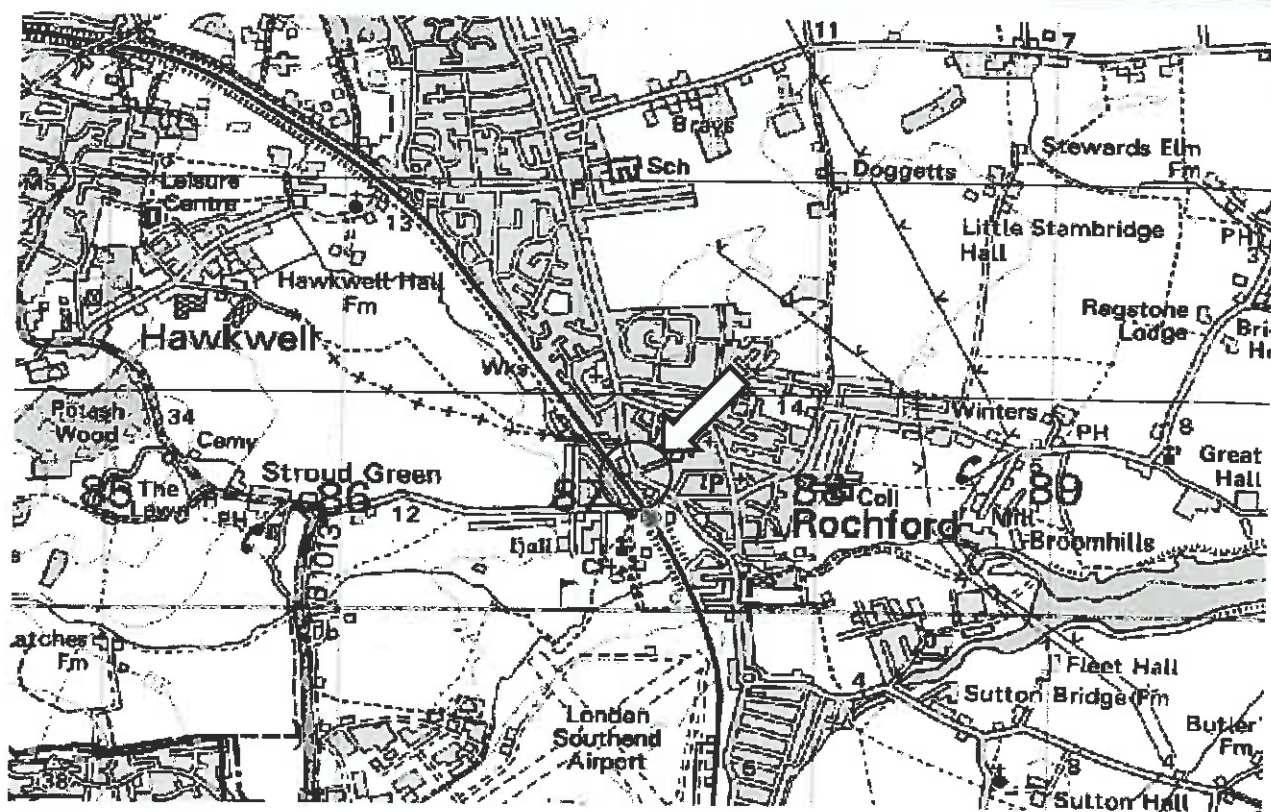
ECC Casualty Reduction Site Investigation 2010/14

Location: Ashington Rd J/w West St & Hall Rd, Rochford

District: Rochford

Investigation Period: 01/06/2007 to 31/03/2012 Grid Reference: 587262 100460

1.0 Site Location Plan



2.0 Aerial Photograph

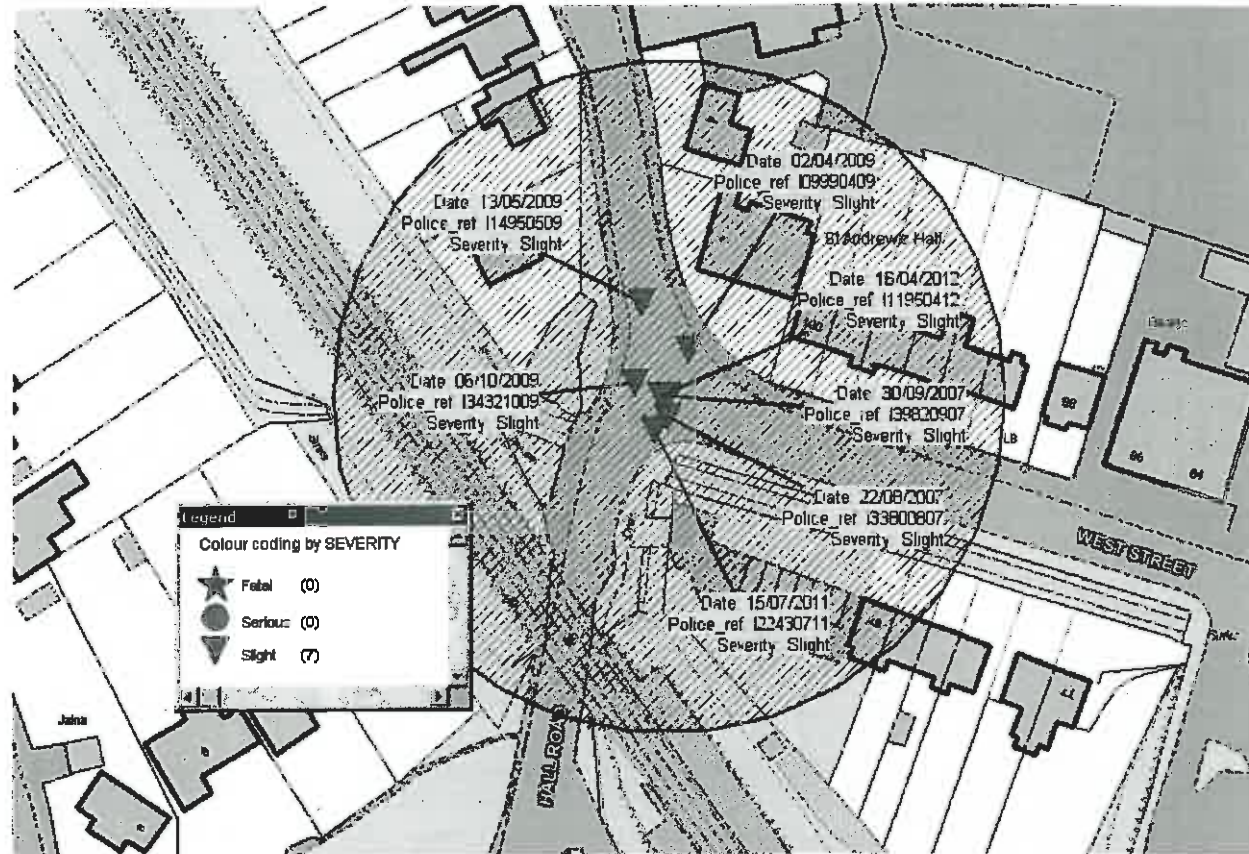


### 3.0 Site Description

The site under investigation is the mini roundabout junction of Ashington Road with West Street and Hall Road in Rochford.

Ashington Road, West Street and Hall Road are all single carriageway roads subject to the national speed limit of 30mph.

### 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 31/05/2012 at this location shows a pattern of fail to give way collision at the existing mini roundabout junction, particularly by motorists entering from the eastern arm (West Street).

The data shows there have been 7 PIC's at this location, all Slight, resulting in 8 Slight casualties.

14% of the PIC's occurred in 'Wet/Damp' conditions and 0% occurred during the hours of darkness.

29% of the PIC's involved powered two wheelers and 29% involved pedal cycles.

### 5.0 Site Observations

- 5.1 It was observed that the junction appears to be busy throughout the day and that numerous motorists appear to travel through the junction failing to give way to the right as they should resulting in numerous sudden braking movements. A very high number of motorists were also observed to be failing to stay to the correct side of the central island marking often straddling both this marking and the splitter island markings on the approaches.
- 5.2 It was observed that where there are two traffic lanes on the eastern arm approach (West Street). This can result in the vehicle in lane 2 masking visibility to the right for motorists in lane 1.



- 5.3 It was observed that there is an excessive amount of directional, tourist information and other signage present at the junction that could lead to information overload for motorists.

## 6.0 Recommendations

Following the site inspection and an analysis of the previous Personal Injury Collisions, it is recommended that the following measures are undertaken:

- 6.1 Re-design the mini roundabout, reducing it to one traffic lane on the eastern arm approach (West Street) by building out the southern kerb line therefore increasing the width of the footway. Provide a domed central island marking and kerbed traffic islands on the eastern and northern arms where possible. Care should be taken to ensure that the position of any keep left bollards located on splitter islands do not restrict visibility splays.
- 6.2 Undertake a full traffic signs review and remove / relocate any unnecessary signs.

## 7.0 Economic Analysis

### 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	7
Casualties treated	8
Investigation time period (years)	5

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

As per recommendations in Section 6	£32,000.00
	<b>£32,000.00</b>

Accident saving produced by proposed treatment (%)	44
--	----

**%FYRR 202**

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

**3.08** or **0.62** 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

**3.52** or **0.70** each year

# **5.1 Scheme Approval & Authorisation**

<b>Approvals</b>			
<b>Name/role</b>	<b>Tel No.</b>	<b>Signature</b>	<b>Date</b>
<i>Lead Safety Engineer: Gary Webster</i>	01245 437257		
<i>Senior Safety Engineer: Chris Whinney</i>	01245 437253		
<i>Safety Engineering Manager: Nicola Foster</i>	01245 437146		

<b>Discussed/Agreed with Area Contact</b>			
<b>Name/role</b>	<b>Tel No.</b>	<b>Signature</b>	<b>Date</b>
<i>Senior Design Engineer: Tara Jowett</i>	01245 240039		

<b>Financial Authorisation Code</b>	<b>Date of Authorisation</b>

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

<b>Comments</b>

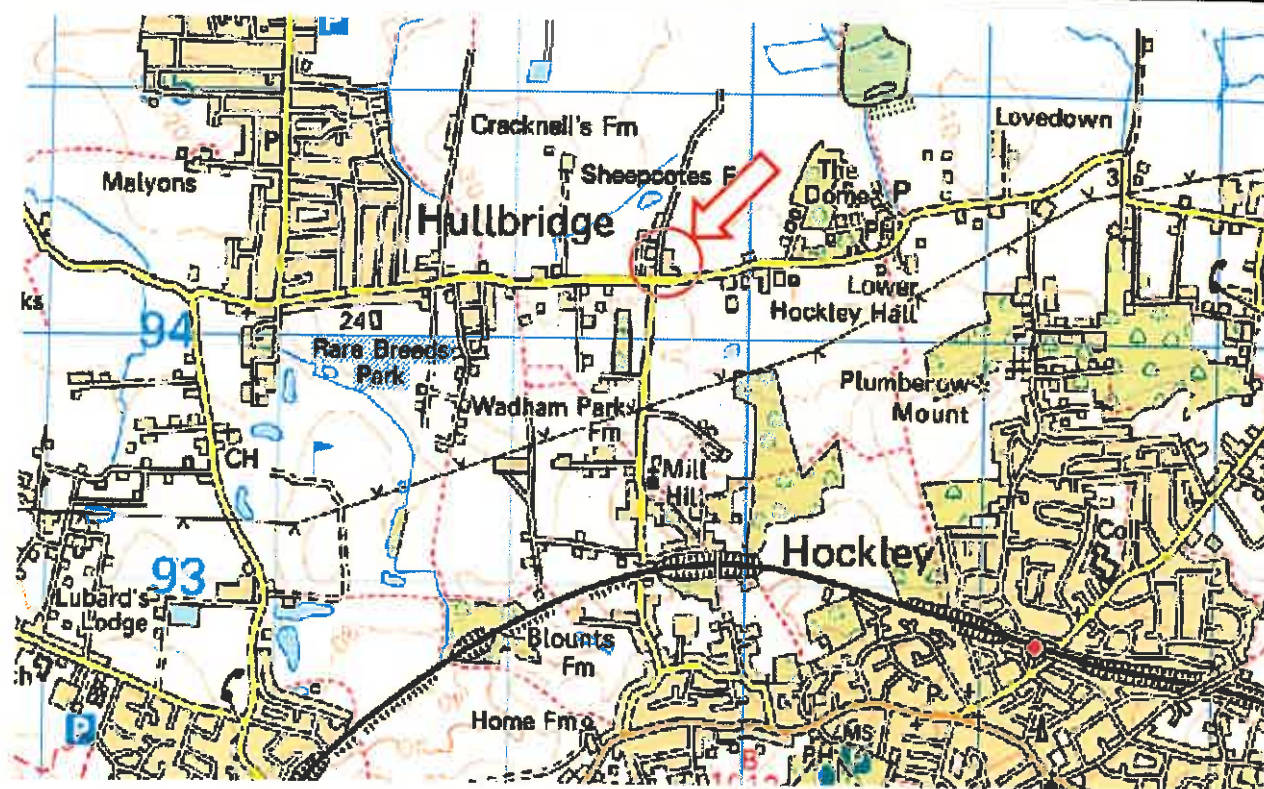
BCC Casualty Reduction Site Investigation 2010/12

Location: Lower Road J/w Church Road, Hullbridge

District: Rochford

Investigation Period: 01/06/2007 to 31/05/2012 Grid Reference: 582569 194217

### 1.0 Site Location Plan



### 2.0 Aerial Photograph



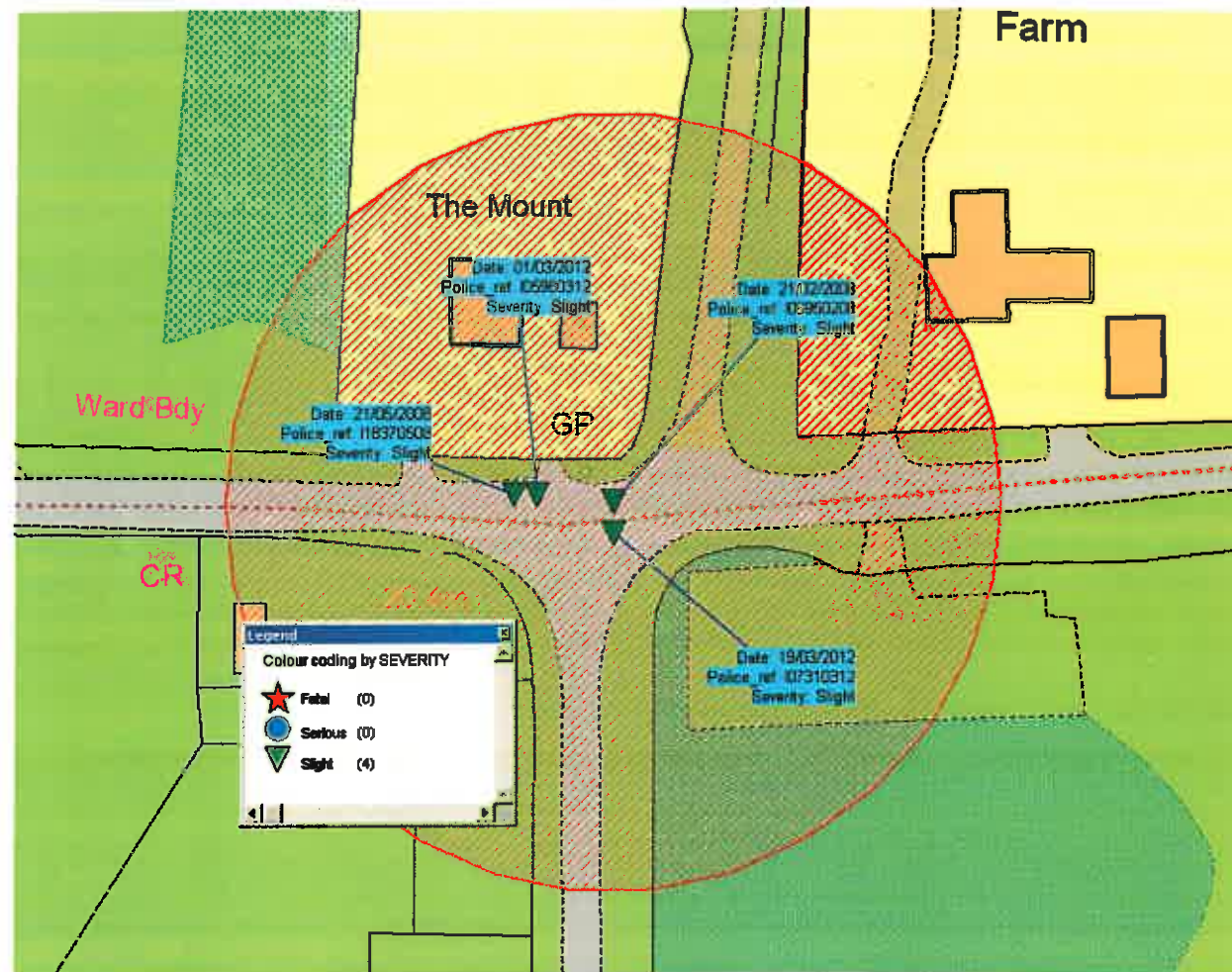


### 3.0 Site Description

The site under investigation is the junction of Lower Road with Church Road in Hullbridge.

Lower Road and Church Road are both single carriageway roads. Lower Road is subject to a 40mph and Church Road appears to be subject the national speed limit of 60mph.

### 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 31/05/2012 at this location shows a pattern of collisions involving motorists travelling eastbound along Lower Road colliding into the back of stationary vehicles as they wait to turn right into Church Road.

The data shows there have been 4 PIC's at this location, all Slight, resulting in 6 Slight casualties.

25% of the PIC's occurred in 'Wet/Damp' conditions and 25% occurred during the hours of darkness.

25% of the PIC's involved powered two wheelers.

### 5.0 Site Observations

- 5.1 It was observed that the existing 'Side road ahead' warning signs on both the east bound and west bound approaches to the junction are poorly located on the same signposts as 'Low Bridge / Height Restriction' signs and therefore may not be very conspicuous to passing motorists. It was also noted that the 'Low Bridge / Height Restriction' sign on the eastbound approach is covered in graffiti and the sign on the westbound approach is covered in moss / detritus.

## 6.0 Recommended Mitigations

Following the site inspection and an analysis of the previous Personal Injury Collisions, it is recommended that the following measures are undertaken:

- 6.1 Provide new 'Side Road ahead' warning signs with supplementary distance plates shown together on yellow backing boards on both approaches to the junction. These signs should be kept in isolation from any other directional or information signs and should be located in advance of such existing sign locations to give better advanced warning.
- 6.2 Clean / replace existing 'Low Bridge / Height Restriction' signs or replace with new directional signs incorporating 'Low Bridge / Height Restriction' information.
- 6.3 Care must be taken to ensure that any new sign posts are deemed to comply with passive safety regulations.

## 7.0 Economic Analysis

### 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	4
Casualties treated	6
Investigation time period (years)	5

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

As per recommendations in Section 6

£17,000.00

£17,000.00

Accident saving produced by proposed treatment (%)

41

**%FYRR 202**

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

**1.64** or **0.33** 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

**2.46** or **0.49** each year

### 3.1 Scheme Approval & Authorisation

Approvals			
Name/role	Tel No.	Signature	Date
Lead Safety Engineer: Gary Webster	01245 437257		
Senior Safety Engineer: Chris Whinney	01245 437253		
Safety Engineering Manager: Nicola Foster	01245 437146		

Discussed/Agreed with Area Contact			
Name/role	Tel No.	Signature	Date
Senior Design Engineer: Tara Jowett	01245 240039		

Financial Authorisation Code	Date of Authorisation

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

Comments



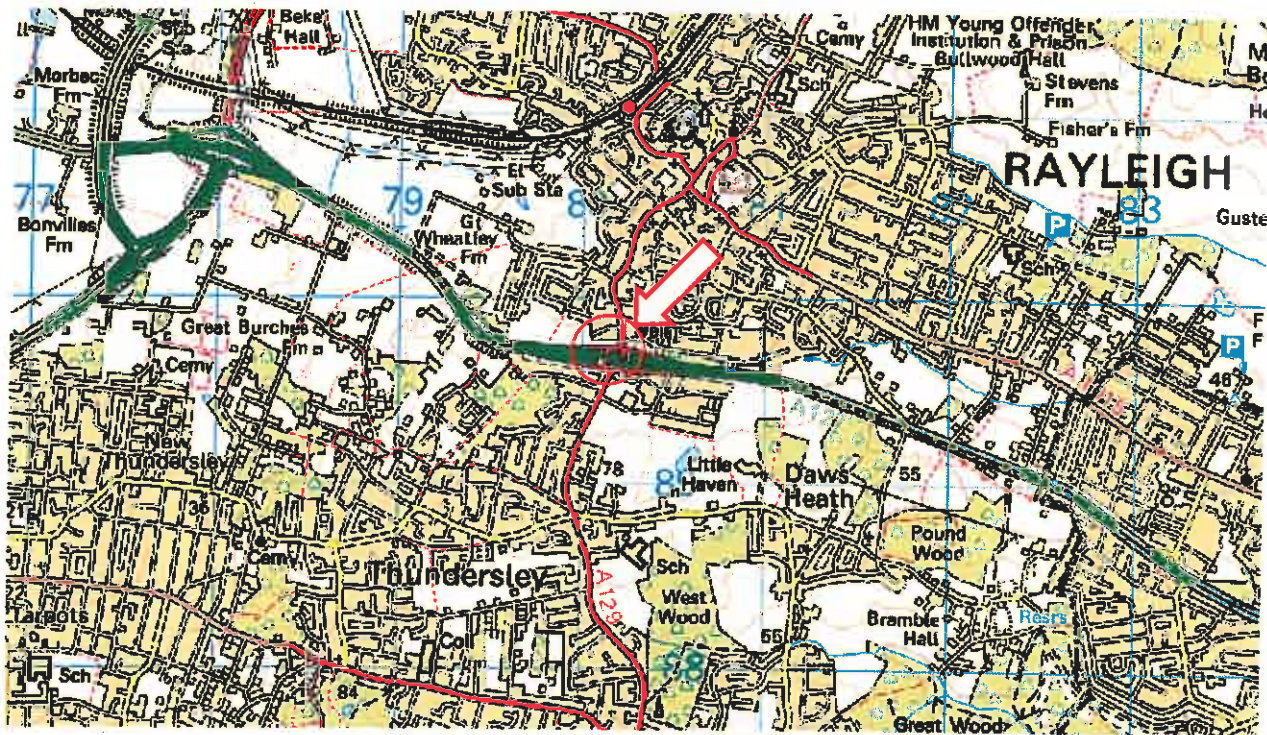
ECC Casualty Reduction Site Investigation 2013/14

Location: Rayleigh Weir - A127 Eastbound Offslip, Rayleigh

District: Rochford

Investigation Period: 01/06/2007 to 31/05/2012 Grid Reference: 580182 189768

### 1.0 Site Location Plan



### 2.0 Aerial Photograph



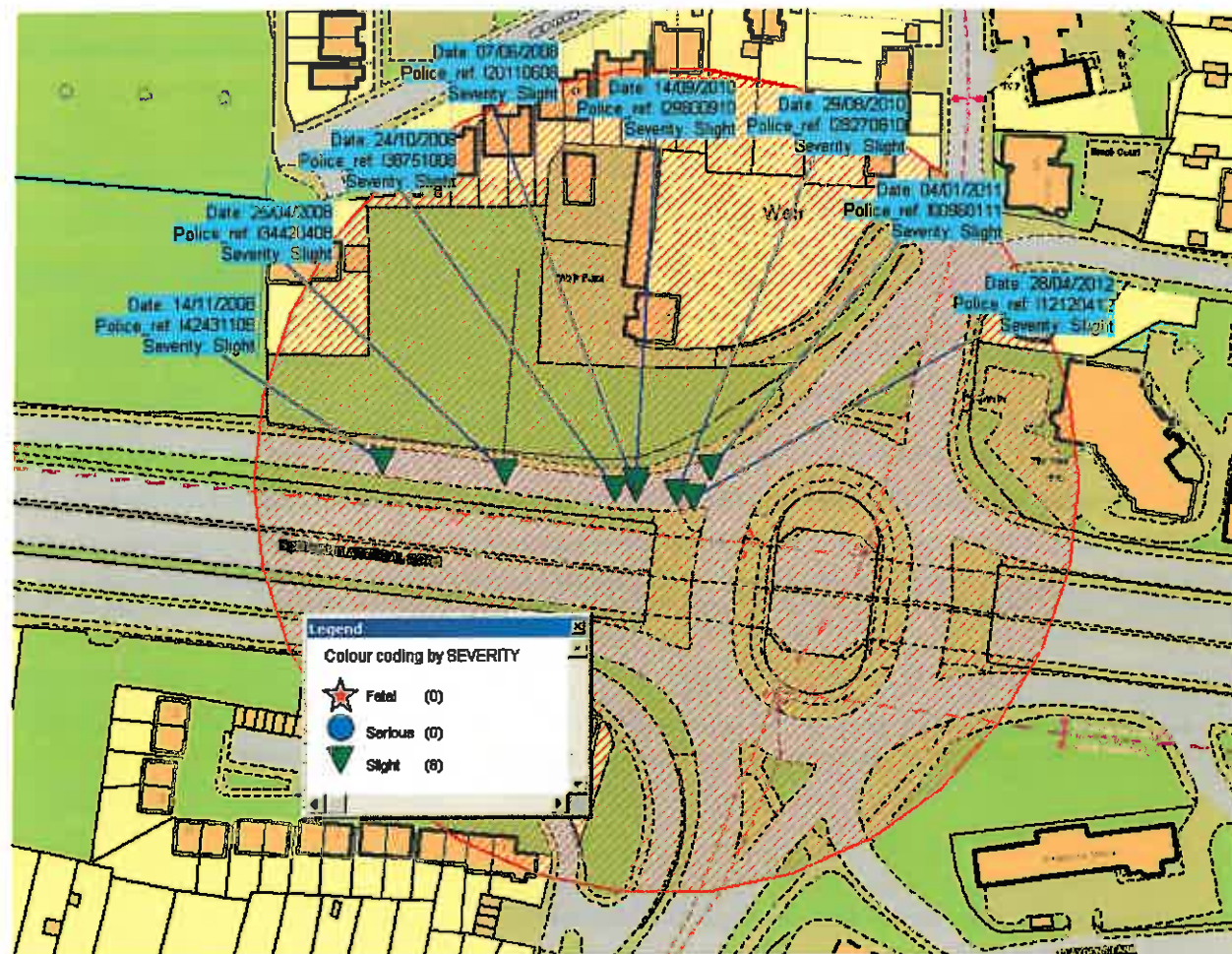


### 3.0 Site Description

The site under investigation is the A127 eastbound off slip at the Rayleigh Weir junction.

The A127 eastbound off slip is a two lane slip road leading off of the A127 Southend Arterial Road and is subject to a 50mph 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 31/05/2012 at this location shows a pattern of nose to tail collisions at or on the approach to the traffic signals where the A127 eastbound off slip meets the Rayleigh Weir roundabout.

The data shows there have been 8 PIC's at this location, all Slight, resulting in 12 Slight casualties.

50% of the PIC's occurred in 'Wet/Damp' conditions and 25% occurred during the hours of darkness.

100% of the PIC's involved cars.

### 5.0 Site Observations

- 5.1 It was observed that the existing 'Traffic signals ahead' warning sign to the offside of the off slip appears to have been struck and is no longer present.



- 5.2 It was observed that a high percentage of traffic using the slip road appears to use the offside lane (Lane 2) even though it is possible to travel south towards Benfleet from either lane on the off slip.
- 5.3 It was observed that the nearside traffic signal head may be difficult to observe in advance on the approach due to the presence of a lighting column and overgrown vegetation. If there are high sided vehicles present within the offside lane then this could therefore result in motorists failing to observe the presence of traffic signals until the last minute resulting in late breaking manouvres.
- 5.4 It is noted that 50% of the collisions have occurred in wet/damp conditions which may suggest that the carriageway surface has poor skid resistance properties.

## 6.0 Recommendations

Following the site inspection and an analysis of the previous Personal Injury Collisions, it is recommended that the following measures are undertaken:

- 6.1 Investigate the skid resistance of the carriageway surface throughout the slip road.
- 6.2 Investigate the possibility of adding a high level (Overhead) primary traffic signal head at the top of the off slip where it joins the Rayleigh Weir roundabout.



Photo 1 – Example of high level primary traffic signal head used elsewhere within Essex.

- 6.3 Provide new yellow backed 'Queues likely on slip road' warning sign and supplementary plate to TSRGD dia.584 & 584.1 to the nearside of the carriageway at the commencement of the off slip.
- 6.4 Replace the previously damaged yellow backed 'Traffic signals ahead' warning sign to TSRGD dia.543 to the offside of the carriageway. (Locate behind the existing safety barrier if possible).
- 6.5 Cut back any overgrown vegetation that obscures forward visibility to the nearside traffic signal.
- 6.6 Investigate the possibility of removing / relocating the lighting column that obscures visibility to the nearside traffic signal. (Lighting Column Ref: WC321)
- 6.7 Provide new lane destination signs to TSRGD dia.877 to both sides of the carriageway on the approach to the roundabout to encourage more even traffic queues between the two traffic lanes.

## First Year Rate of Return (FYRR) Calculation

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

### Assumptions:

Average annual accident cost (£)	£104,720.00 (TAG 3.4.1)
Accidents treated	8
Casualties treated	12
Investigation time period (years)	5

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

As per recommendations in Section 6

£38,000.00

£38,000.00

Accident saving produced by proposed treatment (%)

46

**%FYRR 203**

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

**3.68** or **0.74** 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

**5.52** or **1.10** each year

**5.1 Scheme Approval & Authorisation****Approvals**

Name/role	Tel No.	Signature	Date
Lead Safety Engineer: Gary Webster	01245 437257		
Senior Safety Engineer: Chris Whinney	01245 437253		
Safety Engineering Manager: Nicola Foster	01245 437146		

**Discussed/Agreed with Area Contact**

Name/role	Tel No.	Signature	Date
Senior Design Engineer: Tara Jowett	01245 240039		

**Financial Authorisation Code****Date of Authorisation**

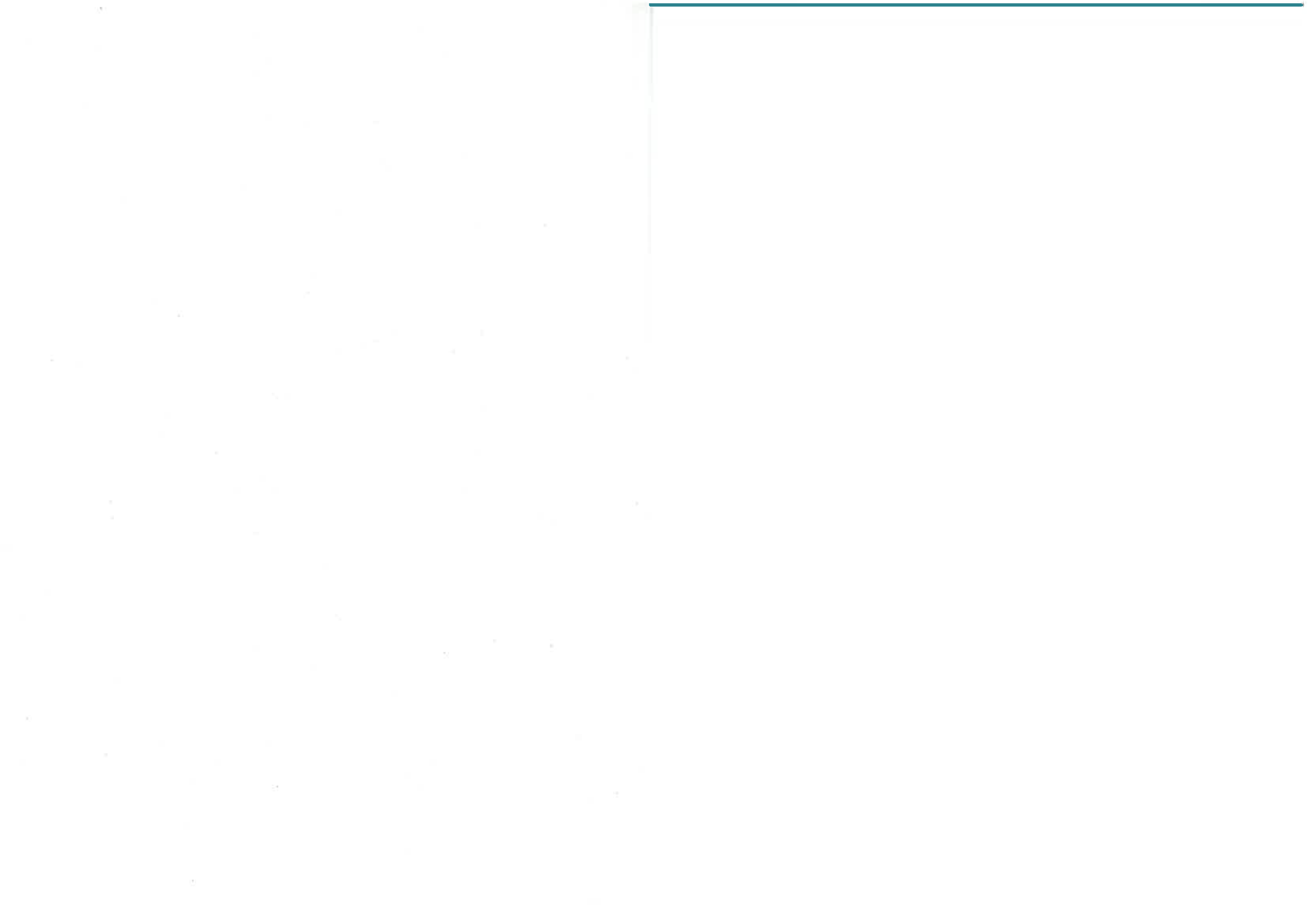
--	--

**Contacts**

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

**Comments**

--





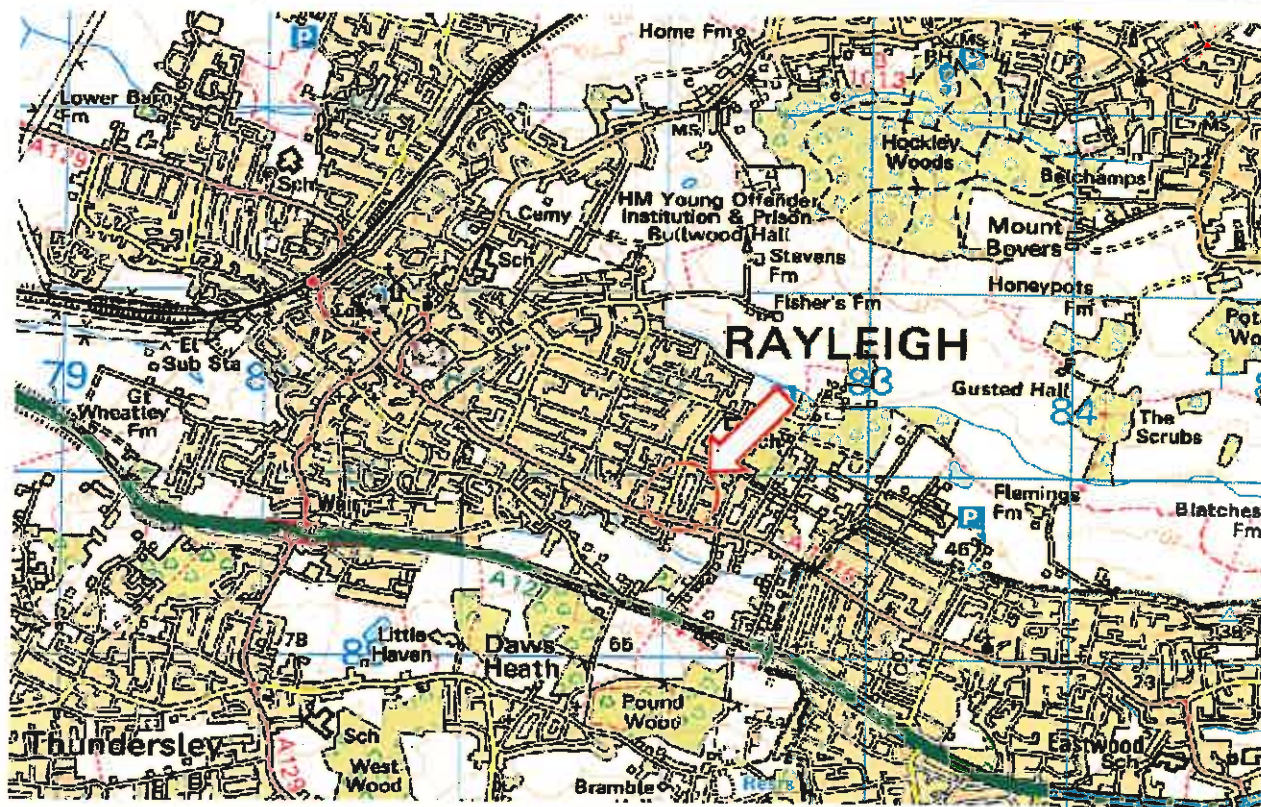
ECC Casualty Reduction Site Investigation 2013/14

Location: Warwick Road J/w Clarence Road, Rayleigh

District: Rochford

Investigation Period: 01/06/2007 to 31/05/2012 Grid Reference: 576911 187625

## 1.0 Site Location Plan



## 2.0 Aerial Photograph





### 3.3 Site Description

The site under investigation is the crossroads junction of Warwick Road with Clarence Road in Rayleigh. Clarence Road is the priority route with Warwick Road having give way lines on both approaches to the junction.

Warwick Road and Clarence Road are both single carriageway roads subject to the national speed limit of 30mph.

### 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 31/05/2012 at this location shows a pattern of motorists failing to give way to the right or left as they travel along Warwick Road and attempt to cross the priority route of Clarence Road.

The data shows there have been 4 PIC's at this location, 1 Serious and 3 Slight, resulting in 1 Serious and 6 Slight casualties.

75% of the PIC's occurred in 'Wet/Damp' conditions and 25% occurred during the hours of darkness.

## 5.1 Site Observations

- 5.1 It was observed that forward visibility to the give way signs and road markings on both Warwick Road approaches to its junction with Clarence Road can be limited at times due to the presence of vehicles, particularly high sided vehicles parked to the nearside of the carriageway where the parking restrictions end close to the junction. A give way sign is only provide on the westbound approach to the junction.
- 5.2 It was observed that the carriageway surface and road markings are in poor condition in the vicinity of the junction, particularly on both Warwick Road approaches. The thin surface course that has been applied to the concrete carriageway has worn off in places on the westbound approach.
- 5.3 It was observed that visibility to the right and left when waiting at the give way lines on either section of Warwick Road can be limited at times due to the presence of vehicles parked to either side of the carriageway where the parking restrictions end within Clarence Road.
- 5.4 It is noted that a scheme to provide a raised table and extend parking restrictions at this junction has previously been put forward and consulted on and the majority of the responses received were in favour of the scheme.

## 6.0 Recommendations

Following the site inspection and an analysis of the previous Personal Injury Collisions, it is recommended that the following measures are undertaken:

- 6.1 Provide a raised table at the junction and provide all necessary associated warning signs on all approaches.
- 6.2 Resurface the carriageway and refresh all road markings in the vicinity of the junction.
- 6.3 Extend parking restrictions on all approaches to ensure that appropriate forward visibility of give way signs and markings can be achieved and that appropriate visibility can be achieved from both give ways lines at all times. (When parked vehicles are present)
- 6.4 Provide a 'Give way' sign to TSRGD dia.602 on the eastbound approach to the junction to replicate the existing sign on the westbound approach.

## 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	4
Casualties treated	7
Investigation time period (years)	5

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

As per recommendations in Section 6

£36,000.00 MAX !!!

£36,000.00

Accident saving produced by proposed treatment (%)

88

**%FYRR 205**

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

**3.52** or **0.70** 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

**6.16** or **1.23** each year



# 6.4 Signature/Approval/Authorisation

Approvals			
Name/role	Tel No.	Signature	Date
Lead Safety Engineer: Gary Webster	01245 437257		
Senior Safety Engineer: Chris Whinney	01245 437253		
Safety Engineering Manager: Nicola Foster	01245 437146		

Discussed/Agreed with Area Contact			
Name/role	Tel No.	Signature	Date
Senior Design Engineer: Tara Jowett	01245 240039		

Financial Authorisation Code	Date of Authorisation

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

Comments



Design Reference Number	Task Name	Finish	Cost Code	Works Description	Allocated Budget
DC1232	A1015 Eastwood Road in vicinity of Webster's Way, Rayleigh	Mon 03/06/13	LROC001001	Casualty reduction measures	£50,000.00
	Design	Fri 22/02/13			
	Construction	Mon 03/06/13			
	RSA 4 / Defect Period Review	Mon 02/06/14			
DC1402	Various Locations, Great Wakering	Tue 24/09/13	LROC002003	Signage works (inc.design)	£1,000.00
	Design	Fri 02/08/13			
	Construction	Tue 24/09/13			
	RSA 4 / Defect Period Review	Tue 23/09/14			
DC1524	Hullbridge Road j/w Rawreth Lane, Rayleigh	Fri 07/03/14	LROC007001	Congestion relief scheme	£70,000.00
	Design	Fri 27/09/13			
	Construction	Fri 07/03/14			
	RSA 4 / Defect Period Review	Fri 06/03/15			
DC1660	Various Locations Barling Magna	Fri 23/08/13	LROC001003	Village Gateways	£30,000.00
	Design	Fri 02/08/13			
	Construction	Fri 23/08/13			
	RSA 4 / Defect Period Review	Fri 22/08/14			
DC1662	Spa Road Hockley	Thu 17/10/13	LROC003003	Pedestrian Guard Rail	£20,000.00
	Design	Fri 05/07/13			
	Construction	Thu 17/10/13			
	RSA 4 / Defect Period Review	Thu 16/10/14			
	Magnolia Road 20mph limit	Tue 30/04/13	LROC001004	20mph speed limit	£20,000.00
	Design	Tue 30/04/13			
	Construction	to be programmed			
	RSA 4 / Defect Period Review	Tue 30/04/13			
	Watery Lane Drainage Works	Wed 01/05/13	LROC001005	Drainage works	£25,000.00
	Design	Tue 30/04/13			
	Construction	Wed 01/05/13			
	Little stambridge Hall Lane	to be programmed	LROC002001	Traffic management	£1,000.00
	Design				
	Construction				
	London Road j/w Vernon Avenue	to be programmed	LROC132008	Traffic Management	£7,000.00
	Design				
	Construction				
DC1572	Rawreth Lane, Rayleigh	Fri 18/10/13	LROC002002	Parking restrictions - adjustment to existing parking bay layout	£15,000.00
	Design	Fri 27/09/13			£0.00
	TRO	Fri 18/10/13			£0.00
	Construction	to be programmed			£0.00
DC1683	Spencers Close	Wed 22/01/14	LROC002003	Horse Inhibitor	£1,000.00
	Design	Fri 29/11/13			£0.00
	Construction	Wed 22/01/14			£0.00
	RSA 4 / Defect Period Review	Wed 21/01/15			£0.00
DC1684	Little Wakering Road, Little Wakering	Thu 17/10/13	LROC002004	Parking restrictions	£10,000.00
	Design	Wed 31/07/13			
	Construction	Thu 17/10/13			
	RSA 4 / Defect Period Review	Thu 16/10/14			
DC270	Rochford District	Mon 11/03/13	2536LESW3300	TRO	£0.00
	Design	Mon 02/07/12			£0.00
	Commercial	Mon 07/01/13			£0.00
	Construction	Mon 11/03/13			£0.00

