

Colchester Local Highway Panel Meeting Agenda

Date: Wednesday 29th March 2017
Time: 10:00 hrs
Venue: County Hall, Chelmsford, Committee Room 3

Chairman: CC Member Anne Brown

Panel Members: Colchester Cllr Lyn Barton (Deputy), CC Member Kevin Bentley, CC Member Julie Young, CC Member Sue Lissimore, CC Member Anne Turrell, Cllr Brian Jarvis, Colchester Cllr Dennis Willetts, Parish Representative Cllr John Gili-Ross.

Other Attendees: EH Sonia Church - Highways Liaison Manager
 EH Joe Hazelton - Highways Liaison Officer

Secretariat: EH Jasmine Wiles – Assistant Highway Liaison Officer

Page		Item	Lead	Papers
	1	Welcome & Introductions	Chairman	Verbal
	2	Apologies of Absence Declarations of Interest	Chairman	Verbal
	3	Minutes of meeting held on 10 th January 2017 to be agreed as a correct record	Chairman	Report 1
	4	Approved Works Programme	Joe Hazelton	Report 2
	5	Potential Schemes for consideration of Panel in 2017/18 <ul style="list-style-type: none"> ❖ Safer Roads ❖ Traffic Management ❖ Walking ❖ Passenger Transport ❖ Cycling ❖ Public Rights of Way 	Joe Hazelton	Report 3
		Appendix <ul style="list-style-type: none"> ❖ S106 Update ❖ Rangers Report ❖ Completed Designs 	Joe Hazelton	Report 4
		AOB	Joe Hazelton	Verbal
		Date of next meeting: 15 th June 2017	All	Verbal

** Any member of public wishing to attend the Colchester LHP meeting must arrange a formal invitation from the LHP Chairman. Any public questions should be submitted no later than Wednesday 22nd March 2017 to joe.hazelton2@essexhighways.org*

Report 1

LOCAL HIGHWAY PANEL – MINUTES AND ACTIONS

Date: 10th January 2017

Present: County Councillor Anne Brown (Chairman), Colchester Cllr Lyn Barton (Vice), County Councillor Kevin Bentley, County Councillor Sue Lissimore, County Councillor Julie Young, Cllr Brian Jarvis and Parish Cllr John Gili-Ross.

Apologies: County Councillor Anne Turrell and Cllr Dennis Willetts

Other Attendees: Sonia Church - SC (Highway Liaison Manager), Joe Hazelton - JH (Highway Liaison Officer), Jasmine Wiles (Highway Liaison Apprentice), Anne James (Project Manager)

Item	Action	Action Owner
1.	Welcome and Introductions Cllr Brown welcomed everyone to the meeting. All present introduced themselves.	
2.	Declarations of Interest/ Election of Chairman and Vice Chairman Nothing raised.	
3.	Minutes of Meeting held on 10th October 2016 and 8th November 2016 The minutes of Colchester Local Highway Panel meeting held on 10 th October and 8 th November 2016 were approved as a correct record following changes to: LCOL155004 – 14012003 St. Ives Road, Malting Road changed to Malting Road, Peldon. LCOL162019 – Halstead Road, Stanway to be changed to Halstead Road, Lexden. LCOL162032 – Tollgate Roundabout, Stanway changed to Villa Road Roundabout, Stanway to reflect the location.	

4	<p>Matters Arising</p> <p><i>LCOL001010 - Glen Avenue and A133 Cymbeline Way.</i> JH explained that the Major Projects scheme is still ongoing and they cannot until this has been completed. <i>A - JH to email Alan Lindsay on the finish date of the Major scheme and copy in all Panel Members.</i></p> <p><i>LCOL152084 - The Strood, Mersea.</i> JH stated that there are currently issues with the light. <i>A - JH to liaise with the delivery team on the issues.</i></p> <p><i>LCOL162004 - Lower Road/ St Ives Road, Stanway.</i> JH stated that the speed survey data has been received. We are just awaiting for the Highway Boundary information.</p> <p><i>Missing Vehicle Activated Sign in Wivenhoe.</i> JH informed the Panel that an objection has been received on the suggested new location. He is working with the design team to find an alternative location and will keep Cllr Young and the Panel updated. <i>A – JH to work with the design team to investigate if an alternative location is possible for the VAS to be installed.</i></p> <p>JH passed around an A4 hand out of the Vehicle Activated Sign maintenance sheet to the Panel Members and explained that the maintenance for VAS is to be funded from the Panel’s revenue budget moving forward. Cllr Bentley suggested asking the Parish Councils for funding.</p> <p>S106 Update</p> <p><i>A - JH to contact Daniel Cameron from Colchester Borough Council to see if he can provide a robust list of S106 schemes for the district.</i></p> <p><i>LCOL154002 - Rowhedge Road cycleway widening.</i> JH mentioned that the Feasibility Study has been completed and can be circulated once sent through to HLO. .</p> <p><i>LCOL162019- Halstead Road, Stanway.</i> Cllr Barton explained that the school may be changing locations. Cllr Bentley voiced that the school also crosses onto his divisional boundary so please share any information. <i>A - JH to forward the scheme information onto Cllr Bentley.</i></p> <p>JH explained to the Panel that the 20’s plenty Highways Practice Notice (HPN) is currently being drafted.</p>	<p>JH</p> <p>JH</p> <p>JH</p> <p>JH</p> <p>JH</p> <p>JH</p> <p>JH</p>

	<p>Councillors voiced that either, the Head Teacher of the Schools or the chair of governors should be involved within the 20mph, 20's plenty policy across the County.</p> <p><i>A - SC to arrange a meeting with all Chairmen of the 12 districts, NEPP, SEPP and also a Policy Manager to discuss.</i></p>	<p>JH</p>
<p>5.</p>	<p>RANGERS UPDATE with Anne James</p> <p>Concerns had been raised about the time taken to undertake work following a request being raised for Rangers activity and the reporting back to the LHP's regarding work that had been undertaken. The process for managing the requests has been reviewed as part of the overall review of the LHP processes.</p> <p>While requests were being received and action was being taken, it was very difficult for the Highway Liaison Officers (HLO's) to get information back to update the LHP's accurately about what had been completed or reported back with regards to requests that were either not suitable for Rangers to undertake or where requests for action on private land was not possible.</p> <p>A new process is being finalised that ensures that the HLO's will be aware of all requests that arrive from the LHP's and enable them to monitor the progress of the requests.</p> <p>From April the LHP reports will include a section providing Members with an update on the number of LHP requests and the outcome together with a list of additional work that has been identified and undertaken by the Rangers.</p> <p>The Rangers working for Essex Highways are dedicated 2 person gangs. As they are working remotely on the highway they are required to work as a pair for safety reasons. The non EH Ranger Services are also requested to work as 2 person gangs.</p> <p>Essex Highways does not have any involvement in managing the non EH Services.</p> <p>Essex County Council is currently reviewing its Public Realm Agreements with the Boroughs, City and Districts and formalising the Highway Ranger processes within the agreements where the Ranger Services is managed locally. This will include formalising the management process that will be required by the individual authorities.</p> <p>The Members' Guide has been updated and included a revision of the Section covering Highway Rangers. This will help LHP Members to understand the work that can be carried out by the Highway Ranger Gangs.</p>	

	<p>Cllr Barton questioned if one of the rangers is ill, can the other ranger still carry out works. Anne James explained that due to the lone working policy that this is not possible.</p> <p><i>A - JH to make Panel Members aware of the Ranger's remit.</i> <i>A - JH to make Panel Members aware of the channels that Parish Councils should be going through to report Ranger's works.</i> <i>A - Essex County Councillors and Colchester Borough Council (CBC) to sit down and discuss the rangers work as CBC could consider the possibility of zone wardens completing some of the works.</i></p> <p>Panel unanimously agree to fund the Ranger's service for one more year.</p> <p><i>A - Cllr Bentley and Cllr Brown to organise a meeting with Cllr Johnson to discuss the ranger's works.</i></p> <p>Cllr Bentley suggested that the parishes could receive training on how to report a ranger request.</p>	<p>JH JH Cllr Brown Cllr Bentley/ Cllr Brown</p>
5.	<p>Approved works programme</p> <p>Cllr Lissimore and Cllr Young enter after attending the Scrutiny committee.</p> <p>Joe Hazelton reported that the following schemes had been completed but awaiting UKPN:</p> <p><i>LCOL001005 - A137 Harwich Road j/w Goring Road, Colchester.</i> <i>LCOL161004 - CR Scheme – Hawthorn Avenue, Magnolia Drive, Colchester.</i></p> <p><i>LCOL142010 - Mill Road, outside school, Colchester.</i> Scheme to be completed by the middle of February.</p> <p><i>LCOL142005 - Berechurch Road, Bus shelter opposite Charriot Drive, Colchester.</i> Design Only scheme to be completed by the end of January.</p> <p><i>LCOL155004 - 14012003 St. Ives Rd, Malting Road.</i> Cllr Bentley voiced that he is unsure on the name of the scheme and the location of the bus stop. <i>A - JH to communicate with the Passenger Transport team on precise location and to send response to Cllr Bentley, also to update the paperwork for the next meeting.</i></p> <p><i>LCOL142075 - Severalls Lane near the Honorius Drive bus stops, Colchester.</i> Programmed for completion on 20/01/2017.</p>	<p>JH</p>

	<p><i>LCOL152002 - A134 Roundabouts x3 Great Horkesley.</i> Design has been completed and awaiting target costing information.</p> <p><i>LCOL152065 - Tollgate Roundabout, Stanway.</i> Scheme to be completed by the middle of January.</p> <p><i>LCOL152136 - Maldon Road/ Butts Road/ Ladder Road, Colchester.</i> Design has been completed and the Traffic Regulation Order at formal consultation. . <i>A - JH to forward Cllr Lissimore the 20mph guidelines.</i></p> <p><i>LCOL161002 - CR Scheme - Service Road access for Colne View Retail park, Cowdray Avenue, Abbey.</i> JH requested a top up of £18,000 for this scheme. Cllrs voiced concern over the increase of traffic due to the new Aldi within the retail park.</p> <p>Majority of Panel Members agreed the top up.</p>	<p>JH</p>
<p>6.</p>	<p>Potential Schemes List</p> <p>JH explained the estimated budget to the Panel and the rolling programme.</p> <p>Safer Roads</p> <p>SC explained that the Road Safety Team cluster runs have been undertaken and a report has been created to present to Cllr Johnson who will make a decision on how to they are to be funded.</p> <p>Traffic Management</p> <p><i>LCOL162023 - Dunthorne Road jw St Johns Road, Colchester.</i></p> <p><i>A - JH to remove scheme from the list due to poor visibility for a mini round about, lack of equal traffic flows and the relocation of stats would be too costly.</i></p> <p><i>LCOL163006 - School Road, Monkwick - Additional Railings.</i> <i>A - JH to have a separate discussion with Cllr Harris on the possibility of a larger scheme at this location.</i></p> <p><i>LCOL162050 - The Commons and Church Lane, Prettygate.</i> Cllr Lissimore asked JH for the criteria of a VAS on a 30mph route, he explained that a speed survey will need to be conducted to</p>	<p>JH</p> <p>JH</p>

	<p>which the 7 day average speed will need to be calculated at 35mph or above.</p> <p><i>LCOL162062 - Blackheath, Colchester.</i> SC explained that the speeds did not meet criteria however the southbound location was only 0.5mph outside of the criteria. <i>A - JH to create a Cabinet Member Briefing note to present to Cllr Johnson for consideration. The average speeds were recorded at 34.5mph for vehicles travelling southbound.</i></p> <p><i>LCOL162065 - Warren Lane, Stanway 40mph to 30mph.</i> Cllr Bentley stated that speeds only decrease when vehicles reach the roundabout and explained the possibility changing the speed limit to 30mph or looking at extending the existing 40mph further away from the roundabout. <i>A - JH to add a speed survey to the list for funding next financial year.</i></p> <p>Walking</p> <p><i>LCOL163009 - Stable Road, Colchester - Bollards.</i> Cllr Lissimore explained that she understood the reasons that the scheme could not proceed further. <i>A - JH to remove scheme from the potential schemes list.</i></p> <p>Passenger Transport</p> <p>JH explained that if panel members required any further information on the Passenger Transport schemes they can contact him directly. <i>A - Cllr John Gilli-Ross to email JH on the ownership of bus stops. JH to relay information back to Passenger Transport.</i></p> <p>PROW</p> <p>SC explained that there may be additional funding for a quick win PROW scheme. She explained to the Panel that she is going to look at Monks Lane if the Panel are happy to agree. <i>A - JH to contact the Panel Member directly to get a final decision.</i></p>	<p>JH</p> <p>JH</p> <p>JH</p> <p>JH</p> <p>Cllr John Gilli-Ross</p> <p>JH</p>
7.	<p>AOB</p> <p>Terms of Reference</p> <p>Cllr Brown to contact Cllr Johnson and request that substitutes are allowed to attend the Colchester LHP due to them having to travel quite far, some members cannot always make the journey.</p>	
8.	Date of next meeting – 30th March 2017	

**COLCHESTER DISTRICT COUNCIL WITH ESSEX COUNTY COUNCIL
LOCAL HIGHWAY PANEL – 29TH MARCH 2017
2016/17 POTENTIAL CAPITAL SCHEMES**



As part of the Essex County Council 2017/18 budget the 2017/18 Capital Budget for the Colchester Local Highways Panel (LHP) will remain the same as that for 2016/17, namely £500,000. At the January 2017 Panel meeting it was recommended for 2017/18 that the Panel made scheme funding recommendations to create a £700,000 rolling programme of highways improvement works.

A recommended programme has been compiled based on the interpretation of the Panels priorities and the budget available, I have marked a P1 (priority 1) against these schemes. Please note that any schemes marked with P2 (priority 2) have been assigned as a reserve scheme and will only become a part of the programme if savings are made elsewhere.

2017/18 Budget Summary

Item	Amount
23017/18 Capital Budget (100%)	£500,000
Recommended Rolling Programme Total (140%)	£700,000
CR Schemes	£ 105,000
Programmed Works (on Approved Works Programme, re-profiled into 2017/18)	£ 322,104
Total amount available for the LHP to allocate in 2017/18	£ 272,896
2017/18 Priority Schemes	£282,604

Colchester District Approved Scheme List 2017/18

REF	ACTIVITY CODE	SCHEME NAME	SCHEME TYPE	COMPLETION DATE	WORK DESCRIPTION	SCHEME STAGE	ALLOCATED BUDGET	COMMENTS	Priority
1	LCOL168003	Footpath 3, Layer de la hayed	Public Rights of Way	13/01/2017	Drainage/surfacing works - perforated pipe (60 metres along eastern end of path) connecting to existing drainage at The Folley. Lay perforated pipe along shallow ditch and cover width with type 1 material.	Total Scheme	£3,500.00	Completed	
2	LCOL152085	Riverside Estate 20mph Feasibility, Colchester	Traffic Management	15/02/2017	Feasibility study for the implementation of a 20mph limit/zone.	Feasibility Study	£3,000.00	Completed	
3	LCOL161004	CR Scheme - Hawthorn Avenue, Magnolia Drive, Colchester	Safer Roads	13/01/2017	Installation of zebrite belisha beacons, pedestrian crossing warning sign on the northbound approach. Refresh crossing carpet and approach zig zag markings. Relocate the direction sign for Greenstead Evangelist Church.	Total Scheme	£10,000.00	Completed	
4	LCOL142075	Severalls Lane near the Honorius Drive bus stop, Colchester	Traffic Management	26/01/2017	Design and installation of 2x Vehicle Activated Signs (VAS).	Total Scheme	£25,000.00	Completed	
5	LCOL154002	Rowhedge Road cycleway widening	Cycling	12/01/2017	Feasibility Study to investigate the possible solutions for a shared footway/cycleway.	Feasibility Study	£4,000.00	Completed	
6	LCOL168002	North end of footpath 7, Layer de la Haye	Public Rights of Way	13/12/2016	Drainage works - perforated pipe (45 metres) draining into a ditch (landowner consent obtained). Surfacing works - Raise the path level by laying 100mm type 1 granite (85 metres).	Total Scheme	£3,000.00	Completed	
7	LCOL001005	A137 Harwich Road j/w Goring Road, Colchester	Safer Roads	24/02/2017	Refresh existing carriageway markings, bus stop cage and zebra crossing. Installation of junction and zebra crossing warning signs and high friction surfacing on zebra approach.	Total Scheme	£27,000.00	Completed - Awaiting UKPN connection	
8	LCOL151002	Colchester Sites - A134 Southway w/bound app to roundabout with B1022 / A1124 (WORKS)	Safer Roads	22/03/2017	Replace chevron sign and upgrade with a larger yellow/black backed sign. Install green screens to stop vehicles entering the roundabout without checking if the route is clear.	Total Scheme	£20,000.00	Completed - Awaiting UKPN connection	
9	LCOL152065	Tollgate Roundabout, Stanway	Traffic Management	30/03/2017	Improvements to the signage on the approach to the roundabout.	Total Scheme	£2,000.00	Completed - Awaiting UKPN connection	
10	LCOL142025	Berechurch Road, Bus Shelter opp Chariot Drive, Colchester	Traffic Management	02/03/2017	Design of cycle path round the back of the bus shelter.	Design Only	£10,000.00	Completed	
11	LCOL162004	Lower Road/St Ives Road, Peldon	Traffic Management	09/03/2017	Design and installation of VAS on Mersea Road, exact location to be decided with County Member and Parish Council.	Total Scheme	£8,500.00	Programmed for 9th of March.	
12	LCOL161007	CR Scheme - Artillery Street, Colchester	Safer Roads	17/03/2017	Install loading bays on the eastern side of Artillery Way and on eastern side of Cannon Street. Install verge bollards within the footway outside the shops to prevent parking in visibility splays.	Total Scheme	£5,600.00	Programmed for 17th March.	
13	LCOL161005	CR Scheme - B1026 Layer Road j/w Layer Breton Hill, Layer Breton	Safer Roads	20/03/2017	Relocate tourist signs from visibility splays, install Glasdon bollards at junction. SLOW road marking. Passive white picket fence directly opp the junction in the highway verge with destination flag signs.	Total Scheme	£9,400.00	Programmed for 20th March.	
14	LCOL152002	A134 Roundabouts x 3, Great Horkesley	Traffic Management	24/03/2017	Improvements to the signage on the approach to the roundabouts.	Total Scheme	£15,000.00	Programmed fro 24/03/2017.	
15	LCOL155023	IM2007B Ardleigh Road, Long Road West	Passenger Transport	27/03/2017	Installation of raised kerbs, yellow bus cage and a hard stand.	Total Scheme	£6,750.00	Programmed for 27/03/2017.	
16	LCOL152136	Maldon Road/Butts Road, Ladder Roads, Colchester	Traffic Management	30/03/2017	20mph Speed Limit with associated signage, TRO and consultation.	Total Scheme	£15,000.00	Majority of the works completed, remaining posts and signs to be implemented by the end of the month.	
17	LCOL162012	Mill Road, Fordham	Traffic Management	30/03/2017	Remove/replace 2 existing posts & warning signs for northbound traffic. Install new Crossing Patrol Unit (including electrical supply & School warning sing). Install pedestrian guardrail, raised kerbs & footway surfacing. Relocate zig zags and implementation of a VAS.	Total Scheme	£14,840.00	Majority of the works completed, remaining posts to be implemented by the end of the month.	
18	LCOL162005	Maldon Road B1022, Tiptree	Traffic Management	30/03/2017	Installation of additional Horse Warning sign.	Total Scheme	£2,500.00	Programmed for the end of March.	
19	LCOL162045	Colchester Road, Wivenhoe - Replacement VAS	Traffic Management	30/03/2017	Replacement VAS for the one which was stolen during the implementation of the University to Wivenhoe Cycle Link scheme.	Total Scheme	£8,500.00	Awaiting programme information from Supply Chain Partner.	

Colchester District Approved Scheme List 2017/18

REF	ACTIVITY CODE	SCHEME NAME	SCHEME TYPE	COMPLETION DATE	WORK DESCRIPTION	SCHEME STAGE	ALLOCATED BUDGET	COMMENTS	Priority
20	LCOL162002	Dropped Kerbs, District Wide	Total Scheme	30/03/2017	A pot of £20,000 for installation of dropped kerbs across the District.	-	£20,000.00	Locations for works include: 1) LCOL152153 - Church Rd jw The Weavers, Tiptree - Removed from programme 2) LCOL163010 - Halstead Rd, Colchester (dropped kerbs) 3) LCOL162033 - Severalls Lane, Wyncolls Rd, Colchester (dropped kerbs) 4) Magazine Farm Way, Colchester (safety railings)	
21	LCOL161006	CR Scheme - A134 Magdalene Street j/w A137 Queen Street, A134 Magdalen Road j/w Military Street, Colchester	Safer Roads	2017/18 Financial Year	Install direction signage showing lane destination. Directional sign with chevrons on the RAB central island. Replace existing 30mph terminal signs on the Southway approach with grey or yellow backed signs.	Total Scheme	£20,500.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
22	LCOL152021	Goojerat Road/ Circular Road West	Traffic Management	2017/18 Financial Year	Design and implementation of a tiger crossing.	Total Scheme	£40,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
23	LCOL142005	Birch Glen Estate, Colchester	Traffic Management	2017/18 Financial Year	Implementation of a 20mph zone.	Options Study	£10,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
24	LCOL142061	London Road, Copford	Traffic Management	2017/18 Financial Year	Installation of a zebra crossing.	Total Scheme	£35,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
25	LCOL162011	The Willows Estate, Colchester	Traffic Management	2017/18 Financial Year	Design and implementation of a 20mph speed limit.	Total Scheme	£10,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
26	LCOL158002	Footpath 8 Wivenhoe - adjacent to Wivenhoe train station	Public Rights of Way	2017/18 Financial Year	Replacement of soil footway to hardened footway.	Total Scheme	£20,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
27	LCOL152109	Victoria Esplanade, West Mersea	Traffic Management	2017/18 Financial Year	Feasibility - To investigate parking problems, traffic congestion, crossing points and its relation to safety in the area.	Feasibility Study	£3,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
28	LCOL142010	Mill Road, Outside School, Colchester	Traffic Management	2017/18 Financial Year	Implementation of a 20mph speed limit.	Design Only	£3,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
29	LCOL001010	Glen Avenue and A133 Cymbeline Way, Colchester	Traffic Management	2017/18 Financial Year	Extension of traffic island, sign improvement and lifting of tree canopy.	Total Scheme	£38,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
30	LCOL161002	CR Scheme - Service Road access for Colne View Retail Park, Cowdray Avenue, Abbey	Safer Roads	2017/18 Financial Year	Refresh edge of carriageway road markings, amend kerb line for the retail park to reflect left turning HGV's, install new wide based posts for existing signs with terminal signage.	Total Scheme	£19,500.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P2
31	LCOL165001	IM1273 Colchester Zoo, Stanway	Passenger Transport	2017/18 Financial Year	Installation of raised and dropped kerbing at the Zoo.	Total Scheme	£5,500.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
32	LCOL165002	IM1273Y Colchester Zoo, Stanway	Passenger Transport	2017/18 Financial Year	Installation of raised and dropped kerbing at the bus stop.	Total Scheme	£5,500.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
33	LCOL002001	Brinkley Grove Road, Mill Road, Colchester	Traffic Management	2017/18 Financial Year	Junction modification to improve bus access.	Total Scheme	£50,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P2
34	LCOL163002	High Street, Rowhedge	Walking	2017/18 Financial Year	Replacement of soil footway to hardened footway.	Feasibility Study	£5,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
35	LCOL162014	Monkwick Avenue, School Road, Maypole	Traffic Management	2017/18 Financial Year	Feasibility study - lit terminal speed signs and repeaters.	Feasibility Study	£4,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1

Completed
Cancelled Scheme

P1 - Panel priority scheme to be delivered in the 2017/18 financial year
P2 - Scheme to form rolling works programme.

Colchester District Approved Scheme List 2017/18

REF	ACTIVITY CODE	SCHEME NAME	SCHEME TYPE	COMPLETION DATE	WORK DESCRIPTION	SCHEME STAGE	ALLOCATED BUDGET	COMMENTS	Priority
36	LCOL162009	Salisbury Avenue j/w Maldon Road, Colchester	Traffic Management	2017/18 Financial Year	Feasibility study - pedestrian refuge and additional signage, would need to be illuminated.	Feasibility Study	£4,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
37	LCOL162006	Northern Approach Road near j/w Wallace Road, Mile End	Traffic Management	2017/18 Financial Year	Feasibility study - review of crossing points consideration of two controlled crossings. Carry out degree of pedestrian conflict survey at all three locations.	Feasibility Study	£8,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
38	LCOL162003	Fernlea, Stonecrop, Braiswick	Traffic Management	2017/18 Financial Year	Traffic calming options with 20mph limit.	Feasibility Study	£5,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
39	LCOL162001	Dedham Road, Bosted	Traffic Management	2017/18 Financial Year	Carriageway/SLOW road markings and signage measures to highlight possible school traffic.	Feasibility Study	£3,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
40	LCOL163005	Creffield Road/Oxford Road	Walking	2017/18 Financial Year	Following feasibility - Speed table design, Topographical survey/target cost.	Design Only	£4,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
41	LCOL163003	Maldon Road, Tiptree	Walking	2017/18 Financial Year	Design and implementation of a new footway.	Design Only	£20,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
42	LCOL164001	Monkwick Estate Cycle Improvements, Maypole	Cycling	2017/18 Financial Year	Design of cycle route between Thomas Lord Audley School to Gurdon Road.	Design Only	£10,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
43	LCOL162008	Brook Road, Great Tey	Traffic Management	2017/18 Financial Year	Installation of carriageway roundels/dragons teeth markings at gateway.	Total Scheme	£3,000.00	Panel made recommendations of 160% to create a rolling works programme. This scheme was re-profiled into 2017/18.	P1
44	LCOL155004	Malting Road, Peldon	Passenger Transport	-	Installation of raised kerbs to prevent bus stop flooding as there is no kerbs or footpath.	Total Scheme	£5,250.00	Scheme cancelled - Investigation completed. Unable to implement raised kerbing.	
45	LCOL152006	Dedham, Stratford Road	Traffic Management		Request proposal is outside of policy, this is being progressed via CMA. 60mph to 40mph.	Design Only	£3,000.00	Scheme cancelled - Cabinet Member not happy to support this scheme.	

COLCHESTER DISTRICT COUNCIL WITH ESSEX COUNTY COUNCIL
LOCAL HIGHWAY PANEL – 29TH MARCH 2017
2017/18 POTENTIAL CAPITAL SCHEMES



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

On the Potential Schemes List, there are currently potential schemes with an estimated **£417,250** as shown in the summary below:

Potential Schemes List	
Scheme Type	Total Estimated Costs
<i>Safer Roads</i>	* £105,500
<i>Traffic Management</i>	£137,000
<i>Passenger Transport</i>	£103,750
<i>Cycling</i>	£18,000
<i>Public Rights of Way</i>	£22,000
<i>Walking</i>	£31,500
Total	£417,250

* This figure includes the 2017/18 Safer Roads schemes

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

Traffic Management

Total Value of schemes	£138,500
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG	Priority
1	Wash Corner, Fordham	Speed reduction measures.	Accidents involving cars leaving the road have been identified by residents.	Cllr Brown	Fordham	Total scheme	LCOL152022	£ 3,000	Validation - Following a meeting on site, the Parish agreed that an additional chevron warning sign would assist. Accompanied by vegetation removal.	G	P1
2	Church Lane, Stanway - Weight restriction	Weight limit restriction.	HGV's travelling down narrow lane.	Cllr Scott Boutell	Stanway	Feasibility	LCOL152023	TBC	In validation		
3	Church Road near Asda Store, Tiptree - Pedestrian crossing	Design and implementation of controlled crossing point.	Pedestrians crossing the road.	Tiptree Parish Council	Tiptree	Design	LCOL152156	N/A	Validation - Officers recommendation not to proceed with ped island. Carriageway is too narrow, impact on bus stop, likely statutory undertakers equipment conflict and turning manoeuvres from ASDA compromised.	R	
4	Mill Road, Mile End - Implementation of 20mph limit	Design and implementation of a 20mph speed limit.	Speeding outside the school.	Cllr Turrell	Myland	Implementation	LCOL162041	TBC	Awaiting completed Feasibility Study. Review of 20mph limits across County. Currently obtaining CMA and TRO.	A	P1
5	Birch Glen Estate, Maypole - Implementation of 20mph limit	Design and implementation of a 20mph speed limit.	Speeding issues.	Cllr Harris	Maypole	Implementation	LCOL142005	TBC	Awaiting completed Feasibility Study. Review of 20mph limits across County. Currently obtaining CMA and TRO.	A	P1
6	Tufnell Way / Littlewood Mews Junction, Mile End - Kerbing alignment	Entrance to driveway/verge repair work.	Grass area/verges are being damaged by vehicles.	Cllr Goss	Myland	Total scheme	LCOL152143	£ 16,000	Validation - Recommended for section of driveway matching the existing be installed on both sides of the road. It should be from the top of the ramp kerb to the corner of the back edging to give shape. This would stop the continuous overrun.	G	P2
7	Nayland Road, Mill Road, near the Dog & Pheasant Pub	The bus lane camera was replaced in 2010 from an analogue camera which was issuing tickets. It was replaced by ECC with a fake camera which will never be able to function.	Vehicles driving through the bus lane.	Cllr Goss	Myland	Feasibility	LCOL152005	N/A	Feasibility Study underway with ECC. Scope for a package of bus lane enforcement enhancements planned for Summer 2017. No further LHP involvement.	R	
8	Riverside Estate 20mph, Parsons Heath - 20mph limit	Design and implementation of a 20mph speed limit.	Speeding issues.	Parish Council	Parsons Heath	Implementation	LCOL152085	N/A	Feasibility Study recommends not to proceed further with this request for a 20mph Estate.	R	
9	High Street, High Street North, Barfield Road, West Mersea - Warning signs	Traffic management improvements.	Speeding/Visibility issues has been reported by the County Member and local residents.	Cllr Jowers	West Mersea	Design	LCOL162013	£ 9,000	Validation - Recommended to design 3 solar powered warning signs with a target cost.	G	P2
10	Victoria Esplanade, West Mersea	Traffic management improvements.	Problems with parking, Congestion and crossing points.	Cllr Jowers	Mersea	Implementation	LCOL152109	TBC	Awaiting completed Feasibility Report.	A	
11	Ponders Road, Fordham	Design and implementation 'Unsuitable for HGV's' signage.	Congestion issues have been reported.	Fordham Parish Council	Fordham	Total scheme	LCOL152162	£ 4,000	Validation - Officers recommend the design and implementation of 2x 'Unsuitable for HGV's' signs.	G	P1
12	High Street, Wivenhoe	Kerbing adjustments, possible relocation of parking bays.	Damage to several properties, a gas pipe was narrowly avoided.	Cllr Young	Wivenhoe	Feasibility	LCOL162018	£ 4,000	Validation - Officers recommend not to proceed further with this request. County Member has requested a Feasibility Study be progressed to ascertain if a protective bollard can be implemented.	G	P1

Traffic Management

Total Value of schemes	£138,500
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG	Priority
13	Halstead Road, Lexden	Traffic management improvements.	Speeding concerns along Halstead Road, Stanway.	Cllr Scott-Boutell	Lexden		LCOL162019	TBC	2016/17 survey budget fully committed. To leave on the Potential Schemes List until the budget has refreshed.		
14	Egremont Way and side roads, Stanway	Design and implementation of a 20mph speed limit.	Speeding issues reported through the estate.	Cllr Scott-Boutell	Stanway		LCOL162022	TBC	2016/17 survey budget fully committed. To leave on the Potential Schemes List until the budget has refreshed.		
15	Ipswich Road, Colchester	Design and implementation of a controlled crossing point.	Lack of pedestrian crossing facilities at the bottom of Ipswich Road.	Cllr Higgins	Colchester		LCOL162024	TBC	2016/17 survey budget fully committed. To leave on the Potential Schemes List until the budget has refreshed.		
16	Longridge, Colchester	Design and implementation of a controlled crossing point.	Pedestrians experiencing difficulty crossing the road.	Cllr Young	Colchester		LCOL162025	TBC	In validation		
17	Tyburn Hill, Wakes Colne - Footpath	Design and implementation of a connecting footpath.	Lack of footway identified.	Wakes Colne Parish Council	Wakes Colne		LCOL163007	TBC	In validation		
18	Station Road, Wakes Colne	Entrance gateway feature.	Speeding issues.	Wakes Colne Parish Council	Wakes Colne		LCOL162027	TBC	In validation		
19	Mersea Road jw The Willows, Colchester	Traffic management improvements.	Congestion, Parking ,difficulty crossing the road.	Cllr Harris	Colchester		LCOL162029	TBC	In validation		
20	Holt Drive, Colchester	Traffic management improvements.	Difficulty crossing the road, parking and congestion.	Cllr Bentley/Cllr Harris	Colchester		LCOL162031	TBC	In validation		
21	Severalls Lane, Wyncolls Road, Colchester - Dropped kerbs	Design and implementation of footway link.	Lack of dropped kerb.	Cllr Turrell	Highwood's	Implementation	LCOL162033	£ 10,000	Design team have confirmed that we are to design only for this financial year with implementation next year.	G	P2
22	Dedham Gateway Signs. Dedham	Gateway signage.	Unclearly defined boundary.	Cllr Brown	Dedham		LCOL162035	TBC	In validation		
23	Berechurch Road, Britannia Mews, Colchester	Footway/carriageway levelling.	Uneven surface.	Cllr Harris	Colchester	Implementation	LCOL162036	£ 33,000	Feasibility Study complete. Suggested and preferred option to raise front of footway by raising the road level and installing new kerbs - £27,000 for implementation and £5,000 for design only in year one.	G	P2
24	Flagstaff Rd, Circular Rd East, Colchester	Switch cycle lane/footway markings.	Children forced into the road by cyclists.	Cllr Higgins	Colchester		LCOL162043	TBC	In validation		
25	Whitehall Road, Colchester - Ped Crossing	Design and implementation of controlled crossing point.	Residents feel intimidated and venerable in the middle of the traffic island.	Cllr Fisher	Colchester		LCOL162046	TBC	2016/17 survey budget fully committed. To leave on the Potential Schemes List until the budget has refreshed.		
26	Station Rd jw Chapel Rd, Church Rd, Factory Hill, Tiptree	Traffic management improvements.	Severe traffic congestion at peak times.	Tiptree Parish Council	Tiptree		LCOL162049	TBC	2016/17 survey budget fully committed. To leave on the Potential Schemes List until the budget has refreshed.		
27	Monkwick Estate, Colchester - 20mph limit/zone	Design and implementation of 20mph speed zone/limit.	Concerns of speed and children crossing the road	Cllr Harris	Colchester		LCOL162051	TBC	2016/17 survey budget fully committed. To leave on the Potential Schemes List until the budget has refreshed.		

Traffic Management

Total Value of schemes	£138,500
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG	Priority
28	Finchingfield Estate, Colchester - 20mph limit/zone	Design and implementation of 20mph speed zone/limit.	Concerns of speed and children crossing the road	Cllr Harris	Colchester		LCOL162052	TBC	2016/17 survey budget fully committed. To leave on the Potential Schemes List until the budget has refreshed.		
29	Colchester Road, Braiswick - Traffic Calming	Traffic management improvements.	Speeding issues identified.	Cllr Turrell	Braiswick	Total scheme	LCOL162055	£ 8,500	Validation - Vegetation cut back around speed limit gateway feature, replacement of dragons teeth on approach, repositioning of the terminal signs for clearer visibility, additional speed limit roundel.	G	P1
30	Mandeville Road, Marks Tey	A request for a 20mph limit and a possible zebra crossing.	Speeding issues and children crossing the road with no designated crossing point.	Marks Tey Parish Council	Marks Tey		LCOL162056	TBC	Survey budget exhausted. To leave on the Potential Schemes List until the budget has refreshed.		
31	Kingsland Rd jw Yorick Rd, Prince Albert Rd, Mersea	Clearer directional signage.	Tourists and caravans are left confused with directions.	Cllr Jowers/Patricia Moore	Mersea	Design	LCOL162058	£ 4,000	Validation - Officer recommendation whilst possible to add signage to the requested junction, suggested to investigate positive signing scheme for town centre/beaches etc from first entering West Mersea.	G	P2
32	Crown Street, Dedham	Traffic management improvements.	Congestion, visibility issues.	Cllr Brown	Dedham		LCOL162060	TBC	In Validation		
33	Blackheath, Colchester	Traffic management improvements.	Speeding issues reported.	Cllr Harris	Colchester		LCOL162062	TBC	Speed survey results have returned and do not meet criteria on a 30mph speed limit. Southbound: 34.5mph Northbound: 33.4mph Combined: 33.9mph Progressing via CMA - Needs validating in first instance.		
34	Station Road, Marks Tey	Traffic calming options.	Speeding issues	Marks Tey Parish Council	Marks Tey		LCOL152010	TBC	Survey results do not meet criteria on a 30mph speed limit. Northeast bound: 28.3mph Southwest bound: 27.3mph Combined: 27.8mph Sent to validation officer to explore other options.		
35	London Rd jw Coach Rd, Nayland Rd, Little Horkeley - Cross Road warning signs	Design and implementation of cross road warning sign.	Resident has raised sightline issue, also confirmed the route as a at run.	Cllr Brown	Little Horkeley		LCOL162064	TBC	In validation		
36	Warren Lane, Stanway - 40mph to 30mph	Change of limit from 40mph to 30mph.	Residents experiencing difficulty exiting their property due to speeding vehicles.	Cllr Bentley	Stanway		LCOL162065	N/A	2016/17 survey budget fully committed. To leave on the Potential Schemes List until the budget has refreshed.		
37	Vine Drive, Colchester	Vehicles are experiencing difficulty turning into Vine Drive from Colchester Road as overhanging parked cars can be found outside of the shops. Land dedication will be required for echelon parking.	Congestion, parking issues	Cllr Young	Wivenhoe	Feasibility	LCOL162068	£ 4,000	Validation - Officers recommends that a Feasibility Study be undertaken to ascertain the probability of adjusting the parking bays.	G	P1

Traffic Management

Total Value of schemes	£138,500
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG	Priority
38	Northern Approach Road 2 - Speed limit reduction to 30mph	Speed of vehicles, pedestrian movement increased, school within vicinity, accident records	Speeding issues	Cllr Turrell	Mile End		LCOL162067	TBC	2016/17 survey budget fully committed. To leave on the Potential Schemes List until the budget has refreshed.		
39	Northern Approach jw Mill Road - Traffic signal investigation	Complaints have been received and reported through Cllr Goss regarding the timing of the traffic lights at the junction with Mill Road. Request for signal investigation.	Complaints from local residents over the frequency of light change.	Cllr Goss	Mile End	Design	LCOL162069	£ 2,000	Investigation and subsequent changes to traffic signals.	G	P2
40	The Street, Chappel	Between the bridge and the chicane speeding has become an issue. Residents have also complained about the lack of footway.	Speeding issues, lack of footpath, no parking.	Chappel Parish Council	Chappel		LCOL162070	TBC	Survey budget exhausted. To leave on the Potential Schemes List until the budget has refreshed.		
41	Meyrick Crescent - Noise & Vibration Survey / Design amendments	Following on from the completed road hump design in 2016, a noise and vibration survey is required before considering implementation. Final changes and amendments to the design will also be required.	Speeding issues, vehicle cut through identified.	Cllr Harris	Colchester	Design	LCOL162071	£ 20,000	A noise and vibration survey is required to feed into the design.	G	P2
42	Berechurch Road, bus shelter opp Charriot Drive	Suggested to change the scope to build a cycle path that goes around the back of the shelter.		Cllr Harris	Colchester	Total scheme	LCOL162072	£ 21,000	Implementation of works following the completion of the Feasibility Study.	G	P1

Passenger Transport

Total Value of schemes	£103,750
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG	Priority
1	Abbots Road jw Ladbrook Drive, Colchester - Shelter	New metal shelter.	Lack of shelter identified.	Passenger Transport Team	Colchester	Total scheme	LCOL165003	£ 5,500	Installation of a new metal shelter to accommodate waiting passengers.	G	P2
2	Rectory Hill / Alresford Road, Wivenhoe - Shelter	New wooden shelter.	Lack of shelter identified.	Passenger Transport Team	Wivenhoe	Total scheme	LCOL165004	£ 8,500	Installation of a new wooden shelter to accommodate waiting passengers.	G	P2
3	Colchester Road, Wakes Colne - Solar flag	Solar light flag.	Bus missing passengers waiting.	Passenger Transport Team	Wakes Colne	Total scheme	LCOL165005	£ 2,000	Installation of a solar light flag to highlight passengers waiting.	G	P2
4	Main Road, Wormingford - Replacement shelter	Replacement wooden shelter.	Bus shelter deterioration.	Passenger Transport Team	Wormingford	Total scheme	LCOL165006	£ 10,750	Installation of a replacement wooden bus shelter.	G	P2
5	Ashbury Drive, Marks Tey	Hard stand area for passengers.	Lack of hard standing at three bus stops.	Marks Tey Parish Council	Marks Tey	Total scheme	LCOL165010	£ 7,000	Design and implementation of an area of hand stand to aid passengers.	G	P2
6	Mountbatten Drive, Colchester	Formalise stop with pole and flag.	Lack of marked bus stops	Colchester	Colchester	Total scheme	LCOL165006	£ 10,000	Formalise bus stop with pole and flag.	G	P2
7	A134 j/w Boxted Church Road, Great Horkesley	Replacement wooden shelter.	Shelter deterioration.	Great Horkesley Parish Council	Great Horkesley	Total scheme	LCOL165007	£ 20,000	Replacement of an aging bus shelter.	G	P2
8	Mason Road, Colchester	Formalise stops with poles and bus cage.	New ECC tendered bus route requiring bus stops along the route	Passenger Transport Team	Colchester	Total scheme	LCOL165008	£ 1,500	Formalise two bus stops with poles and flags including bus cage.	G	P2
9	West Mersea, New Route	Additional infrastructure including poles, flags and timetables.	New ECC supported and extended bus route in West Mersea.	Passenger Transport Team	West Mersea	Total scheme	LCOL165009	£ 4,500	6 bus stop infrastructure including poles, flags and timetables.	G	P1
10	Spring Lane, Eight Ash Green - The Cricketers	Replacement wooden shelter with hardstand.	Shelter deterioration.	Passenger Transport Team	Eight Ash Green	Total scheme	LCOL165010	£ 9,000	Replacement wooden shelter with improved hardstand area. Upgrade to include seating, timetable and related infrastructure.	G	P2
11	Spring Lane, Eight Ash Green - The Walk	Replacement wooden shelter with hardstand.	Shelter deterioration.	Passenger Transport Team	Eight Ash Green	Total scheme	LCOL165011	£ 9,000	Replacement wooden shelter with improved hardstand area. Upgrade to include seating, timetable and related infrastructure.	G	P2
12	East Mersea Road, West Mersea	Replacement wooden shelter.	Shelter deterioration.	Passenger Transport Team	West Mersea	Total scheme	LCOL165012	£ 6,000	Replacement wooden shelter with improved hardstand area. Upgrade to include seating, timetable and related infrastructure.	G	P2
13	Head Street, Rowhedge	Replacement wooden shelter.	Shelter deterioration.	Passenger Transport Team	Rowhedge	Total scheme	LCOL165013	£ 10,000	Larger replacement wooden shelter to incorporate infrastructure, allowing free space for pedestrians.	G	P2

Cycling

Total Value of schemes	£18,000
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG	Priority
1	Blackberry Road / Holly Road, Stanway - Cycling furniture	Implementation of staggered barriers, mirror and signage.	Pedestrians and cyclists colliding on link footway.	Stanway Parish Council	Stanway	Total scheme	LCOL154004	£ 18,000	Validation - Recommended staggered barriers, making cyclists slow down at these sections or even dismount. Mirrors and signage is preferred by the Parish to allow forward visibility around the corners, giving pedestrians and cyclists the chance to see what's coming and signage could be installed asking cyclists to dismount.	G	P2
2	Circular Road North by jw Flagstaff Rd, Colchester - Tiger Crossing	Possibility of a tiger crossing. Cycle routes either sides of the junction, would be useful to link up the routes.	Cyclists having issues crossing the road. Lack of cycle route link identified.	Cllr Barton	Colchester	Design	LCOL164004	TBC	Awaiting implementation of Circular Road North jw Goojerat request before proceeding with the request.		

Public Rights of Way

Total Value of schemes	£22,000
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Allocated Budget	Comments	RAG	Priority
1	Restricted byway243, Colchester - Access to Roach Vale School	Implementation of blacktop surfacing and gully's.	Byway deterioration.	Cllr Smith	Colchester	Total scheme	LCOL168007	£ 6,000	150m excavation in the over-run, bedding and pipe, 8 gully's, blacktop over piping, overrun to give required width of 0.5m.	G	P1
2	Footpath 20, West Mersea - Surfacing works	Implementation of blacktop surfacing for entire length.	Large water deposits are often found along the surface. Request calls for resurfacing, possible drainage.	PROW Team	West Mersea	Total scheme	LCOL168008	£ 6,000	1.5m in width, approx. 365m in length, vegetation cut back with blacktop resurface.	G	P2
3	Byway 47, Dedham	Remove damaged brick bridge and replace with piped culvert crossing. Repair/install drainage running between the northern end and Black Brook, lay plainings same length. Build up the existing culvert crossing and pipe the adjacent ditch.	Poor drainage, overgrown vegetation, damaged bridge, unsuitable surface condition.	PRoW Team	Dedham	Total scheme	LCOL168011	£ 10,000	Remove damaged brick bridge and replace with a piped culvert crossing. Repair/install drainage running between the northern end and Black Brook and lay plainings along the same length. Build up the existing culvert crossing and pipe the adjacent ditch (18m) so it is wide enough to accommodate a vehicle.	G	P2

Walking

Total Value of schemes	£31,500
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG	Priority
1	Millers Lane, Stanway - Footway	Design and implementation of footway.	Pedestrians have to walk in the road.	Cllr Scott-Boutell	Stanway	Total scheme	LCOL152150	TBC	Following the meeting the parish council, borough councillors and Cllr Bentley. This is currently sitting with Cllr Scott boutell to liaise with residents.		
2	Western Bypass, Stanway - Crossing point	Pedestrian crossing improvements.	Crossing difficulties.	Cllr Bentley	Stanway	Design	LCOL152017	TBC	Awaiting update from Structures Team on future use of the bridge.		
3	Westway Underpass, Colchester - Underpass lighting	Underpass lighting.	Pedestrians are unable to see, whilst travelling through the underpass.	Cllr Fisher	Colchester	Total scheme	LCOL153009	£ 15,000	Validation - Design cost - £2,500 Typical Subway Installation - £8,500 Uplighters installation - £12,500 Cllr Fisher has confirmed the uplighter solution is the best way in which to proceed.	G	P1
4	Shrub End Road, Colchester - Ped crossing	Pedestrian crossing improvements.	Due to speeds and volumes of traffic elderly and disabled finding it difficult to cross road safely.	Cllr Lissimore	Prettygate	Total scheme	LCOL153006	TBC	In Validation		
5	O/s CBC Town Hall, High Street, Colchester - Signage	Town house youth centre signage.	Lack of signs to encourage people to walk to Youth Centre	Cllr Harris	Colchester Town Centre	Total scheme	LCOL153007	£ 2,500	Validation - Recommended to design & implement requested signage.	G	P1
6	The Commons, Colchester - Pedestrian crossing	Design and implementation of controlled crossing point.	Pedestrians have expressed difficulty crossing the road.	Cllr Lissimore	Prettygate	Implementation	LCOL163004	TBC	2016/17 survey budget fully committed. To leave on the Potential Schemes List until the budget has refreshed.		
7	Park Lane, Langham - Footway	Local residents have requested a footway link between Wick Road and the A12. Pedestrians are finding it increasingly difficult to walk down Park Lane as there is no linked footpath making it incredibly unsafe.	Lack of footpath identified.	Cllr Brown	Langham	Feasibility	LCOL163011	£ 6,000	Validation - Feasibility Study for approx. 126 metres of new footway from the A12 up to the village green.	G	P2
8	Berechurch Hall Road, Colchester - Footpath	Design and implementation of footpath link.	Lack of footway identified.	Cllr Harris	Colchester	Design	LCOL163014	TBC	In validation		
9	Circular Road North opp Stable Road, Colchester - Crossing point	A lack of pedestrian and cycling crossing facilities is causing issues when attempting to cross Circular Road North.	Pedestrians and cyclist alike experiencing difficulties crossing the road.	Cllr Cope	Colchester		LCOL163015	TBC	Request to be validated once the the other Tiger Crossing has been successfully implemented.		
10	Nelsons Rd, Trafalgar Rd, Colchester	Following a validation, a Feasibility Study has been recommended to investigate the position of stats near the junction and the cost to divert and install dropped crossing points.	Lack of dropped crossings identified.	Cllr Lissimore	Colchester	Feasibility	LCOL163016	£ 4,000	Following a validation, a Feasibility Study has been recommended to investigate the position of stats near the junction and the cost to divert and install dropped crossing points.	G	P1

Walking

Total Value of schemes	£31,500
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Ref	Location	Description	Problem	Requested by	Parish	Scheme stage	Cost Code	Estimated cost	Comments	RAG	Priority
11	High Street Colchester	Pedestrian trips and falls recorded at the steps outside Bills Restaurant on Colchester High Street.	The current steps blend in with the footway and this is causing many pedestrians to trip over the steps.	Walking	Colchester		LCOL163017	TBC	In Validation		
12	Creffield Road/Oxford Road, Colchester	Design to undertake suggested proposals from Feasibility Study, junction and flat top table.	Vulnerable pedestrians with speeding vehicles identified.	Cllr Lissimore	Colchester	Design	LCOL162073	£ 4,000	Feasibility Study complete - Officer recommends the implementation of a junction table and a flat top carriageway table.	G	P2

Report 4 – Appendix

1) Colchester Ranger Report

2) Completed Designs & Feasibility Studies

- LCOL152085 – Riverside Estate 20mph P 25-42
- LCOL142025 – Berechurch Road, Chariot Drive P 43-44
- LCOL142097 – Berechurch Hall Road P 45-50
- LCOL154002 – Rowhedge Road Cycleway P 51-66
- LCOL163005 – Creffield Road, Oxford Road P 67-78

3) Completion Notices

- LCOL168002 – North end of footpath 7, Layer de la Haye P 79
- LCOL168003 – Footpath 3, Layer de la Haye P 80

Feasibility Study

HI4061 Riverside Estate, Colchester – 20mph Speed Limit or 20mph Zone

Job Number:	HI4061
Doc Ref:	Feasibility Study
Author:	Shaun Morgan

Document History

Revision	Purpose	Originated	Checked	Approved	Date
N/A	Issued to HLO	SM	AD	JO	10/2/17

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1. Introduction

1.1 *Project Background*

The Colchester Local Highways Panel has supported the request for this scheme, which originated from the local Parish Council. It has been requested that the Essex Highways look into the implementation of a 20mph speed limit or 20mph zone. A resident's survey was conducted in 2009 which provided an indication of public support.

The aim of this feasibility study is to assess the suitability of the Riverside Estate for a 20mph speed limit or 20mph zone.

2. Existing Conditions

2.1 *Location / Land Use*

- The Riverside estate is located approximately 0.5 miles to the east of Colchester Town Centre.
- The majority of the Riverside estate is residential. Residential properties front the carriageway and the majority have off road access. There is a BT commercial office and The Celtic Rose Centre located on the Riverside Estate – both of which are located adjacent to Guildford Road.
- St James Primary School is located at the southern end of Guildford Road. There are School Keep Clear markings on both sides of the carriageway.
- Guildford Road, at its junction with East Hill, is the only access point for vehicles into the Riverside estate, therefore this is the most used road by vehicles as perceived on site.
- There are Double Yellow Lines on the majority of junctions in the Riverside estate. There are Single Yellow Lines 'No Waiting Monday – Friday 10am-11am & 2pm – 3pm' throughout the estate to deter commuters from parking here.
- The road width for Guildford Road is approximately 6.8 metres wide. The width of the side roads appear to be 5.5 metres wide. Footway widths vary from 1.8m-2.5m.
- The existing speed limit for all of the roads is 30mph.



Fig 1.1 the location map and aerial imagery for Riverside Estate, Colchester.

2.2 Site Observations

A site assessment was undertaken on the 23rd November 2015 at 2pm & 10th August 2016 at 11am, a summary of the main findings are below:

- All the roads within the estate are 30mph by virtue of street lighting;
- School Keep Clear signs outside of St. James' Primary School do not meet the requirements of the TSRGD;
- School Keep Clear markings are being used in conjunction with Double Yellow Lines which look unsightly, may lead to confusion and compromises enforcement;
- Parked vehicles provided a natural traffic calming effect;
- All roads in the estate are street lit.
- There are currently no existing traffic calming features on the estate.
- It was observed on site that vehicle speed appear to be compliant with the existing 30mph speed limit which is part due to the natural traffic calming effect that the parked vehicles has on the estate.

2.3 Highway Boundary

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

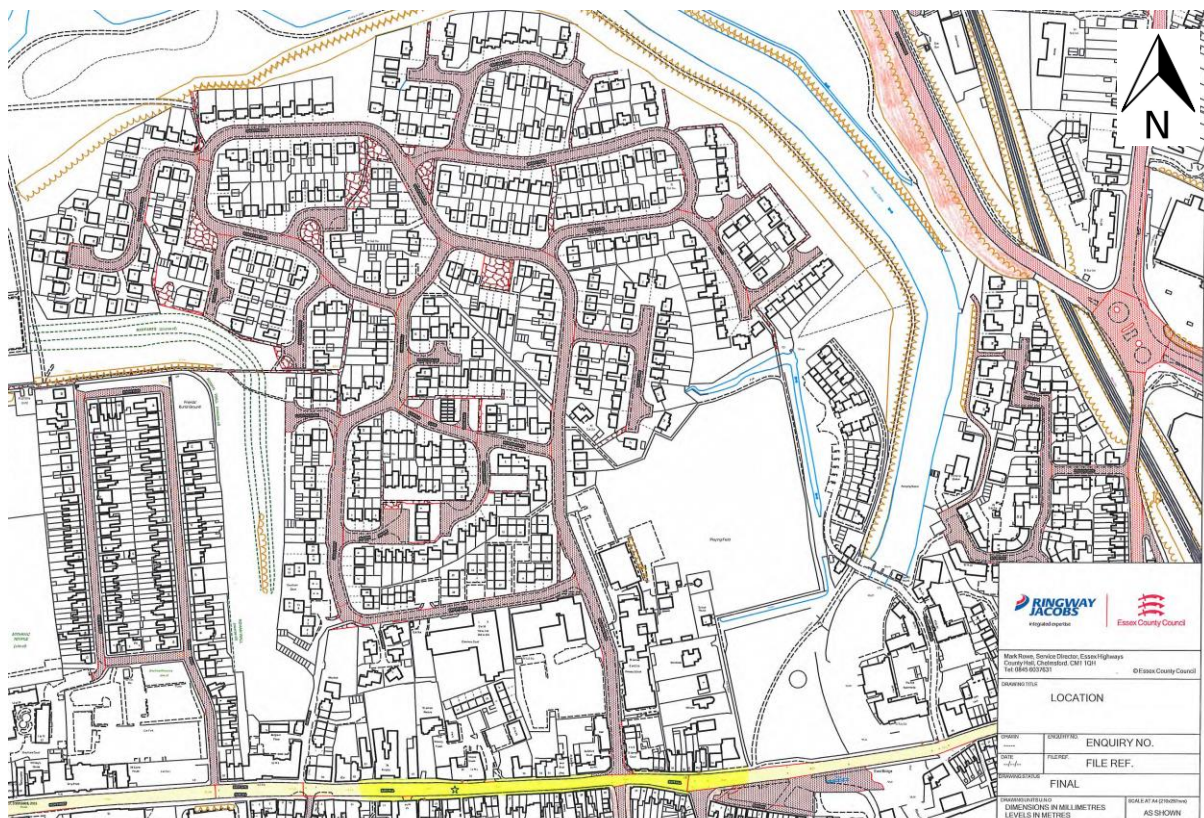


Figure 2.1: Highway Boundary Plan

The plan shows that all carriageways and footways in the Riverside estate are maintained by Essex County Council.

2.4 Collision Data

- One slight and two serious Personal Injury Collisions (PICs) were recorded on the Riverside estate (shown in the table below). The data is within a 60 month period, between 1st-Feb-2011 and 31st-Jan-2016*.

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

	Involving	Severity	Date/Time	Conditions	No. of Casualties
1	Car on car	1 Serious	08/08/2012 @ 18:57	Dry	1 Driver
2	Car on Pedal Cycle	1 Slight	30/10/2015 @ 12:59	Wet/Damp	1 Driver
3	Pedal Cycle on car	1 Serious	16/12/2015 @ 21:05	Wet/Damp	1 Rider

Table 2.1: 60 months PICs Riverside estate

The only apparent pattern of PICs on the Riverside estate is Pedal Cycles in the wet. The reports on these PICs show that they are not speed related but driver error.

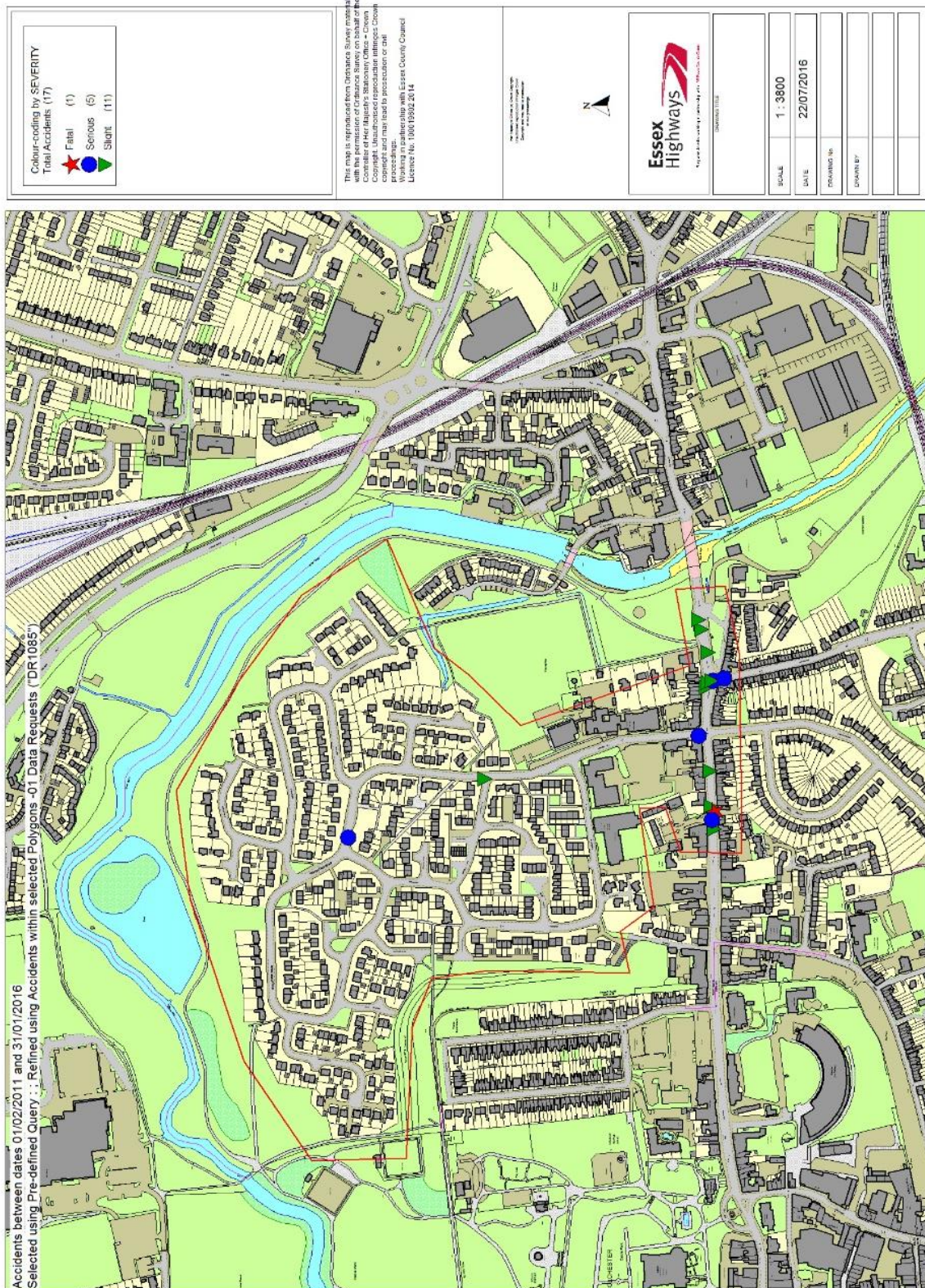


Figure 2.2: PICs Plan Riverside estate

2.5 Statutory Undertakers Plant

As part of the investigation into the feasibility of this project, a statutory undertaker's plant request was made; this highlighted an abundance of plant in the area and that careful consideration would be required to determine the exact locations. These potential conflicts may result in complications in installing new sign posts, and may result in additional cost being incurred. The impact of this would be unknown until detailed design is complete.

The known statutory undertakers plant in the carriageway on The Riverside Estate are as follows:

- *British National Grid*
- *Essex and Suffolk Water*
- *BT Open Reach*
- *Gas Main - Low Pressure*
- *Anglian Water*

2.6 Speed Survey Data

A seven day speed survey was undertaken in Nov 2015 on the roads subjected to the request for a 20mph speed limit, the results are summarised below:

	<i>Southbound</i>	<i>Northbound</i>	Combined
Bury Close	12.4 mph	12.0 mph	12.2 mph
Guildford Road (1) <i>Outside St James' Primary School</i>	26.2 mph	24.4 mph	25.3 mph
Lincoln Way (1) <i>Adj. no. 18</i>	16.4 mph	16.7 mph	16.6 mph
Lincoln Way (2) <i>30m N of Exeter Drive</i>	16.9 mph	16.1 mph	16.5 mph
Wakefield Close	13.1 mph	13.1 mph	13.1 mph
	<i>Eastbound</i>	<i>Westbound</i>	Combined
Bristol Road	17.0 mph	17.4 mph	17.2 mph
Carlisle Close	13.6 mph	11.2 mph	12.4 mph
Exeter Drive	19.9 mph	19.9 mph	19.9 mph
Hereford Road	17.7 mph	17.8 mph	17.9 mph
Lichfield Close	18.5 mph	19.4 mph	18.9 mph
Wells Road	16.7 mph	16.5 mph	16.6 mph
Worcester Road	16.5 mph	17.0 mph	16.8 mph
Guildford Road (2) <i>35m NW of Bristol Rd</i>	19.1 mph	20.0 mph	19.6 mph
Wells Road	15.3 mph	14.1 mph	14.7 mph

2.7 Consultation Undertaken - Informal

In 2009 the local Parish Council undertook a survey on the estate to determine the introduction of a 20mph speed limit on the estate with the following results:-

- There are 526 households on the estate.
- 461 (88%) households were surveyed.
- 398 (86%) of the surveyed households were in favour of the 20 mph speed limit.
- The 398 households in favour is 76% of the total 526 households.

The Association Officers & Committee take the view that the results of the 2009 Survey remain valid and if there is a current variation judge that the percentage in favour is increased.

As part of the Feasibility Study it was requested whether a new informal consultation should be undertaken to identify if the same level of support existed, however the Highways Liaison Officer claimed that this would not be required.

Essex Police were also consulted and responded with the following -
“Certainly Guilford Rd has some higher speeds according to the figures below. I did feel though that when I visited, in spite of the figures you have provided, that there was scope to get to significantly higher speeds. I drove around the estate, and the roads are relatively wide with very restricted parking, so I would have some concerns. I don't believe I will be able to support this without supporting data for the roads I have mentioned. Especially Guildford Road (where there is a school), and to a lesser degree Worcester Road and Lincoln Way, have no data. There are parking restrictions which allow the traffic to flow, and my suspicion is that speeds are significantly higher in those areas.”

2.8 Photographs

<i>Guildford Road – Looking South</i>	<i>Guildford Road – Looking South</i>
	
<i>Guildford Road – Looking North</i>	<i>Guildford Road – Looking North</i>
	

Lincoln Way – Looking North



Lincoln Way – Looking South



Worcester Road – Looking West



Worcester Road – Looking East



3. Design Options

3.1 20mph Speed Limit - Drawing HI4061/1200/001

A speed and volume survey was undertaken on the roads in the Riverside estate in November 2015, shown in 2.5 Speed Survey Data. The results show that speeds on in the Riverside estate are compliant for the existing 30mph speed limit. The majority of mean speeds are below 20mph with the exception of Guildford Road which is 25.3mph.

Essex County Council (ECC) Policy states that mean speeds must be below 24mph for a 20mph speed limit to be introduced. The mean speeds show that existing speeds do meet the ECC criteria for a 20mph speed limit, except for Guildford Road which is the main distributor road on the estate. A Cabinet Members Action (CMA) form is required to be signed off in order to implement a 20mph speed limit, whether it is in line with or against policy. Therefore a CMA will be required if a 20mph speed limit is introduced here.

Consultation was undertaken with Essex Police regarding a proposed 20mph speed limit on the Riverside Estate. The Police state that they feel that speeds will be higher than the speed surveys actually show, and would prefer to see some form of traffic calming to ensure that there is compliance with a reduction in speed to 20mph, however they did not wholly object to the proposal of a 20mph speed limit.

Some roads at this site do lend themselves to the implementation of a 20mph speed limit by Order, as such physical traffic calming may not be required to ensure compliance. This option would require terminal signs at the beginning and end of the restriction, as well as speed limit repeater signs at designated intervals.

Estimated costs to implement a 20mph speed limit:

- Design, Civil Works & Supervision - £14,000
- Traffic Regulation Order - £2000

Total estimated cost = £16,000

To allow enforcement of a proposed 20mph speed limit, a Traffic Regulation Order (TRO) will be required, therefore full consultation with the local community and emergency services must be undertaken.

3.2 20mph Zone with Speed Cushions - Drawing HI4061/1200/002

The Police state that they feel that speeds will be higher than the speed surveys actually show, and would prefer to see some form of traffic calming to ensure that there is compliance with a reduction in speed to 20mph. Therefore a 20mph zone with traffic calming features is assessed in this option.

This option offers the simplest and most effective form of traffic calming for smaller vehicles, speed cushions. Unlike humps and raised tables they are more suitable for built up areas likely to be trafficked by larger vehicles.

Whilst they might not slow speeds to the same extent as humps and raised tables they do allow the opportunity for wider vehicles to straddle them, thus giving a smoother ride. This will need to be borne in mind given the high number of larger wheel based vehicles expected at this location

Opting for speed cushions would also negate the need for additional drainage as carriageway channels would remain clear.

This option would require speed terminal signs at the start of the speed zone only and speed cushions installed at a maximum of 100 metres apart (DfT guidelines). However spacing is determined based on site conditions and the ability to achieve the appropriate speeds. Therefore the locations on drawing HI4061/1200/002 are indicative.

TRSGD 2016 states in 20 mph zones the requirement to place traffic calming features at specified intervals (effectively 100 m) has been relaxed so that a minimum of one physical traffic calming feature is required. In addition to this, TRSGD 2016 requires any combination of physical features, upright repeater signs or road markings to be used at 100 m intervals. This should enable local authorities to reduce the number of physical traffic calming features where speed is already restricted because of the nature of the road.

Consequently the Feasibility design has incorporated the new regulations with speed roundels (Diag.1065 Sch.10.Pt.2.Item.9) being used as a physical feature, shown on drawing HI4061/1200/002.

Estimated costs to implement a 20mph Zone (Speed Cushions):

- Civil Works - £1100 per cushion

- Traffic Regulation Order - £2000

44 Speed Cushions will be required = £48,400

Design & Supervision = £15,000, Safety Audits £3000 = £18,000

Total potential cost = £48,400 + £18,000 = £66,400

The actual costs can be defined through a detailed design stage. This is through the process of a target cost where the scheme is sent out to different contractors for tender. Consequently a range of costs can come back and a process is then required to appoint the right contractor.

To allow enforcement of these traffic calming measures, a Traffic Regulation Order (TRO) will be required, therefore full consultation with the local community and emergency services must take place as they must be made aware of any negative impacts that a scheme comprising physical measures might have. This may include noise, discomfort or exclusion for certain user groups, including local disability/access groups, loss of parking in some instances and changes to the visual environment. If road humps are used within a scheme, all physical measures within the scheme will be subject to both informal and formal consultation.

3.3 20mph Zone with Speed Humps - Drawing HI4061/1200/003

The Police state that they feel that speeds will be higher than the speed surveys actually show, and would prefer to see some form of traffic calming to ensure that there is compliance with a reduction in speed to 20mph. Therefore a 20mph zone with traffic calming features is assessed in this option.

This option includes a more common form of traffic calming, flat top humps. Similar to road humps they are longer with a flattened top, which can sometimes be used to give pedestrians a level crossing between footways.

It should be noted that flat top humps are particularly effective when slowing down larger wheel based vehicles, which in this case could prove problematic given the areas main function and expected high number of larger vehicles.

Traffic Advisory Leaflet 01/07 states that speed humps within a 20mph zone should be spaced between 60-70 metres. It also states that traffic calming measures have been shown to reduce the frequency of accidents involving pedestrians, motorcyclists and cyclists.

As for speed cushions the TSRGD 2016 has relaxed the requirement for physical features, which has been reflected in drawing HI4061/1200/003, with speed roundels (Diag.1065 Sch.10.Pt.2.Item.9) being used as a physical feature.

Drainage will need to be considered as part of the detailed design. New gully's may be required or a channel at the edge of the table to allow for drainage and cyclists.

Estimated costs to implement a 20mph Zone (Speed Humps):

- Civil Works - £2100 per table
- Traffic Regulation Order - £2000
- Drainage survey - £2000

20 tables required = £42,000 + £2000 + £2000 = £46,000

Design & Supervision = £15,000, Safety Audits £3000 = £18,000

Total potential cost = £46,000 + £18,000 = £64,000

The actual costs can be defined through a detailed design stage. This is through the process of a target cost where the scheme is sent out to different contractors for tender. Consequently a range of costs can come back and a process is then required to appoint the right contractor.

To allow enforcement of these traffic calming measures, a Traffic Regulation Order (TROs) will be required, therefore full consultation with the local community and emergency services must take place as they must be made aware of any negative impacts that a scheme comprising physical measures might have. This may include noise, discomfort or exclusion for certain user groups, including local disability/access groups, loss of parking in some instances and changes to the visual environment. If road humps are used within a scheme, all physical measures within the scheme will be subject to both informal and formal consultation.

3.4 Option 3 - Do Nothing

Speed and volume surveys were undertaken in November 2015, shown in Para.2.5 Speed & Volume Survey. The results show that the majority of speed in the Riverside estate are already below 20mph and are extremely compliant for the existing 30mph speed limit. Whilst Guildford Road has a mean speed limit of 25.3mph it is still below the existing 30mph speed limit and it's expected to have a higher mean speed as the main distributor for the estate.

The collisions that have occurred on the Riverside estate have not been speed related. Therefore there are no collision statistics or speed statistics to support the request for a reduction in speed limit from 30mph to 20mph.

4. Recommendation

The collision data that was collected over a 60 month period shows no pattern of PICs on the Riverside Estate and none that are speed related.

The speed surveys undertaken in November 2015 show that all of the roads, except for Guildford Road, are exceptionally compliant with the existing 30mph speed limit and would be compliant with the introduction of a 20mph speed limit.

Whilst Guildford Road is the main distributor road for the estate it is expected that speeds would be higher on this road.

Therefore any proposed reduction in speed limit is unlikely to reduce vehicle speeds further as they are already below 20mph.

Essex Police have stated that they would not support the introduction of a 20mph speed limit or zone based on the current speed data, which is only 12 months old.

Consequently the recommendation is Option 3 – Do Nothing. The above identifies that a 20mph speed limit or zone is not supported by collision data, speed data or the Essex police.



Notes

1. Do not scale.
2. Traffic Management to be by three way temporary traffic signals

Key

- Precast concrete edgings (40 lin m)
- Break out existing footway and reinstate as footway (25 sq m)
- Construct new path 100mm Type 1 sub-base, 50mm binder course and 30mm surface course (60 sq m)
- Construct new Type 1 sub-base path 250 mm thick (18 sq m)
- Excavate existing footway, reinstate with topsoil and seed (28 sq m)
- Tactile Paving**
- Buff dimple pattern (4.8 sq m)
- Buff ladder pattern (4.8 sq m)
- Buff tramline pattern (4.8 sq m)
- Take up existing kerbs and replace (25 m)
- HB2** 255 x 125mm half battered kerb with 125mm face (1 No)
- DL1** Left hand dropper kerb (HB2 to BN) (3 No)
- BN** 155 x 125mm bullnosed kerb with 125mm face (15 m)
- DR1** Right hand dropper kerb (BN to HB2) (3 No)
- LT** Right hand transition kerb (BK to HB2) (1 No)
- BK** 314 x 435mm bus kerb with 160mm face (3 No)
- RT** Left hand transition kerb (HB2 to BK) (1 No)
- B** Glasdon Mini Ensign bollard. Black rigid Durapol. No banding. Front face cycle/ped only (ref 956) Rear face end of cycle route (ref 965) Below ground fixing

Rev.	Date	Description of revision	Drawn	Checked	Reviewed	Approved
A	Mar 17	Details, notes and key revised				

DRAWING STATUS: **For Costing**



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BERECHURCH ROAD / CHARIOT DRIVE CYCLE ROUTE

PROPOSED LAYOUT

DESIGNED	DRAWN	CHECKED	REVIEWED	APPROVED
JQG	JQG	SW		NF
DATE	DATE	DATE	DATE	DATE
Feb 17	Feb 17	8/3/17		8/3/17

DRAWING UNITS U.N.O. SCALE AT A3 (420x297mm) **1:250**

DRAWING No. **HI4164-00-002A** REV. **-**

Existing footway to be removed and reconstructed full depth to new levels where new kerbs are installed

Existing footway surfacing to be removed, the sub-base reprofiled as necessary and the footway surfacing reinstated to new levels where new kerbs are installed

Remove road markings

Existing footway to be removed and reinstated as verge

Existing shelter to be removed from existing base posts and lifted off. Base posts to be broken out intact and reused at new location behind existing footway where no trees will be affected. Shelter to be lifted onto relocated base posts and re-fixed.

Existing footway surfacing to be removed, the sub-base reprofiled as necessary and the footway surfacing reinstated to new levels where new kerbs are installed

New road markings

Relocate bus stop

shelter

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BERECHURCH HALL ROAD, SOUTH COLCHESTER

FEASIBILITY STUDY INTO THE PROVISION OF A PEDESTRIAN CROSSING NEAR

83 BERECHURCH HALL ROAD, COLCHESTER

March 2017

Introduction

A request was received, from the previous Member of Parliament for Colchester, to investigate the possibility of providing a pedestrian crossing in Berechurch Hall Road near the above address. This was processed into a Scheme Validation Request and traffic and pedestrian counts were carried out to establish the value of the PV2 criteria.

This study is to establish feasibility of providing a crossing and should not be considered a Road Safety Audit nor should any details of Statutory Undertakers Services mentioned be taken to be totally inclusive or conclusive.

Site Location

Berechurch Hall Road runs between a mini-roundabout with the B1026, Layer Road, at the western end and a mini-roundabout with the B1025, Mersea Road, at its eastern end. Although Berechurch Hall Road itself is not an A or B road, there are directions signs on Mersea Road, at its eastern end, indicating the road as being a route to the A12 Trunk Road.

The alignment of the road from the east is, initially, straight and then has easy curves for the majority of the rest of its length. Excluding those at the junctions with the B1025 and B1026, there are 3 small, not mini, roundabouts along its length, two west of the site and one to the east.

From the east, the speed limit is 30mph but, in the area of the location proposed, the speed limit changes to 40mph. Indeed there could be some confusion as to exactly where the speed limit change occurs as there are, what appear to be, duplicate signs – see Image 3 below where additional signs can be seen in the background.

There is a cycle way in the new developments north of the road which runs along the length from Roman Way to the proposed location and then turns northwards. There is a pedestrian access point to the cycleway from the proposed location.



Location and Aerial View of the Location



Image 1 – View along Berechurch Hall Road looking east through the location



Image 2 – View along Berechurch Hall Road looking west through the location



Image 3 – View from the south side looking west along Berechurch Hall Road.



Image 4 – View from the south side looking east along Berechurch Hall Road.



Image 5 – View from the north side looking west along Berechurch Hall Road.



Image 6 – View from the north side looking east along Berechurch Hall Road.

Illustrations of the Location

Between Roman Way to the west and William Harris Way to the east, there is a footway on the north side, in some areas poorly maintained and of substandard width.

There are no bus stops along this section of the road.

Detailed Design Issues

The road has street lighting along its whole length but this would require assessment as to its suitability and whether an upgrade is required, particularly at the proposed crossing location.

The lane leading southwards from the location serves farm properties and the area to the west of the lane is a military training area. It appears to be a Ministry of Defence (MOD) access road and probably is on land belonging to the MOD. Its proximity to the crossing would need additional measures, either supplementary signal heads or minor realignment, to improve safety and meet distance criteria. Both would add to the cost of a scheme.

The road surface would require the addition of High Friction Surfacing. Whether this can be added to the existing surface or require complete resurfacing is outside of the scope of this study but clearly has cost implications.

With a speed limit of 40 mph, speed and vehicle detection would require carriageway loops and the associated feeder cables which would require ducting in one or other of the footways/ verges. This increases the cost significantly over the standard crossing installation in a 30mph area which can utilise pole mounted detection.

Forward visibility issues for the westbound approach would require tall poles which would not normally be used on this type of road in a rural surrounding. Lit advance warning signs, indicating the presence of traffic signals ahead, would be needed in each direction adding to the costs.

The use of an audible signal at the crossing may be considered a disturbance by the occupants of 83 Berechurch Hall Road.

Summary of Survey Data Obtained for the Study

- No Personal Injury Collisions have occurred at the location and its vicinity.
- The width of the road at this point is 6 metres.
- Traffic data for the location was obtained in November 2014.
- The Basic PV2 calculation produced an average value of 0.643. This does not meet the normal criteria for the provision of a crossing. (More detail of how this value was obtained is contained in the Appendix.)

Statutory Undertakers Services Apparatus

From returns from the Statutory Services, the following service apparatus have been disclosed:-

- A 15" gas main low pressure mains runs down centre of the road.
- A 125mm water main runs in the north footway.
- An HV electricity cable in the northern footway.
- There are no Media Communications along the road.
- There is a street lighting supply, through the site, in the north footway.
- BT services are present in both the north side footway and the south side verge.

Discussion of the Findings

Whilst the PV2 value does not meet the normal requirements over 4 separate hours, it does so for one hour (see Appendix details). However, there does not seem to be a similar number of persons crossing at other times. This higher value should be checked.

It can be confirmed that it is difficult to cross the road from the south to the north due to a lack of visibility of oncoming westbound traffic. The same problem does not apply crossing in the opposite direction. As a result, forward visibility of the nearside westbound primary signal is a problem.

An added issue for the south side is that no footway exists here and the soft verge is raised by an average of 250mm above the carriageway level. There is, however, sufficient width within the highway boundary for the construction of a footway although this may involve some significant and expensive works. At the point of the speed limit sign in Image 3, the width of the verge is 1.5 metres from the fence to the sign and there is a further 1.2 metres of verge from the sign to the inside (carriageway side) of the white line in Images 1 and 3. There are BT cables in the verge.

In the north side footway, there appears to be other BT cables together with the cabling for the street lighting, a small water main and an HV power cable but larger equipment, such as major gas mains or a sewer, do not appear to run in the footway.

In conclusion, it would appear that it may, using tall poles, be practical to provide a crossing at this point but, due to having to construct a footway and other measures outlined above, it will cost significantly more than a standard crossing. It may also be considered necessary to change the geometry of the corner outside 83 Berechurch Hall Road to be squarer to provide the necessary footway around that corner.

There should also be consideration given to rationalisation of both the speed limit and the signs enforcing it. Indeed it may be appropriate to apply a 30mph limit to the whole section of Berechurch Hall Road given the number of accesses onto it.

However, it is noted that the numbers of pedestrians crossing the road is somewhat low with only the one hour showing up to justify the provision of a crossing. Given that there is no obvious source/destination of the people crossing, other than possibly troops under training, it would seem prudent to double check the pedestrian numbers before making a decision. There are no new developments on the south side to suggest the numbers surveyed above have increased.

Conclusion

Given the usage, and the costs likely to be incurred, the provision of a crossing is not justified.

Appendix

Detail of Survey Data Obtained for the Study

PV2 Calculation	
Collision factor	1.000
Difficulty factor	0.986
Basic PV2	0.643
CDPV2	0.634

CDPV2 result 0.634 x 10⁸

The collision factor multiplied by the difficulty factor, further multiplied by the original PV2 value, provides the CDPV2.

Where the value of CDPV2 is between 0.2 and 0.7 x 10⁸, then a controlled crossing would not be recommended, and alternatives such as a pedestrian refuge or zebra crossing should be considered.

Where the value of CDPV2 is below 0.2, then a crossing facility would not normally be justified, but the site may be reviewed on its merits with regard to local and/or special needs and may be considered subject to funding.

Collision data (C)

	Fatal	Serious	Slight	TOTAL
Cyclist				0.0
Pedestrian				0.0
Other				0.0
COLLISION FACTOR				1.0

In order to produce the updated CDPV2, non-motorised collision numbers from the past 36 months, and within a reasonable distance from the site, are factored.

Difficulty factor (D)

No. lanes (total)	2
Road width (mtrs)	6
Speed limit (mph)	40
FACTORED WIDTH VALUE	0.99

The level of difficulty in crossing the road is determined from the posted speed limit, the road width and number of lanes.

Basic PV2 calculation

	Peds	Vehicles	PV2
07:00	7	952.0	
08:00	147	1268.0	2.364
09:00	14	906.0	
10:00	3	712.5	
11:00	8	766.5	
12:00	9	811.5	
13:00	5	763.5	
14:00	12	958.5	
15:00	8	1183.0	0.112
16:00	4	1202.0	0.058
17:00	3	1115.0	0.037
18:00	0	776.0	
<hr/> AVERAGE			0.643

The traffic volumes from the four busiest hours are selected and squared. This figure is then multiplied by the corresponding pedestrian count, then divided by 10^8 to produce an hourly PV2.

Traffic data for the location was obtained in November 2014.

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7	Choosing the Preferred Option	Page 14
	Figure 1 - Study Length	Page 3

Executive Summary

The purpose of this study is to record the existing conditions and constraints, briefly discuss the options considered, provide indicative cost estimates and recommend a preferred solution.

Five options have been considered, on-line cycle lanes; a shared use path on the west side; a shared use path on the east side; a new cycle only path in the fields on the east side; and a combination of a segregated path / new path in the fields on the east side. Whichever option is chosen it will not be possible to install cycle facilities north and south of the study length because of insufficient width between residential property boundaries.

The solutions range in cost between around £400k to £1.5million, the cheapest being to widen the existing path on the east side, with the most expensive providing a new path on the west side.

The cycle lane and shared use path options require the removal of some 700 metres of hedging and trees and this is likely to be opposed on environmental grounds. The new cycle only path in the fields options will avoid the need to remove hedges and trees and this makes those two solutions preferred.

The northern 300 metres is currently bounded by a post and rail fence and here the existing path could be widened, thus reducing the land take and area of new construction, thereby reducing the cost.

This combined option would also be more coherent for users and although it is more expensive than widening the existing east side path, because it does not remove any hedging or trees it is the PREFERRED solution.

Feasibility Study

1. Purpose

1.1 The purpose of this study is to

- i) record the existing conditions and constraints
- ii) give a brief discussion of the options considered
- iii) provide indicative cost estimates for each option and
- iv) recommend a preferred route.

1.2 This has been a desk top study using information from Ordnance Survey, Google Earth and Street View. The site has been visited.

1.3 Consideration has been given to the standards required for this type of cycle route, but no design work has been done to check whether or not they are achievable.

1.4 Land may be needed where the required width cannot be met and this has been identified, but no investigation has been carried out into land status, ownership or availability.

1.5 The presence of both underground and overhead Statutory Undertakers plant has been identified from site inspections, but no contact has as yet been made with any of the companies.

2. Considerations, Design Standards and Guidelines

The standards set out in the Essex County Council document *Designing for CYCLISTS* have been used to look for a solution that would be most popular for cyclists and therefore maximise its use. These were as follows;

2.1 Origin, Destination and Desire Line

2.1.1 Even the best designed facilities will be of little benefit if they do not take account of where cyclists are coming from and going to, and by default the purpose of their journey.

2.1.2 Cyclists generally prefer to make the shortest, safest journey, so the most direct route will be most appealing to most users.

2.1.3 Cyclists tend to use routes most convenient to them, unless the alternative is more attractive, easy to follow and have little or no traffic.

Feasibility Study2.2 Type of Cyclist Being Provided For

2.2.1 Different cyclists have different needs and abilities, which can differ widely between the three main groups of

- a) Children and the inexperienced
- b) Commuters and the on road sport rider
- c) Leisure cyclist and the off road sport rider.

2.2.2 Even if the best off carriageway facility is provided it may be ignored by some cyclists who will prefer to stay 'on-road' because of speed, convenience and continuity.

2.2.3 Consideration has been given to which group is likely to be the dominant user, taking into account that the scheme purpose is:

To provide improved facilities for those wishing to walk or cycle between Colchester and the riverside village of Rowhedge.

2.3 Route as part of a wider network

Whether the first part of a new network or the continuation of an existing, the aim is to set or maintain the overall standard intended for the whole route.

2.4 Isolated or Non-Continuous Facilities

Short sections of cycle paths / lanes or discontinuous routes will not be appealing to cyclists. Indeed they may be a greater hazard than no facility at all.

2.5 Traffic Flows

Where the two way traffic flow is >4,000 vehicles per day (vpd) and the speed is >50 mph, or vpd >10,000 and speed >40 mph, cycle lanes are not recommended and segregated cycle tracks/paths should be provided.

2.6 Widths

Cycle Lanes	2.0 m (ideal), 1.5 m (minimum), 1.2 m (desirable minimum)		
Vehicle lane	3.0 m where speed >30 mph		
Cycle tracks/paths	separate from pedestrians	3.0 m (ideal)	2.0 m (minimum)
	Shared unsegregated	3.0 m (Ideal)	2.5 m (minimum)
	Shared segregated	5.0 m (Ideal)	3.5 m (minimum)

Feasibility Study**3. Existing Conditions and Constraints**

Figure 1 shows the study length and how it has been separated into sections.

**3.1 Whole route**

- 3.1.1 Rowhedge Road is the main link between south-east Colchester and the village of Rowhedge. The section under consideration is some 1300 metres of 6 metres wide single carriageway bounded mainly by farmland.
- 3.1.2 The east side has a kerbed footway with a narrow verge between it and a boundary fence or hedge. The west side has kerbed footways where there are residential properties at each end, the remainder is mainly unkerbed verge bounded by hedges. All hedges contain occasional mature trees.
- 3.1.3 There are gullies with the kerbed footways through the residential areas north and south of the study section, but apart from one gully on the west side opposite Cleveland Lodge and one either side at the access to Battleswick farm there is no positive drainage within the study length.
- 3.1.4 BT covers spaced intermittently along the eastern footway or verge suggest underground cables under or close to the footway along the whole of the eastern side. There are also some covers on the western side.
- 3.1.5 Street lighting columns are located with the residential properties at either end of the scheme and it is assumed there is an underground supply to them
- 3.1.6 Telegraph poles on either side of the road provide an overhead BT and power supply where properties abut the footway. The power supply may come from an electricity sub-station at the southern end.

Feasibility Study3.2 North of The Study Length

3.2.1



To the north of the study length Rowhedge Road is some 6 metres wide with a 1.8 metre footway on the east side and a 4.2m footway to the west. Residential properties bound the footways on both sides. The western side has lamp columns and telegraph poles within the footway and the east footway has lamp columns and poles at the back. There are BT covers and

stop valves in both footways. There is an in-line bus stop on the eastern side to the south of Battlesbridge Road and one on the west side immediately to the north

3.3 Battlesbridge Road to Cleveland Lodge (approx. 400 metres)

3.3.1

Approximately 100 metres south of Battlesbridge Road the trees and properties on the east side give way to pasture land bounded by a post a rail fence, which continues for some 260 metres. Throughout this section there is a 1.8m wide footway with a 1m. wide grass verge between it and the fence. There are street lighting columns at the back of the footway and telegraph poles and road signs within the grass verge. The road is some 6m wide



3.3.2

The west side kerb and footway ends some 150 metres south of Battlebridge Road, becoming an unkerbed grass verge bounded by a hedge. There are BT covers and road signs in the verge and telegraph poles at the back.



Feasibility Study

3.4 *Cleveland Lodge to 86 Rowhedge Road (approx. 150 metres)*

3.4.1 The road is some 6.5 metres wide in this section.

Apart from a single gully on the west side there is no other positive drainage system within this section.



3.4.2 At Cleveland Lodge there is an ox-bow lay-by created when the road was realigned some years ago. The kerbed 1.8 m wide footway continues on the eastern side with mature trees, BT poles and a bus stop 'flag' post in the wide verge between the footway and lay-by. South of the lay-by the footway is bounded by garden hedges and walls, some of which appear to encroach into the highway.



On the west side there is a kerbed 1.5 – 2 metre wide verge bounded by a garden wall or fence and well kept hedge.

The verge contains BT covers and poles, road signs and a bus stop 'flag' post.



Feasibility Study

3.5 86 Rowhedge Road to Battleswick Farm access (approx. 450 metres)

3.5.1 The road is some 6.0 metres wide in this section, which has no positive drainage system. It has a 40 mph speed limit.

3.5.2 The kerbed 1.8 m wide footway continues on the east side with a 1.0 m wide grass verge between it and the boundary hedge. Behind the hedge is arable farmland.

There are some BT covers at the back of the footway, but no poles or street lighting columns.



3.5.3



The unkerbed 2.0 m wide verge continues on the west side bounded by a hedge. Behind the hedge is arable farmland.

There is a small pull off area at a field access at the bend near the mid-point.

There are no BT covers or poles or street lighting columns on the west side.



Feasibility Study

3.6 *Battleswick Farm access to Brich Brook (approx. 300 metres)*

The road is some 6.0 metres wide in this section, it has a 30 mph speed limit.

3.6.1



The footway restarts on the western side immediately south of the Battleswick farm access and continues without break into Rowhedge village.

3.6.2 Apart from one gully either side at Battleswick Farm access there is no positive drainage within this section.

There is an in-line bus stop on the east side, more BT boxes at the back of the footway and tactile paving and dropped kerbs providing an informal crossing before the eastern footway ends just north of Birch Brook. At this point there is an electricity sub-station set back behind the hedge



3.6.3 The hedge extends as far as the brook where there are metal railings on top of a headwall and a culvert under the road. The road at this point is some 5.5 metres wide



Feasibility Study3.7 *South of the scheme*

- 3.7.1 South of the brook a metal fence bounds the Royal British Legion car park offset some half metre from the kerb. The eastern footway restarts south of the car park.



- 3.7.2 Heading south into Rowhedge village the road is some 6.0 m wide with approx 2.0m wide footways either side bounded by residential; properties



Feasibility Study

4.3 Shared / segregated use cycle path in western verge

- 4.3.1 If a shared use unsegregated path was to be provided on the west side it should be at least 2.5, preferably 3.0 m wide. The existing verge is between 1.5 and 2 m wide so widening will be required.
- 4.3.2 About half of the western side is bounded by residential properties most of which have driveways or paths coming straight out onto the footway, often with visibility obscured by boundary walls, fences or hedges. In front of the properties the western channel will need to be moved by at least 1.0 metres and to maintain the 6.0 m road width an equivalent move of the eastern kerb line will also be needed
- 4.3.3 Moving the eastern kerb line will require the footway and verge to be moved, which in turn will require the bordering hedge, trees or fence to be removed and re3placed. This will require land. The electricity sub-station at the southern end will also need repositioning and statutory undertakers plant currently under or at the back of the eastern footway will need relocating.
- 4.3.4 The remainder of the west side is bounded by farmland, separated by a mature hedge which incudes trees. Here it may be possible keep the western channel where it is, but to do that land will be required and the hedges and trees removed and replaced.
- 4.3.5 At the northern end a west side path could continue to Battlesbridge Road, but north of that the available width between residential property boundaries is some 10.5 metres (varying footway widths either side of a 6.0 m wide road) and continuing cycle facilities towards Colchester will not be possible. A safe means for getting southbound cyclists off the road and onto a west side path will be needed.
- 4.3.6 At the southern end the route would have to re-join the road before it reaches Brich Brook to avoid the need to alter the existing culvert. A safe means for getting southbound cyclists off the west side path and back onto the road will be needed.
- 4.3.7 South of Brich Brook the available between residential property boundaries is some 10.0 metres (2.0 m footways either side of a 6.0 m wide road) and continuing the cycle facilities into the village will not be possible.

4.4 Shared / segregated use cycle path in eastern verge

- 4.4.1 The existing kerbed footway runs for the whole length. It is some 1.8 m wide with a verge varying between some 0.5 and 1.0 m. wide between it and the boundary fence or hedge. The kerb could remain on place unaltered.
- 4.4.2 A shared use unsegregated path should be at least 2.5m, preferably 3.0m wide, widened by a further 0.5 metres if bounded by a fence or hedge. The existing footway will therefore need widening to provide a shared use facility.
- 4.4.3 This will require land and all the existing hedges, trees and /or fences will need to be removed and replaced to provide the width required. The electricity sub-station at the southern end will need repositioning and statutory undertakers plant currently at the back of the eastern footway will need relocating. The services under the footway may be able to remain where they are.
- 4.4.4 At the southern end the route would have to re-join the road before it reaches Brich Brook to avoid the need to alter the existing culvert. A safe means for getting northbound cyclists off the road and onto the east side path will be needed.

Feasibility Study

- 4.4.5 South of Brich Brook the available between residential property boundaries is some 10.0 metres (2.0 m footways either side of a 6.0 m wide road) and continuing the cycle facilities into the village will not be possible.
- 4.4.6 At the northern end a safe means for getting northbound cyclists off the east side path and back onto the road will be needed. To the north of that the available width between residential property boundaries is some 10.5 metres (varying footway widths either side of a 6.0 m wide road) and continuing cycle facilities towards Colchester will not be possible.
- 4.5 Cycle path in land behind hedge on eastern side
- 4.5.1 A 3.0 m wide two-way cycle path could be built in the fields to the east for all but the 150 metres or so around the bend at Cleveland Lodge. This would leave the road, footways and boundary fencing hedges unaltered, except for a short section at either end to tie the route back in to the existing network. The electricity sub-station would remain unchanged and the existing services in the east verge would be unaffected.
- 4.5.2 This will require land and a new boundary fence and/or hedge installed between the cycle path and farmland. The existing trees and hedges would need to be taken into the highway and some small gaps formed to prevent creating a bounded corridor that could have security concerns.
- 4.5.3 Around the bend at Cleveland Lodge it may be possible to use the old road as part of the cycle route, depending on whether or not it is still highway. Land will be needed from the three properties to the south and some accommodation works agreed to reinstate their accesses and frontages.
- 4.5.4 At the southern end the route would have to re-join the road before it reaches Brich Brook to avoid the need for a new bridge. A safe means for getting northbound cyclists off the road and onto the new cycle path will be needed.
- 4.5.5 South of Brich Brook the available between residential property boundaries is some 10.0 metres (2.0 m footways either side of a 6.0 m wide road) and continuing the cycle facilities into the village will not be possible.
- 4.5.6 At the northern end a safe means for getting northbound cyclists off the cycle path and back onto the road will be needed. To the north of that the available width between residential property boundaries is some 10.5 metres (varying footway widths either side of a 6.0 m wide road) and continuing cycle facilities towards Colchester will not be possible.
- 4.6 Combined widened path and cycle path in land behind hedge on eastern side
- 4.6.1 This would be as 4.5 above except that the first 300 metres of footway would be widened to provide a shared use path, rather than a new path in the field. This would need the boundary fence, a lamp column, some telegraph poles and road signs to be relocated.
- 4.6.2 Less land will be needed and the new route would be in two distinct sections, the northern 450 metres a widened path in the verge and the southern 700 metres a new path in the field.

Feasibility Study

5. Cost Comparisons

ROWHEDGE ROAD CYCLE STUDY			On-road cycle lanes (1.5 m wide)		Shared Use Path on west side		Shared Use Path on east side (widen existing)		New off road Cycle Path in fields on east side		Combination New off road in field / widen existing	
Description	Unit	Rate	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
PRELIMINARIES												
Mobilisation / Set up	Item	5000	1	5000	1	5000	1	5000	1	5000	1	5000
Offices Welfare	Week	500	20	10000	25	12500	20	10000	15	7500	15	7500
Traffic Management - Closure	Item	10000		0		0		0		0		0
Traffic Management - TTLights	Week	500	20	10000	15	7500	10	5000	2	1000	2	1000
SITE CLEARANCE												
General	Item	1000	1	1000	1	1000	1	1000	1	1000	1	1000
Trees and Shrubs	m	10	750	7500	750	7500	750	7500	20	200	20	200
take up kerbs	m	10	1200	12000	2400	24000		0		0		0
EARTHWORKS												
150 mm topsoil strip	sq m	10		0	1800	18000	1800	18000	3000	30000	2100	21000
excavate acceptable	cu m	10	600	6000	1300	13000	200	2000	600	6000	400	4000
disposal of acceptable	cu m	35	600	21000	1300	45500	200	7000	600	21000	400	14000
150 mm topsoil and seed	sq m	5		0	600	3000	600	3000	750	3750	750	3750
PAVEMENTS												
40 mm surface course	sq m	10	3600	36000	1200	12000		0		0		0
60mm binder course	sq m	15	3600	54000	1200	18000		0		0		0
100mm base	sq m	25	3600	90000	1200	30000		0		0		0
250 mm sub base	sq m	20	3600	72000	1200	24000		0		0		0
Milling	sq m	25		0		0		0		0		0
KERBS AND PAVED AREAS												
kerbing	m	20	1200	24000	22400	448000		0		0		0
footway edgings	m	10	1200	12000	2400	24000		0		0	300	3000
20 mm surface course	sq m	10		0		0		0		0	450	4500
50 mm binder course	sq m	15		0		0		0		0	450	6750
100 mm sub base	sq m	10		0		0		0		0	450	4500
full depth footway/cycleway x 1 m wide	m	55	1200	66000	3700	203500	1800	99000	3150	173250	2200	121000
SIGNS AND LINES												
road signs (unlit)	no	50	10	500		0		0		0		0
road signs (lit)	no	100		0		0		0		0		0
lines	m	2	2400	4800		0		0		0		0
symbols	no	5	20	100		0		0		0		0
MISCELLANEOUS												
Move Lamp Column	no	1000	1	1000	1	1000	1	1000		0	1	1000
Move Telegraph Pole	no	1000	7	7000	7	7000	7	7000		0	2	2000
Plant New Hedge	m	25	750	18750	650	16250	750	18750		0		0
New Boundary Fencing	m	35	300	10500	300	10500	300	10500	1000	35000	1000	35000
LAND												
Land costs	sq m	10	3600	36000	1800	18000	2000	20000	3600	36000	2500	25000
Land cost legal/admin (per owner)	no	5000	10	50000	10	50000	10	50000	10	50000	10	50000
Acc Works per residential property	no	5000	5	25000	5	25000	5	25000	5	25000	5	25000
WORKS TOTAL				580,150	1,024,250		289,750		394,700		335,200	
CONTINGENCY 50%				290,075	512,125		144,875		197,350		167,600	
SCHEME TOTAL				870,225	1,536,375		434,625		592,050		502,800	
COST ESTIMATE				880,000	1,540,000		440,000		600,000		510,000	

Feasibility Study

6 Summary of Options Considered

WORK ELEMENTS	On road cycle lanes	Install shared use unsegregated path on west side	Widen east side footway to shared use unsegregated	New cycle-only path in fields on east side	Combination of new path and widen existing on east side
Widths	3m running lanes + 1.5m advisory each side	3.0m + 0.5 m verge	3.0m +0.5 m verge	3.0 m + 0.5m verge each side	3.0m +0.5 m verge
Affect Existing					
Alter existing road layout	✓	x	x	x	x
Alter existing kerbs	✓	x	x	x	x
Affects existing footway	✓	✓	✓	x	✓
Take out hedging	x	✓	✓	x	x
Take out trees	x	✓	✓	x	x
Alter existing fencing	x	✓	✓	x	✓
New Construction					
New carriageway	✓	x	x	x	x
New Footway / Cycleway	✓	✓	✓	✓	✓
New hedging	x	✓	✓	x	x
New fencing	x	✓	✓	✓	✓
Land					
Land required for scheme	x	✓	✓	✓	✓
Land required for working space	x	✓	✓	✓	✓
Construction					
Estimated Time (weeks)	20	25	20	15	15
Traffic flow affected (time - weeks)	20	15	10	2	2
Cost					
Preliminary cost estimate	£880,000	£1,540,000	£440,000	£600,000	£510,000

Likely Usage					
Children and Inexperienced cyclists	x	✓	✓	✓	✓
Adult commuter cyclists	✓	x	x	?	?
On road sports cyclists	✓	x	x	x	x
Leisure cyclists	x	✓	✓	✓	✓
Off-road sports cyclists	x	✓	✓	✓	✓

Feasibility Study

7 Choosing Preferred Option**7.1 Common Issues****7.1.1 *Joining back into Existing Network***

Whichever option is chosen for a new cycle facility in Rowhedge Road there is insufficient width available to provide improved cycle facilities to the north or south of the study section. Safe links will therefore be needed at either end to join the new facility back into the existing network

7.1.2 *Cleveland Lodge*

The residential boundaries on the east side at Cleveland Lodge will need to be moved with all options and this will mean acquiring land and the replacement of hedges, fences and walls. The path through this section could be shared or segregated use depending on which option is chosen.

7.1.3 *Land*

Land will be needed with all options.

7.2 On-line Cycle Lanes

7.2.1 On line cycle lanes are unlikely to be attractive to any but the adult commuter or on-road sports cyclist and as such would not meet one of the objectives of providing a route for school children

7.2.2 The road will need to be widened which will need new road construction and the east side kerb line moving. This will require reconstruction of the east footway and the boundary moving which will necessitate the removal of some 750 metres of hedging and trees.

7.2.4 The cost, together with the above make on-line cycle lanes **NOT PREFERRED**

7.3 Shared use path on western side

7.3.1 A shared use path on the western side would provide a traffic-free route for cyclists and as such would be attractive to school children and the leisure user. An unsegregated path would, however, create possible conflict with pedestrians.

7.3.2 The western kerb line would need to be moved which will need new road construction and the east side kerb line moving. This will require reconstruction of the east footway and the boundary moving which will necessitate the removal of some 750 metres of hedging and trees.

7.3.5 The cost, together with the loss of hedging and trees make a shared use path on the western side **NOT PREFERRED**.

Feasibility Study

7.4 Shared use path on the eastern side

7.4.1 A shared use path on the eastern side would provide a traffic-free route for cyclists and as such would be attractive to school children and the leisure user. An unsegregated path would, however, create possible conflict with pedestrians.

7.4.2 The eastern footway will need to be widened which will required the boundary to be moved necessitating the removal of some 750 metres of hedging and trees.

7.4.3 The loss of hedging and trees make a shared use path on the eastern side **NOT PREFERRED**

7.5 New cycle only path in Fields on the eastern side

7.5.1 A cycle only traffic-free path would be attractive to all but the on-road sports cyclist, and would remove any possible conflict with pedestrians.

7.5.2 This option would leave the majority of the existing road and footway layout unaltered and no hedging or trees would need to be removed other than for a short length at the tie-ins.

7.5.3 A segregated path for the Cleveland Lodge section would enable the cycle only paths to be joined without creating conflict with pedestrians. Care will be needed to ensure good visibility at residential driveways.

7.5.3 Although this solution avoids the need to remove any hedging and trees and minimises conflict with pedestrians makes it more preferable to the previous options, the 'in field / against road / in field' layout and its higher cost makes this option also **NOT PREFERRED**.

7.6 Combination of segregated path and new in-field cycle only path on eastern side

7.6.1 A cycle only traffic-free path would be attractive to all but the on-road sports cyclist, and would remove any possible conflict with pedestrians.

7.6.2 This option would leave most of the existing road and footway layout unaltered and no hedging or trees would need to be removed other than for a short length at the tie-ins.

7.6.3 A segregated path from the start to the Cleveland Lodge section would enable the cycle only paths to be joined without creating conflict with pedestrians. Care will be needed to ensure good visibility at residential driveways.

7.6.3 This solution is preferred to any of the widening options because it avoids the need to remove any hedging and trees and minimises conflict with pedestrians. It's simplified 'against road / in field' layout together with the lower cost makes this more attractive that that in 7.5 above and as such is the **PREFERRED** option.

HI4285 Oxford Road junctions of Creffield Road and Gray Road

1.0 **Brief**

High numbers of children using the area during peak morning and afternoon times. This Feasibility Report will consider if practical improvements can be made to the area to improve pedestrian safety for vulnerable pedestrians crossing the carriageway.

2.0 **Site Description**

Oxford Road is a mainly residential street with Colchester High School and Lexden Montessori Nursery both on this road and Colchester Royal Grammar and Oxford House also in the immediate area. The main carriageway is wide at upto 9m and flanked on both sides with residents parking bays.

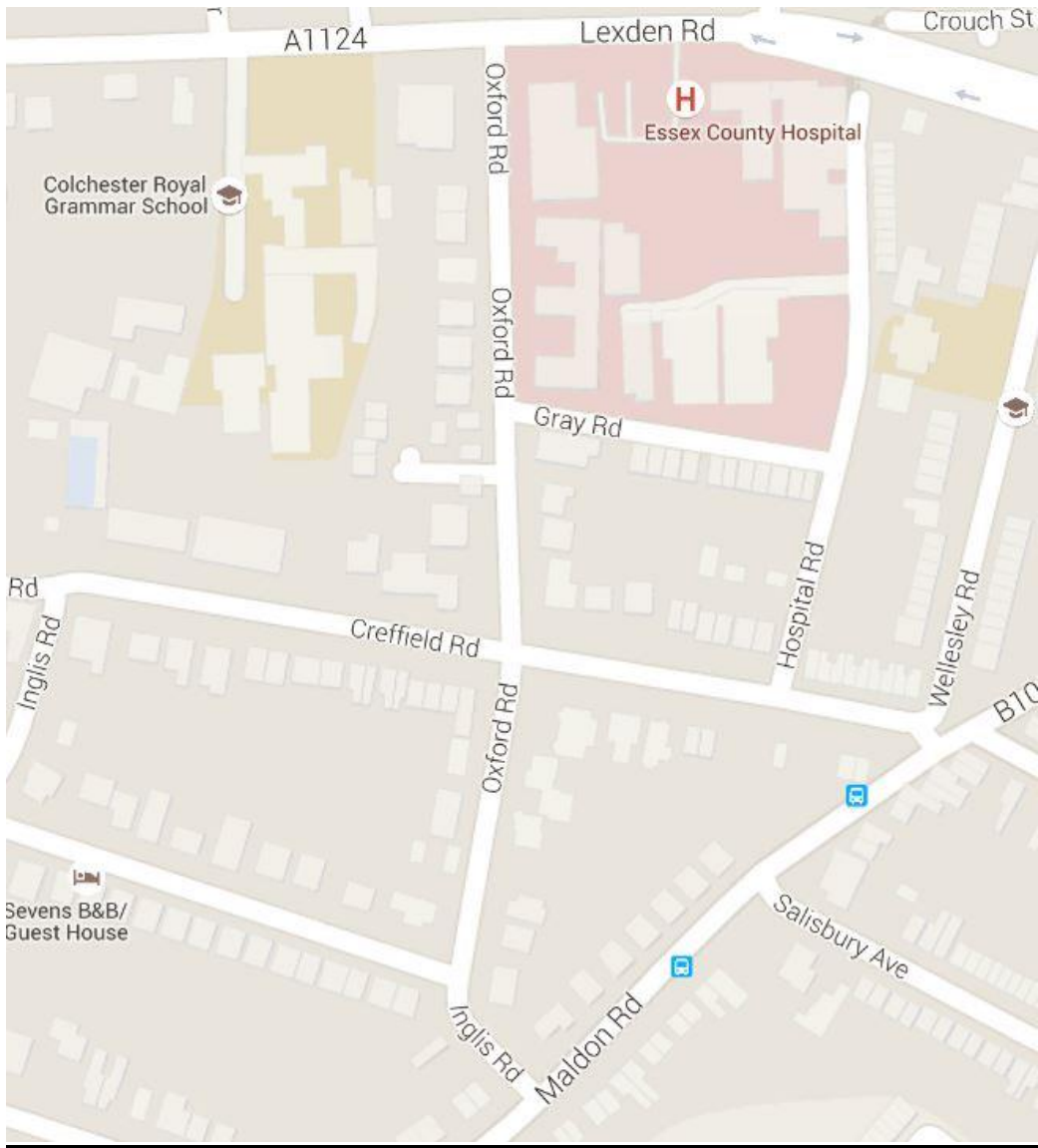
Oxford Road runs between Lexden Road and Maldon Road and so is likely to be used as a through route.

Oxford Road is within a Conservation area and as such any physical alterations need to be given extra consideration to ensure they are in keeping with the current surroundings. A system of street lighting is provided but being in a Conservation area this is low level. Highway drainage is provided and surface water flooding does not appear to be a problem.

Footways are provided on both sides of the carriageway and at approx 2m wide are a good usable width and within a 30mph speed limit.

3.0

Site Location Plan



4.0 **Site Observations**

An assessment of the 5 year collision data (01/08/2010 to 31/07/2015) in the area of the junction shows 3 collisions resulting in 1 serious and 3 slight casualties and are shown in more detail below. These incidents show a trend developing in pedestrians either not being able to see approaching vehicles clearly before crossing or drivers not being able to see pedestrians before they step into the carriageway.

Oxford Road J/W Creffield Road – 2x Slight injuries – 20July2012 17:25

3 Vehicles resulting in 2 casualties.

Vehicle approached crossroads and failed to give way to major road, entered major road and collided with vehicle.

Driver 27 year old male. Casualties = Driver 54 year old male + 21 year old female passenger.

Road surface wet/damp.

Police assessment of causation of incident = Travelling too fast for conditions and also failed to look properly.

Oxford Road 50m north of Gray Rd – Slight injury – 27Jan2012 15:50

1 Vehicle resulting in 1 casualty.

Vehicle travelling from Lexden Road southbound. Pedestrian steps between parked cars into path of vehicle.

Driver 48 year old male. Casualty 10 year old female. Road surface dry.

Police assessment of causation of incident = Pedestrian masked by parked vehicles and failed to look properly.

Oxford Road J/W Gray Rd – Serious injury – 17Sep2013 15:40

1 Vehicle resulting in 1 casualty.

Vehicle travelling towards Lexden Road northbound. Pedestrian steps behind slow moving vehicle into path of passing vehicle.

Driver 45 year old female. Casualty 10 year old male. Road surface dry.

Police assessment of causation of incident = Pedestrian masked by stationary vehicle and failed to look properly.

Traffic survey results

A 7 day automatic Traffic count was carried-out on Oxford Road commencing Tues 23 Sep 2014.

7,097 vehicles travelled southbound and 10,387 vehicles travelled northbound. The posted speed limit of 30mph was exceeded by 4% of southbound vehicles and 5% of northbound vehicles.

The surveys show a low percentage of vehicles exceeding the speed limit after the peak evening times possibly due to the very wide and straight design of the road. At most other times the speed limit is observed.

A CDPV2 calculation was carried out using the 7 day survey and found this area not justified for a controlled crossing. The site may be reviewed on its merits with regard to local and/or special needs and it is suggested that as the two incidents are similar then this could constitute a trend.

Oxford Road junction with Gray Road – Southbound Traffic

Total recorded volume	17,484
Avg daily volume (based on 7 days)	2,497.7
Average daily speed (7 days)	21.1mph
Average daily 85%ile (7 days)	25.2mph
Avg weekday volume (Mon-Fri, 24hrs)	2,830
Avg weekday speed (Mon-Fri, 24hrs)	20.8mph
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	19.6mph
Southbound % of vehicles exceeding 30mph	4%

Oxford Road junction with Gray Road – Northbound Traffic

Total recorded volume	10,387.0
Avg daily volume (based on 7 days)	1,483.9
Average daily speed (7 days)	21.5mph
Average daily 85%ile (7 days)	25.9mph
Avg weekday volume (Mon-Fri, 24hrs)	1,682.6
Avg weekday speed (Mon-Fri, 24hrs)	21.2mph
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	25.2mph
Northbound % of vehicles exceeding 30mph	5%

5.0 Considerations

The following options are considered in this report:

1) Road Safety Education

Essex Road Safety Education team to educate pupils of schools in the vicinity in Road Safety.

2) Reduce speed of traffic travelling past Colchester High School at the junction of Oxford Road and Creffield Road

Provide junction table to slow vehicles at the junction and provided safe crossing points close to the school annex.

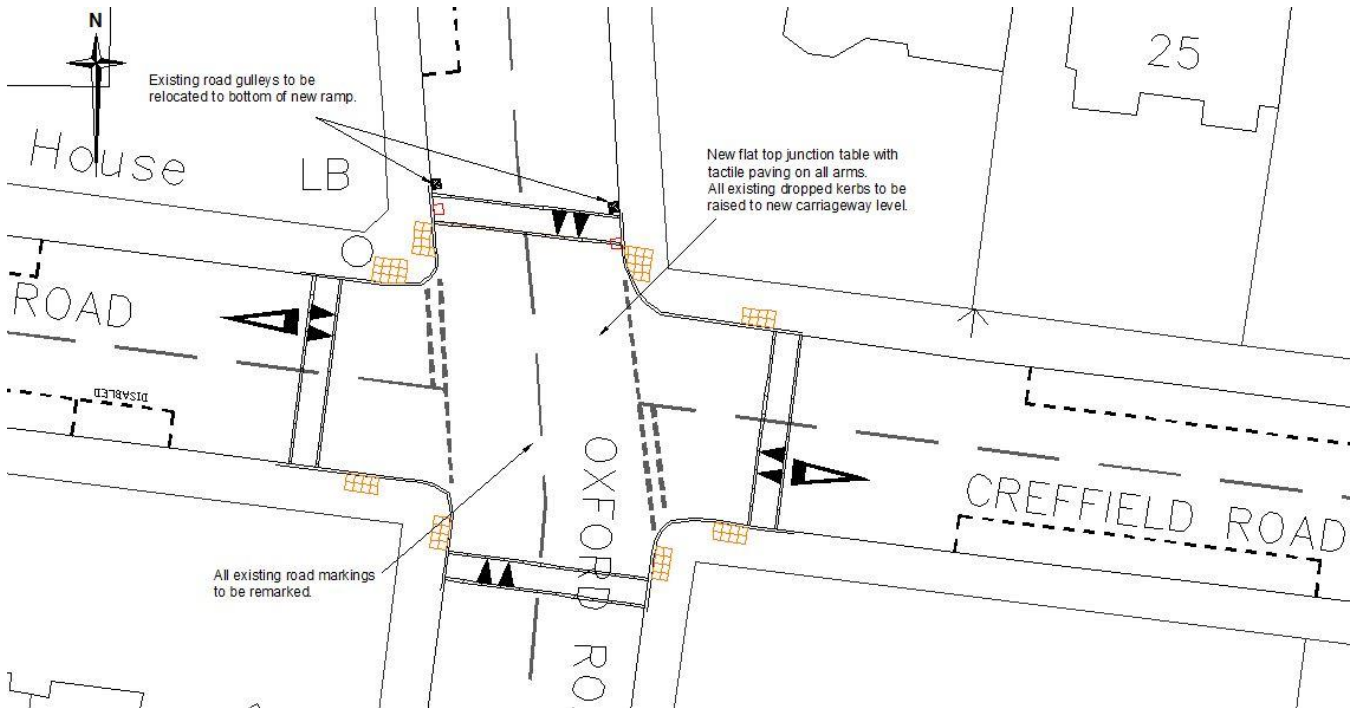
3) Improve pedestrian safety crossing Oxford Road close to Gray Road

Provide flat top carriageway table and remove parking bays to slow traffic and provide safe crossing point for pedestrians.

Road Safety Education

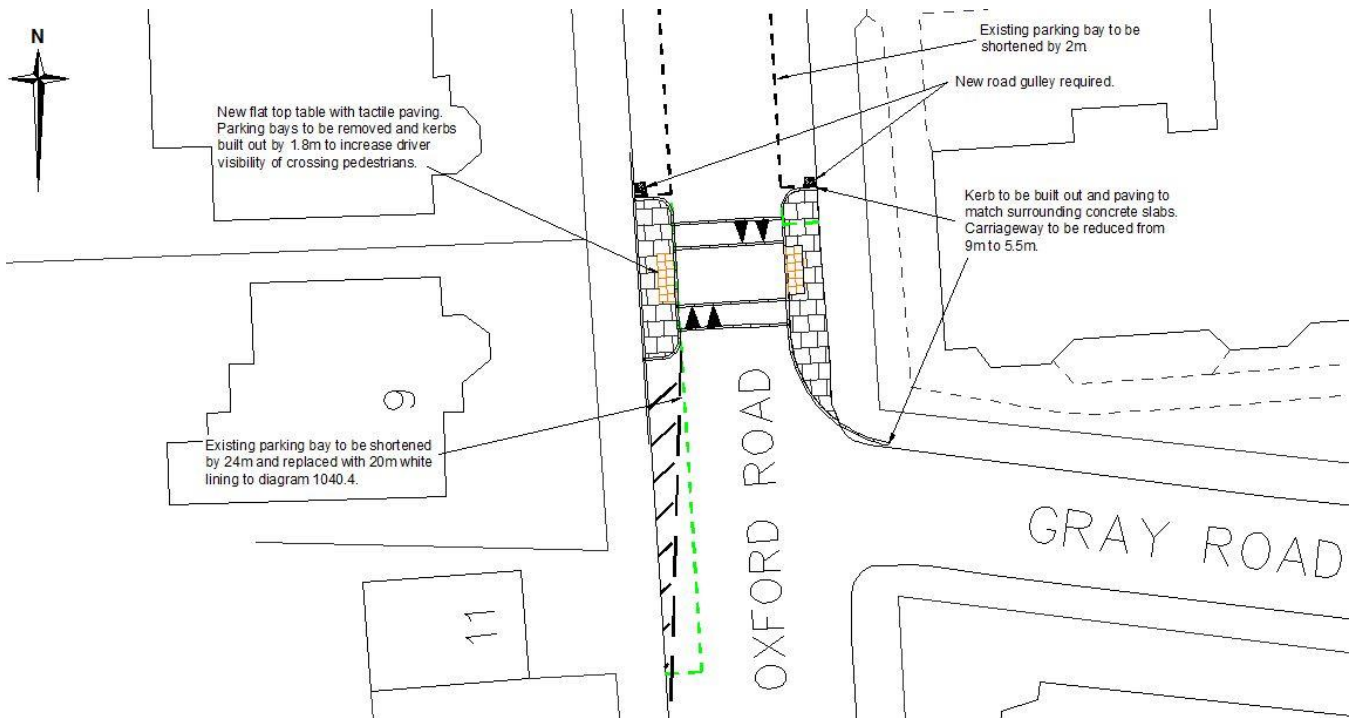
It appears the young pedestrians are partly to blame for the 2 incidents. Unfortunately the incident report from the Police does not indicate which school the 2 pupils attended. The ECC Road Safety Team have been into Colchester High School in Hospital Road to train the Year 5+6 pupils this year (2015) and contact the school every year to offer this service to new pupils. Colchester Royal Grammar School and Oxford House School are also in the vicinity of Oxford Road so may also benefit from this training. As a result of this Feasibility Report ECC Road Safety have been asked to contact both these schools to offer their services. Oxford House School does fall into the 3 to 11 year old range that this training is aimed at so would benefit. Colchester Royal Grammar pupils are aged 11+ so may not benefit as much.

Reduce speed of traffic travelling past Colchester High School at the junction of Oxford Road and Creffield Road



This junction is wide at just over 9m for all arms so improvements could be made in the form of a junction table to provide a level surface to cross Oxford and Creffield Road and slow vehicles in the area of the crossroads. Colchester High School has an annex on the south-east corner but this is for age 16 + pupils so are possibly not the vulnerable pupils we are targeting?

Improve pedestrian safety crossing Oxford Road close to Gray Road



Both pedestrian injuries occurred in the vicinity of Gray Road as pedestrians attempted to cross Oxford Road. Oxford Road is 9m wide at this point with resident parking bays on both sides of the carriageway. Both pedestrian incidents occurred when pedestrians emerged between parked cars unseen by the driver suggesting there was no clear areas with better visibility to cross.

Building out the north-east kerb of Gray Road / Oxford Road would shorten the crossing distance and make waiting pedestrians more visible to approaching vehicles. Raising the carriageway surface to be level with the footway will slow approaching traffic and provide a level surface making crossing easier for persons with mobility difficulties. Removing existing Parking bays may not be popular with residents but will improve visibility of crossing pedestrians and shorten the crossing distance.

6.0

Economic Analysis

An analysis of possible costs is shown in the following table:

Scheme	Summary of works	Estimated costs
1) Road Safety Education	ECC Road Safety Team to educate year 5 + 6 pupils. Estimated Total	Zero
2) Oxford Road junction with Creffield Road	Traffic Management Remove existing dropped kerbs and install full height kerbs Install tactile paving Relocated existing road gulleys x2 Build up carriageway levels Remark existing junction road markings Safety Audit Estimated Total	£25,000
3) Oxford Road junction with Gray Road	Traffic Management Install new kerbs to create buildout Install new tactile paving Install 2x new road gulleys Build up and pave new footway area Remove existing parking bay road markings Adjustments to existing TRO Remark road markings and new markings Safety Audit Estimated Total	£20,000

7.0 **Recommendations**

Both pedestrian injuries were a result of the pedestrians not looking properly before crossing the carriageway, the pedestrians were 10 years old which suggests they were inexperienced road users.

ECC Road Safety Team do already visit one of two local schools in the 3 to 11 year old age range and are contacting the other to offer Road Safety Training. The incidents were Jan 2012 and Sep 2013 so it is possible the training has already been effective and no more incidents will occur?

The junction of Creffield Rd is the site of the aged 16+ children (6th Form College) and as such these students are likely to be more experience at travelling independently and as such does not appear from the reported Road Traffic Incidents to be a problem area.

Both incidents occurred at the junction of Gray Road just before 4pm so school traffic would have reduced and lighting levels may not have been a contributing factor. It is feasible that both children walked from the rear exit of Colchester High School in Hospital Road via Gray Road to Oxford Road and as such the desire line at this junction would be a good point to improve. Due to the parking bays at the junction visibility for crossing pedestrians and for drivers approaching the junction is poor. Removing parking bays will not be popular with residents but will improve visibility which appears necessary at this junction. Building out the kerbs on both sides will shorten the crossing distance for the pedestrians and improve visibility and as the parking bays are already in situ the turning movement remains unchanged for vehicles. Raising the carriageway level to match the footway will slow vehicles on the approach and will aid pedestrians with mobility issues and parents pushing prams. The results of the speed survey do not show an issue with speeding traffic but if funding is available the other benefits out-weigh the small additional cost to the scheme.

Although the Gray Road junction improvements will result in greater benefit to pedestrians than the Creffield Road improvements it is recommended that both junctions are improved at the same time. Only improving one junction may result in vehicles braking heavily on the approaches to crossing point. It is hoped that by improving both junctions vehicle speeds will reduce along the whole stretch of the road.

Olive Porter has seen this report and confirms that the report is acceptable.

18/04/2016.

Prepared by:	Jason McCloud	Date:	04 th Jan 2016
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Appendix A - SITE PHOTOGRAPHS



Oxford Road junction with Creffield Road



Oxford Road junction with Gray Road

Layer de la Haye Footpath 7 – surfacing works December 2017



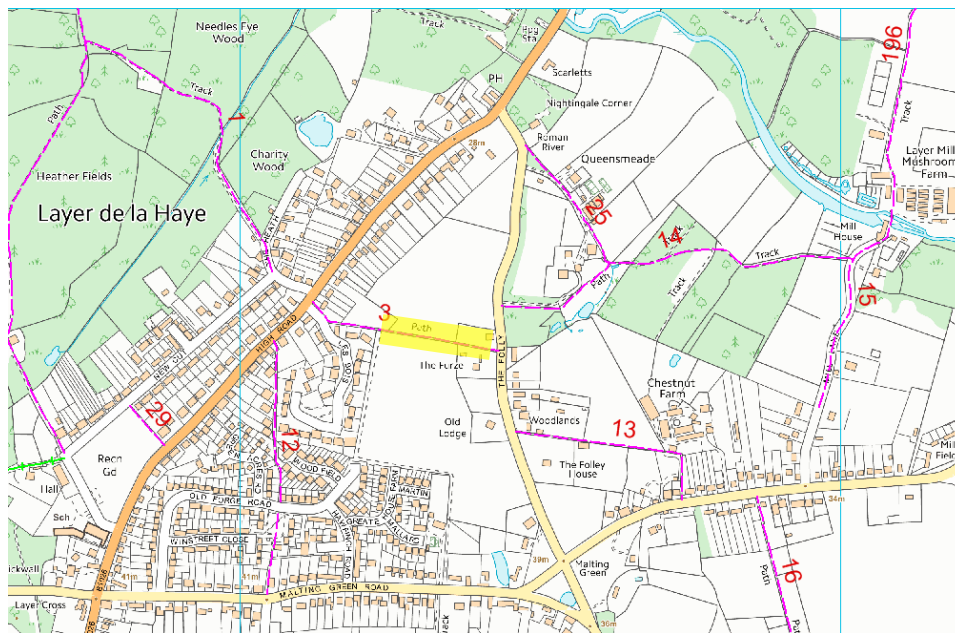
Before

After



Chronic drainage issues and tree roots presented a number of challenges. The answer has been to raise the surface material by approx.100mm using road planings to provide a more level and firmer surface. An unauthorised stile was also removed.

Layer de la Haye Footpath 3 – January 2017



Before



After



PROW works completed with LHP funding

Works include widening the path where possible providing up to double the original width, levelling the ground and laying planings from The Folley, westward between the two fields over a length of 180 metres. Permeable pipe also laid to aid drainage into the culvert at The Folley end of the path.