

Basildon Local Highway Panel Meeting Agenda

30th June 2015

2.00pm

Committee Room 5, County Hall

Chair Cllr Keith Bobbin

Panel Members Cllr Kay Twitchen, Cllr Tony Hedley, Cllr Malcolm Buckley, Cllr Kerry Smith, Cllr William Archibald, Cllr Mark Ellis, Cllr Melissa McGeorge, Cllr Nigel Le Gresley

Other Attendees Will Price – Highway Liaison Officer, Anthony Buston Senior Transport Strategy and Engagement Officer, Beverley Gould – Principal Transport Strategy and Engagement Officer, Peter Wright - Design and Consultancy Manager, Sonia Church – Highway Liaison Manager

Page no		Item	Lead:	Papers:
	1	Welcome and Introductions	Chair	Verbal
	2.	Declarations of Interest	Chair	Verbal
1	3.	Minutes of meeting held on 26 th March 2015 and matters arising	Chair	Attached
7	4.	Basildon District Approved Scheme List	WP	Attached
12	5.	Highway Improvements Programme 2015-16 - Potential Schemes	WP	Attached
	6.	Ranger Report	WP	Appendix 4
	7.	A.O.B.	Chair	Verbal
	8.	Date of next meeting: <ul style="list-style-type: none">• 29th September 2015	Chair	Verbal

LOCAL HIGHWAYS PANEL – MINUTES AND ACTIONS

	PRESENT:
Date: 26th March 2015	Panel Members: Cllr Keith Bobbin, Cllr Anthony Hedley, Cllr Mark Ellis, Cllr Malcolm Buckley, Cllr Kerry Smith, Cllr Kay Twitchen
Venue: Committee Room 5, County Hall	
Apologies: Cllr Melissa McGeorge, Cllr William Archibald, Cllr Nigel Le Gresley	Other Attendees: Will Price – Highway Liaison Officer, Sonia Church – Highway Liaison Manager, Bradley Blackwell – Apprentice, Police Sergeant Fergus Caulfield

Item:	Action:	Action Owner:
1.	Welcome and Introductions Cllr Bobbin welcomed everyone to the meeting.	
2.	Declarations of Interest There were none.	
3.	<p>Minutes of meeting held on 20th January 2015 and Matters Arising</p> <p>Cllr Bobbin invited discussion around any matter arising from the previous meeting.</p> <p>Cllr Twitchen voiced her support for the cancelation of cycling scheme LBAS004001.</p> <p>PS Fergus Caulfield was introduced to the Panel. There was discussion surrounding the introduction of CCTV and/or speed humps on Hornsby Way. Cllr Ellis informed the Panel that reports of antisocial driving to the Police had significantly reduced in recent months. He also reiterated his view that neither CCTV nor speed humps were necessary or suitable for this location. With this in mind he suggested that the area be monitored and further action considered when and if appropriate. Sgt Caulfield supported Cllr Ellis' assertion that there had been a significant fall in reports. He also informed the Panel that most of the drivers who were congregating on Hornsby Way were simply car enthusiasts and were not committing any offence. As a result only three calls made to the police has resulted in positive action being taken against the driver. The Panel Supported the view that no further action should be taken at this time.</p>	

	<p>Cllr Hedley alerted WP to the fact that he had submitted two scheme requests rather than just the one which had been recorded in the minutes. WP acknowledged that this was the case and informed Cllr Hedley that both schemes featured in the potential schemes list.</p>	
4.	<p>Basildon District Approved Scheme List</p> <p>WP talked the Panel through the Approved Scheme List and invited questions on any schemes of interest.</p> <p>Cllr Twitchen asked about the scope of scheme LBAS006006 (South Green Infant and Junior School). WP said that he would email scheme details.</p> <p>WP discussed scheme LBAS142030 and recommended that this £100,000 scheme be cancelled in the light of the fact that the cycling review was not yet complete and any funds required for incomplete schemes would be removed from the 15-16 budget. Therefore he suggested that cycling schemes should be commissioned on a case by case basis once the cycling review had been completed. SC reinforced this recommendation which was subsequently approved by the Panel – LBAS142030 Cancelled.</p> <p>SC used this opportunity to discuss budgetary arrangements for the financial year 2015-16 and informed the Panel that, in light of Cllr Bass' reallocation of undelivered Panel funds in 14-15, any funding for incomplete schemes approved in previous financial years would need to be taken from the 15-16 budget. This was acknowledged by the Panel.</p> <p>Cllr Smith and Cllr Buckley questioned whether the £248,196 scheme LBAS145005 (Basildon Bus stop improvements) has been worthwhile. Cllr Buckley said that he had expected real time signs to be installed as part of the scheme. WP advised that to do so would've been far more costly. He advised that the new flags included a feature whereby passengers could use codes to get real time updates on their smart phones. Cllr Buckley and Cllr Smith advised WP of a number of apparent discrepancies with the new bus stop installations. WP asked members to email him with any specific queries which he could then take up with the passenger transport team.</p> <p>Cllr Ellis informed the Panel that the bollards which had been installed at Elizabeth Way/Southwell Link had not prevented cars from mounting the verge to pass through. SC and WP advised that a highway boundary check could be under taken to see whether bollards could be added.</p>	<p>WP</p> <p>Cllr Buckley/ Cllr Smith</p>
5.	<p>Highways Improvements Programme - Schemes for Consideration 2015-16</p>	

<p>SC introduced the new look front page of the Potential Schemes List and again described the budgetary arrangements for 2015-16.</p> <p>Panel members queried where the £80,000 marked “Revenue Spent” had been allocated. SC advised members that this was the annual ranger allocation. Cllr Twitchen and other members voiced their surprise, since they were under the impression that the rangers no longer undertook works on behalf of the LHP. SC gave the Panel an overview of the types of work that could be undertaken by the rangers and advised that requests for any such work would be welcomed. There was a lengthy discussion surrounding the quality of the ranger and Member Enquiry services. WP and SC agreed to provide quarterly ranger reports at LHP meetings, and advised that any issues with Member Enquiries should be taken up with the relevant department.</p> <p>LBAS152001 (Hornsby Way) – As per earlier discussions, the Panel decided not to allocate funds to this potential scheme.</p> <p>LBAS152002 (Kennel Lane, Billericay) – Scheme approved (£10,000)</p> <p>LBAS152003 (Brightside, Billericay) – Scheme approved (£12,000)</p> <p>LBAS152005 (High Road, Langdon Hills) – Scheme approved (£27,000)</p> <p>LBAS152006 (Rosebay Avenue, Billericay) – Scheme approved (£3,000)</p> <p>LBAS152009 (Bridge Street, Noak Bridge) – Cllr Buckley acknowledged the speed survey results in which average speeds were found to be well below the 30 mph speed limit. Consequently it was decided that a 20 mph restriction was not necessary at this location.</p> <p>LBAS152010 (Billericay School) – WP advised the Panel that the introduction of a formal parking area alongside the A176 had been deemed inappropriate by some officers since vehicles entering and exiting the main road from the parking area could cause safety issues and congestion. Cllr Hedley told the Panel that cars were already parking on the existing verge and therefore formalising the arrangement could only improve safety. The Panel allocated £4000 towards the undertaking of a Feasibility study into the suitability of a parking area.</p> <p>LBAS152011 (Sunnymede School, Mons Ave) – The Panel approved the installation of pedestrian guard rails in this location, subject to validation.</p>	<p>WP</p>
---	-----------

<p>LBAS152013 (Elder Avenue) – Cllr Buckley and some other members were unsupportive of this scheme. To be reconsidered in the presence of Cllr Le Gresley.</p> <p>LBAS152015 (Church Road, Ramsden Bellhouse) – Scheme approved (£25,000)</p> <p>LBAS152018 (Stock Road Crossing) – Scheme approved (£60,000)</p> <p>LBAS152020 (Runwell Road, Wickford) – Cllr Buckley and some other members were unsupportive of this scheme. To be reconsidered in the presence of Cllr Le Gresley.</p> <p>LBAS152021 (Hill Avenue, Wickford) – Scheme no longer for consideration.</p> <p>LBAS152014 (Twinstead, Wickford) - Cllr Buckley and some other members were unsupportive of this scheme. To be reconsidered in the presence of Cllr Le Gresley.</p> <p>LBAS152023 (Festival Way) – Scheme approved (£10,000)</p> <p>LBAS152026 (London Road, Wickford) – Cllr Buckley suggested that the number of pedestrians using the crossing could soon fall substantially. Therefore he felt any expenditure on the crossing might not be worthwhile at this time. To be reconsidered in the presence of Cllr Le Gresley.</p> <p>LBAS152027 (School 20 mph Designs) - £50,000 towards 10 x designs of 20 mph zones and limits outside appropriate schools in Basildon was approved by the Panel. It was recommended that Panel members should chose two sites per division, however the Panel were free to come to their own arrangement in this regard. Panel members to email WP with their selected schools/roads. Cllr Hedley queried why Brightside School was missing from the list included in the report. WP to check and report back.</p> <p><u>Public Rights of Way</u></p> <p>LBAS158001 (Byway 17, Little Burstead) – Scheme approved (£15,000)</p>	<p>WP/Members</p>
--	-------------------

Safer Roads

LBAS151001 (Noak Hill Road, Wash Road etc) – £25,000 Traffic modelling scheme approved subject to validation.

LBAS151002 (Noak Hill Road Junction with Wash Road) – Scheme Design approved subject to outcome of the above traffic modelling (£12,000)

LBAS151004 (District wide) – Scheme approved (£16,000)

Passenger Transport

LBAS155001 (Gatwick Drive bus stop) – Scheme approved (£8,750)

LBAS155002 (Kings Head bus stop) – Scheme approved (£5,260)

LBAS155003 (Church St bus stop NW bound) – Scheme approved (£5,750)

LBAS155004 (Church St bus stop SE bound) – Scheme approved (£5,750)

LBAS155005 (St Agnes Rd bus stop) – Scheme approved (£5,260)

LBAS155006 (Falstones bus stop) – Scheme approved (£5,260)

LBAS155007 (Glynne Way bus stop) – Scheme approved (£7,500)

LBAS155008 (Laindon Common bus stop S bound) – Scheme approved (£5,260)

LBAS155009 (Laindon Common bus stop N bound) – Scheme approved (£5,260)

LBAS155010 (Blackmore Farm bus stop NW bound) – Scheme approved (£5,260)

LBAS155011 (Blackmore Farm bus stop SE bound) – Scheme approved (£5,260)

LBAS155012 (Chevers Powen bus stop) – Scheme approved (£4,250)

LBAS 155013 (Craylands bus stop) – Scheme approved (£4,000)

LBAS 155014 (Hereford Walk bus stop) – Scheme approved (£4,000)

	<p><u>Walking Schemes</u></p> <p>LBAS153001 (Pound Lane Footpath) – Scheme approved (£55,000)</p> <p>LBAS153002 (Seaview Ave) – Salt bin approved (£500)</p> <p>LBAS153003 (The Vale, Vange) – Salt bin approved (£500)</p> <p>LBAS153004 (Great Berry Lane, Vange) – Salt bin approved (£500)</p> <p><u>Revenue Funding</u></p> <p>LBAS152032 – Survey Funds – Approved (£10,000)</p>	
8.	<p>A.O.B</p>	
9.	<p>Date of Next Meeting</p> <p>Next meeting to be held on 30th June. Subsequent dates to be circulated via email.</p>	

Basildon District Approved Scheme List

Key:	Completed schemes
	Cancelled schemes
	For Discussion

Capital or Revenue	Task Name	Finish	CMA approved	Cost Code	Works Description	Allocated Budget	Comments
2012/13 Approved							
	ITS0031 A127 Between A128 and B148 VMS	30/01/2016	14/01/2013	LBAS002014	Design, supply and installation of Variable Message Sign.	£95,000.00	Scheme delayed due to practical and safety issues siting sign. Surveys and investigations ongoing.
	South Green Infant and Junior Schools	Completed	14/01/2013	LBAS006006	School route improvements	£3,540.00	
	Bus Stop 1500PITS6 St Margarets School	Completed	14/01/2013	LBAS006010	Bus stop improvements	£2,750.00	
	1500PITS5 St Margarets School	Completed	04/03/2013	LBAS006009	Transport - School crossing patrols	£750.00	
2014/15 Approved							
	Basildon Hospital, Nethermayne	Completed	24/02/2014	LBAS142013	New signals and CCTV	£70,000.00	
	Laindon Road, Billericay	31/07/2015	24/02/2014	LBAS132030	Reposition existing School sign with School plate and install Children Going to School sign with School plate. - pre approved prior to new years budget	£2,000.00	
	London Road, Billericay	31/11/2015	24/02/2014	LBAS142001	Installation of tall poles to the London Road crossing	£50,000.00	This scheme has been further delayed by a change in design standards, meaning a ground penetration survey needs to be undertaken prior to implementation. Engineers are aware that this is a priority scheme.
	Ashlyns J/w Mill Green Road, Pitsea	Completed	28/05/2014	LBAS141002	Preliminary design and investigation costs estimate	£3,000.00	See Appendix 1
	Janet Duke School, Basildon	Summer Holidays	28/05/2014	LBAS142034	Design previously agreed - implementation costs for crossing	£150,000.00	Delivery in summer holidays is subject to outcome of consultation.

Capital or Revenue	Task Name	Finish	CMA approved	Cost Code	Works Description	Allocated Budget	Comments
	Salcott Crescent	See Comments	28/05/2014	LBAS142002	Install Staggered barriers either side of Salcott Crescent	£10,000.00	A number of issues were raised at Road Safety Audit. Namely: the path is a public footpath not a cycleway so should not be used by cycles; the pedestrian refuge at the crossing point is not wide enough for prams/wheelchairs; the height of the embankment to the north of Salcott Crescent restricts visibility for cyclists approaching the road; lighting levels are insufficient etc. Consequently if the Panel wish to continue with this scheme a significant top up will be required. Please see Potential Scheme List.
	A13	Completed	28/05/2014	LBAS142016	Investigate and review Layby	£5,000.00	See Appendix 2
	Basildon - TBC	Tue 06/10/15	28/05/2014	LBAS142030	Funding towards cycling schemes once review is complete	£100,000.00	Scheme Cancelled
	Billericay	Completed	28/05/2014	LBAS145004	Phase 2 - Poles, flags, timetable frames, removing old infrastructure , installing new infrastructure, inserting TT graphics	£54,790.00	
	Basildon inc Wickford	Completed	28/05/2014	LBAS145005	Phase 3 - Poles, flags, timetable frames, removing old infrastructure , installing new infrastructure, inserting TT graphics. Phase 3 not to start until one and two completed. Final confirmation of Phase 3 to be taken back to LHP	£248,196.00	
	Ashlyns J/w Mill Green Road, Pitsea	Fri 27/11/15	09/07/2014	LBAS141004	Providing a right turn lane to facilitate turning movements from Ashlyns into Mill Green Road and reduce collisions.	£30,000.00	
	District Wide	TBC	09/07/2014	LBAS141005	Funding for Casualty Reduction Site Investigations at forthcoming identified cluster sites.	£16,000.00	
	Eastgate layby (Asda end Southernhay)	Imminent	09/07/2014	LBAS142008	Feasibility study to install a clearway along Southernhay therefore reducing illegal parking in the layby and improving traffic flow.	£3,000.00	See Potential Scheme List
	Church Road JW Southend Road	30/09/2015	15/10/2014	LBAS142046	Detailed design and investigation to include safety audit and to explore land ownership and potential utility costs as recommended in the technical note.	£4,000.00	
	A129 Southend Road / Bakers Farm Close, Wickford	14/05/2015	15/10/2014	LBAS142047	Feasibility study to explore the possibility of upgrading existing crossing point with pedestrian refuge into a signalised crossing	£4,000.00	Study not complete at time of report writing. Update to be provided verbally at meeting.

Capital or Revenue	Task Name	Finish	CMA approved	Cost Code	Works Description	Allocated Budget	Comments
	High Road North, Laindon (WORKS)	Completed	28/01/2015	LBAS142059	Comission for the delivery of designs approved by Cabinet Member and Panel to improve HGV restriction and directional signage, and to build out splinter island at junction with A127.	£16,000.00	

2015/16 Approved

	District Wide Road Safety Designs	Wed 06/01/16	14/04/2015	LBAS151004	Design of schemes identified in 2016/17 cluster run	£16,000.00	
	Kennel Lane, Billericay, Weight Restriction	Mon 07/03/16	14/04/2015	LBAS152002	Delivery of design commissioned in 2013/14 to provide advanced signage of weight restriction	£10,000.00	
	Brightside, Billericay, 20mph zone	Fri 29/04/16	14/04/2015	LBAS152003	Delivery of design commissioned in 2013/14 to provide 20mph zone	£12,000.00	
	High Road, Langdon Hills, Safety Barrier Improvements	Mon 17/08/15	14/04/2015	LBAS152005	Removal of old barriers (where still present) between Staneway and Shelsley Drive and replacement with reflective bollards and bend warning signs alongside a "treefend" barrier system around large oak tree.	£27,000.00	
	Rosebay Ave, Billericay, Lamp Column re-location	Mon 17/08/15	14/04/2015	LBAS152006	Scheme to re-locate lamp column to the rear of the footway	£3,000.00	
	Billericay School, Billericay, Feasibility Study	Fri 28/08/15	14/04/2015	LBAS152010	Feasibility study to assess safety and viability of the creation of a formal parking area in the easterly highway verge, and the installation of bollards on the westerly verge of the A176.	£4,000.00	
	Church Rd, Ramsden Bellhouse, Pedestrian Improvements	Mon 04/04/16	14/04/2015	LBAS152015	Move build out so that it is in line with the park entrance and add dropped kerbs on either side. Lining and carriageway surface to be adjusted accordingly.	£25,000.00	
	Outside the Cooperative, 123 Stock Road Billericay	to be programmed	14/04/2015	LBAS152018	Detailed design and assessment of upgrade of zebra crossing to signalised crossing	£20,000.00	See Potential Scheme List
	Festival Way, Basildon, Feasibility Study	Fri 26/02/16	14/04/2015	LBAS152023	Feasibility study to provide wholesale review of parking arrangements on Festival Leisure Park, to include Festival Way, Festival Link, Endeavour Drive and all adjoining roads.	£10,000.00	

Capital or Revenue	Task Name	Finish	CMA approved	Cost Code	Works Description	Allocated Budget	Comments
	District Wide 20mph Designs	to be programmed	14/04/2015	LBAS152027	TRO and design of 10 x 20mph zones or limits on roads outlined as potentially suitable in Basildon Schools 20mph report. 2 x schools to be selected from each division.	£50,000.00	See Appendix 3
	Pound Lane Footpath	Mon 04/04/16	14/04/2015	LBAS153001	Installation of footpath to enable people to move easily between the new bus stop hard standing and the neighbouring healthcare centre.	£55,000.00	
	Seaview Ave Salt Bin	to be programmed	14/04/2015	LBAS153002	New Salt Bin on concrete plinth or neighbouring footway	£500.00	
	The Vale, Vange, Salt Bin	to be programmed	14/04/2015	LBAS153003	Addition of salt bin on verge adjacent to 17 or on footway in front of no 6	£500.00	
	Great Berry Lane, Vange, Salt Bin	to be programmed	14/04/2015	LBAS153004	Addition of salt bin close to junction with New Ave	£500.00	
	Southend Rd, Great Burstead, Gatwick Drive bus stop	Mon 07/12/15	14/04/2015	LBAS155001	Replace existing shelter	£8,750.00	
	Lincoln Road, Basildon, Glynne Way bus stop	Mon 07/12/15	14/04/2015	LBAS155007	Replace existing shelter, repaint bus stop marking and add restriction plate	£7,500.00	
	Noak Hill Road, Billericay, Laindon Common bus stop southbound	Mon 07/12/15	14/04/2015	LBAS155008	Install new shelter in exposed area	£5,260.00	
	Noak Hill Road, Billericay, Laindon Common bus stop northbound	Mon 07/12/15	14/04/2015	LBAS155009	Install new shelter in exposed area	£5,260.00	
	Noak Hill Road, Great Burstead, Blackmore fam bus stop NW bound	Mon 07/12/15	14/04/2015	LBAS155010	Install new shelter in exposed area	£5,260.00	
	Noak Hill Road, Great Burstead, Blackmore fam bus stop SE bound	Mon 07/12/15	14/04/2015	LBAS155011	Install new shelter in exposed area	£5,260.00	
	Wickford Avenue, Chevers Powen bus stop	Mon 07/03/16	14/04/2015	LBAS155012	Relocate shelter to prevent children from climbing on top of adjacent residents house	£4,250.00	
	Lincoln Rd, Basildon, Craylands bus stop	Mon 07/03/16	14/04/2015	LBAS155013	Add restriction plate and repaint stop markings	£4,000.00	
	Lincoln Road, Basildon, Hereford Walk bus stop	Mon 07/12/15	14/04/2015	LBAS155014	Add restriction plate and repaint stop markings	£4,000.00	
	Byway 17, Little Burstead	to be programmed	14/04/2015	LBAS158001	Drainage improvements alongside removal of tarmacadam surface and its replacement with type 1 granular material or road plannings. These improvements are to overcome a problem of standing water and subsequent path erosion.	£15,000.00	

Capital or Revenue	Task Name	Finish	CMA approved	Cost Code	Works Description	Allocated Budget	Comments
Revenue	Markhams Chase- Janet Duke School _TRO ammend	Tue 31/03/15	23/07/2013	LBAS131016	TRO amendment on school keep clear markings AND PV2 survey	£5,000.00	Encompassed as part of zebra crossing capital scheme.
Revenue	Janet Duke School, Basildon	Tue 31/03/15	11/12/2013	LBAS132029	Design for zebra crossing outside school	£5,000.00	
Revenue	Elizabeth Way j/w Southwell Link, Laindon	Tue 31/03/15	11/12/2013	LBAS132026	Installation of bollards to prevent vehicles mounting the footway to access the estate	£1,000.00	
Revenue	Billericay Station	Wed 07/01/15	11/12/2013	LBAS132022	Review of existing TROs and waiting areas to have joined up approach to what measures need to be undertaken to enable this area to be enforced by SEPP	£5,000.00	
Revenue	All of Basildon	Tue 31/03/15	28/05/2014	LBAS144001	Strategic review of cycling schemes	£13,000.00	
Revenue	District Wide Surveys	Tue 31/03/15	15/10/2014	LBAS142044	Comission to enable speed and PV2 surveys requested between meetings	£5,000.00	
Revenue	Sun Corner Roundabout, Billericay	Sun 21/06/15	28/01/2015	LBAS142060	Installation of "KEEP CLEAR" markings on the roundabout to prevent access on to the roundabout being blocked	£2,500.00	
Revenue	District Wide	Ongoing	14/04/2015	LBAS152032	Survey Funds 2015/16. Surveys undertaken as follows:	£10,000.00	

Survey Sites

SURVEY SITE 1	Southend Road, Wickford outside Wickford C of E Junior School	Mon 08/06/2015	As above	LBAS152032	PV ² survey to assess suitability for crossing upgrade.	£900 from survey funds	PV ² score of 1.561 x 10 ⁸ , Average Speeds of 27.5mph, 85th%ile speeds of 30.5mph
---------------	---	----------------	----------	------------	--	------------------------	--

BASILDON LOCAL HIGHWAY PANEL – 26th MARCH 2015 REPORT 2 – POTENTIAL CAPITAL SCHEMES

Original Capital Budget	£1,000,000	CAPITAL spent	£577,770	CAPITAL Remaining	£422,230	Value of schemes ready for consideration	£428,800
Revenue	£93,741	REVENUE spent	£90,000	REVENUE remaining	£3,741		

The following list identifies all of the scheme requests which have fed into the Basildon LHP. The RAG column acknowledges the status of the request as follows:



= The scheme has been validated as being feasible and is available for consideration



= The scheme has previously been approved for a feasibility study and the results are awaited before the scheme can be fully considered



= A scheme request has been received and is either in the initial validation process, not yet ready for commission (although may have attributed estimated cost) or unsuitable for consideration

CAPITAL BUDGET

Traffic Management Schemes (Total Value of Schemes for Consideration: £368,800)

Location	Description	Comments	Requested by	Scheme stage	Cost Code	Estimated cost	RAG
Sunnymede School, Mons Ave	Installation of pedestrian guard rails outside exit from Junior School Playground	Panel to confirm no and location of railings.	Cllr Hedley	Total scheme	LBAS152011	£3,000	G
Elder Avenue	Informal consultation and feasibility study to ascertain local views and options re removing or amending the existing speed cushions.	Speed humps were originally proposed here in 1994 to deal with 85%ile speeds between 36 and 40 mph. No record of when/why humps were changed for cushions. Removal of humps would increase vehicle speeds.	Cllr Le Gresley	Feasibility	LBAS152013	£3,000	G
Twinstead, Wickford	Replacement of brick top speed humps with asphalt speed humps	Vibrations in property and uncomfortable drive over current humps likely to be caused by cracks and gaps between asphalt ramps and brick tops. This could be considered a maintenance issue. Replacement with all asphalt humps may improve drive but could increase speeds.	Cllr Le Gresley	Total scheme	LBAS152014	£65,000	G
Gardiners Lane North	Weight Limit TRO and signage to include advanced signage on A127.	Panel may commission as a Total Scheme (£30,000) or detailed design only (£5,000). Cost of total scheme may vary without prior detailed design. Advanced signs on A127 will require "passively safe posts" and installation may require overnight lane closure.	Cllr Le Gresley and Cllr Buckley	Total scheme	LBAS152017	£30,000	G

Outside the Cooperative, 123 Stock Road Billericay	Delivery of signalised crossing	Subject to the outcome of detailed design.	Cllr Twitchen	Implementation	LBAS152019	£110,000	R
Runwell Road, Wickford	Detailed design of widened footways at narrow points between Harold Road junction and the southern end of the roundabout (close to Texaco garage). To include "swept path analysis".	Resident concerned that narrow footways are unsafe for pedestrians. At its narrowest point the footway measures 1.0 metres. However, there is no history of accidents in this location.	Local resident endorsed by Cllr Le Gresley	Design	LBAS152020	£4,000	G
Tavistock Rd	Keep Clear markings to prevent access to disabled bay being blocked	Disabled resident is unable to use disabled parking bay due to vehicles blocking access in/out. Option 1 - Move the disabled bay. Option 2 - Install double yellow lines opposite the bay. We recommend proceeding with the preference of the disabled resident.	SEPP	Total scheme	LBAS152022	£4,000	G
Old Church Road	Installation of bollards to prevent fly tipping and car burn outs. Permanent bollards to be installed south of underpass and close to junction with London Road.	Scheme subject to permission from allotment holders association.	Parish Cllr Bernie Foster, supported by Cllr Bobbin	Total scheme	LBAS152024	£4,000	G
Miles Gray Road	Speed reduction measures	Survey has shown average speeds of 33.8mph and 85th %ile speeds of 41mph. Road width and use makes it unsuitable for physical traffic calming measures. Still awaiting validation at time of writing, but verbal update to be provided at meeting.	Local Business supported by Cllr Bobbin	Total scheme	LBAS152025		R

London Road, Wickford close to no 63	Upgrading of zebra to signalised crossing (Design, Surveys and Consultation Only)	Very high PV ² score of 1.562 x 10 ⁸ suggests that this location does warrant a crossing upgrade. Average speeds in this location were 29.4 mph and there have been 2 slight accidents recorded in the last 4 years.	Cllr Le Gresley	Design	LBAS152026	£25,000	G
Eastgate Layby	Installation of reccomendations of feasibility study	Engineers have drawn up 3 options to improve congestion issues in and around the problematic layby. Options to be costed and subsequently presented at a stakeholders meeting where the final option can be selected. The final cost of the scheme is therefore not yet known, and may be significantly lower or slightly higher than that currently estimated. Members with an interest in this scheme are encouraged to attend the stakeholders meeting. Date TBC.	Cllr Bobbin	Implementation	LBAS152028	£80,000	G
Church Road JW Southend Road	Installation of dedicated right hand turn lane once detailed designs and surveys have been completed	Design not yet complete	Cllr Le Gresley	Implementation	LBAS152029		A
A129 Southend Road / Bakers Farm Close, Wickford	Creation of signalised crossing at site of current pedestrian refuge (subject to results of feasibility)	Study not yet complete. Verbal update to be provided at meeting.	Cllr Le Gresley	Implementation	LBAS152030		A
A13 Layby Pitsea By-pass	Closure of layby with carriageway drainage improvements.	See Appendix 2 for design and feasibility study.	Cllr Twitchen	Implementation	LBAS152031	£50,000	G
Adjacent to Wickford Cof E Infant School	Upgrade existing zebra crossing to signalised crossing (Design, Surveys and Consultation Only)	Survey results recently received. Validation not received at time of writing report. Verbal update on viability of scheme to be provided at meeting.	Cllr Le Gresley	Total scheme	LBAS152033	£25,000	R

Yardleys, Laindon	Addition of bollard(s) to prevent vehicular access.	Delivery subject to highway boundary check. Cost covers permanent bollard at southern junction with Great Knightleys and lockable bollard at northern footpath entrance.	Cllr Ellis	Total scheme	LBAS152035	£1,800	G
Church Hill, Laindon	Parking restrictions in the vicinity of the school	Parking restrictions here would not meet safety and congestion criteria. Awaiting formal confirmation in validation form.	Cllr Ellis and SEPP	Total scheme	LBAS 152036		R
Glebe Road junction with Church Road, Ramsden Bellhouse	Various measures requested by Parish	Scheme not viable since Glebe Road is a private road, and the addition of parking restrictions would be the responsibility of SEPP	Ramsden Bellhouse PC	Total scheme	LBAS 152037		R
Feasibility Study to assess the suitability of Lee Chapel School for a variable 20mph limit with wig wags.	Traffic Signals Manual states that wig wags should not be used close to zebra crossings. Average speeds in the area plummet from 27mph to below 20mph at school pick up/drop off times as it is, so there are strong question marks over whether any such improvement would be necessary or viable.	Traffic Signals Manual states that wig wags should not be used close to zebra crossings. Average speeds in the area plummet from 27mph to below 20mph at school pick up/drop off times as it is, so there are strong question marks over whether any such improvement would be necessary or viable.	Cllr Smith	Total scheme	LBAS 152038	£4,000	G

Salcott Crescent SCHEME TOP UP	Scheme approved in 14/15 to install staggered barriers on path, hence preventing cyclists from continuing into road. Staggered barriers now considered appropriate on northern path only. Original scheme cost £10,000. Please see comments.	A number of issues were raised at Road Safety Audit. Namely: the path is a public footpath not a cycleway so should not be used by cycles; the pedestrian refuge at the crossing point is not wide enough for prams/wheelchairs; the height of the embankment to the north of Salcott Crescent restricts visibility for cyclists approaching the road; lighting levels are insufficient etc. Consequently if the Panel wish to continue with this scheme a significant top up will be required. Scheme costs will be dependent upon lighting costs which have not yet been obtained. The estimated figure is likely to cover the cost of works, but a further top up may be required in future.	MOP supported by road safety and County Members	Total Scheme	LBAS142002	£65,000	G
Greens Farm Lane, Billericay	Request for 20mph limit or traffic calming	Speed survey and validation required.	Cllr Twitchen		LBAS 152039		R
Rectory Road, Little Burstead	Request for continuation of 40mph Limit	Speed Management Strategy and DfT guidelines state that 40mph limits should only apply on this category of road where there are a high number of bends, junctions or accesses, or substantial development. Those characteristics do not apply to the section of the road between New Road and Lower Dunton Road. Speed limits should not be imposed to overcome isolated hazards, as applies here.	Little Burstead PC supported by Cllr Twitchen		LBAS 152040		R

Glencree and the Bridles, Billericay	Request for measures to protect grass verges	The verges in question are part of the highway, and therefore parking cannot be enforced against. One solution may be to remove areas of verge and replace with additional parking areas, though this has not yet been fully validated. Verbal update to be provided at meeting.	Cllr Twitchen		LBAS 152041		R
Stock Road, Billericay	Top up to signalised crossing design scheme to allow for everything except for delivery, bringing scheme cost in line with others of the same nature.	This will enable consultation as well as all design, survey work etc.	Cllr Twitchen	Design	LBAS152018	£5,000	G
Moss Drive junction with Moss Close	Request for build out and further road markings to prevent vehicles travelling the wrong way around a one way street.	No Entry markings and signs already present on site. All expected measures in situ. Driving wrong way around one-way system seems to be a conscious decision and therefore an enforcement issue. No viable scheme.	Cllr Smith		LBAS 152042		R
16 Sparrows Herne	Request to move sign post which was installed as part of an old scheme as it is now blocking residents driveway.	The post was installed prior to the removal of the wall and creation of a driveway. Resident will need to apply for the creation of a dropped crossing if they have not already done so, and then fund works themselves via a third party agreement if there is a suitable location for the post. However, there do not appear to be any alternative sites as post needs to remain nearly adjacent to build out.	Cllr Smith		LBAS 152043		R

Adjacent to Wickford Cof E Infant School	Delivery of signalised crossing	Subject to the outcome of detailed design, surveys and consultation	Cllr Le Gresley	Implementation	LBAS152044	£110,000	R
London Road, Wickford close to no 63	Delivery of signalised crossing	Subject to the outcome of detailed design, surveys and consultation	Cllr Le Gresley	Implementation	LBAS152045	£110,000	R

Public Rights of Way (Total Value of Schemes for Consideration: £55,000)

Location	Description	Comments	Requested by	Scheme stage	Cost Code	Estimated cost	RAG
Public Bridleway 34, Great Burstead and South Green	1130m of drainage and surface improvements on what is an important link to other bridleways for walkers, cyclists and horse riders.		PROW Team	Total scheme	LBAS158002	£55,000	G
Byway 56, Little Burstead	TRO to prevent vehicular use in Winter	Experimental TRO's to prevent vehicular use in winter were issued on a limited number of Byways last year. A report is being compiled by PROW after which Cllr Bass will conclude whether any further TRO's of this type may be issued. This scheme cannot be commissioned until the report is complete and Cllr Bass' judgement received.	Little Burstead PC supported by Cllr Twitchen	Total scheme	LBAS158003		R

Safer Roads (Total Value of Schemes for Consideration: £0)

Location	Description	Comments	Requested by	Scheme stage	Cost Code	Allocated Budget	RAG
Noak Hill Road junction with Wash Road	Detailed design of improved junction to include topographical survey and consultation with utility companies	Subject to the outcome of traffic modelling report.	Basildon LHP	Design	LBAS151002	£12,000	R
Noak Hill junction with Wash Road	Delivery of improved junction subject to outcome of above	Subject to the outcome of the above.	Basildon LHP	Implementation	LBAS151003	£200,000	R

Passenger Transport (Total Value of Schemes for Consideration: £5,000)

Location	Description	Comments	Requested by	Scheme stage	Cost Code	Estimated cost	RAG
Durham Road, Laindon	Request for addition of seating in bus shelter	The current shelter is owned by Basildon BC and is not suitable for the addition of seating. Shelter would require replacing entirely and replacing with an ECC owned shelter with Basildon BC's permission.	Cllr Ellis	Total scheme	LBAS155016	£5,000	G

“Walking” Schemes (Total Value of Schemes for Consideration: £0)

Location	Description	Comments	Requested by	Scheme stage	Cost Code	Estimated cost	RAG
Westmede, Langdon Hills	Request for Salt Bin	Site not yet validated	Cllr Smith	Total scheme	LBAS 153006	£500	R
Delmores, Langdon Hills	Request for Salt Bin	Site not yet validated	Cllr Smith	Total scheme	LBAS 153007	£500	R
Valence Way	Request for Salt Bin	Site not yet validated	Cllr Smith	Total scheme	LBAS 153008	£500	R
High Road, Langdon Hills	Request for Salt Bin	Site not yet validated	Cllr Smith	Total scheme	LBAS 153009	£500	R
Forest Glade, Langdon Hills	Request for Salt Bin	Site not yet validated	Cllr Smith	Total scheme	LBAS 153010	£500	R
Florence Way, Langdon Hills	Request for Crossing	Site not yet validated	Cllr Smith	Total scheme	LBAS 153011	£500	R

Basildon Local Highway Panel Appendices

Appendix 1 – Ashlynns Junction with Mill Green Road Feasibility Study

Recommendations:

Increase the width of the chevron area opposite Mill Green to 1.7m, reduce the controlled area of the crossing by using shorter zig-zags and replacing the single central zig-zag with double zig-zags. The purpose of this is to encourage approaching traffic to keep left and to clearly define an area within the central reserve for cars turning right by inclusion of a right turn arrow.

FEASIBILITY REPORT – DC3194

Feasibility Study

Ashlyns, Junction with Mill Green, Basildon.

FEASIBILITY REPORT – DC3194

DC3194 – Ashlyns Junction With. Mill Green, Basildon

1.0	<p><u>Introduction</u></p> <p>Following a Casualty Reduction Report being carried out at the above site, the Highway improvement Design Team have been commissioned to compile a feasibility study into the implementation of the CR. report's findings and recommendations. This report will review the recommendations, their build-ability and impact on the travelling public,</p>
2.0	<p><u>Casualty Reduction Report Findings and Recommendations</u></p> <p>The report found that: there had been 9 Personal Injury Collisions at this location between 01/05/2008 and 30/04/2013.and demonstrates a pattern of collisions involving motorists travelling eastbound on Ashlyns colliding into the back of vehicles that are stationary waiting to turn into Mill Green Road.</p> <p>The Report recommended that an investigation be carried out into providing a right turn lane to facilitate turning movements from Ashlyns into Mill Green Road. And, that either; relocating the existing zebra crossing, or replacing it with an uncontrolled crossing point with a refuge island, should be considered.</p>
2.0	<p><u>Site Description</u></p> <p>Ashlyns is a Priority Route 2 road, which provides access to the Northlands Park Neighbourhood, from the A132 in the West and from Tyfields in the East, and serves the 1 and 1A bus routes (5 times daily). Ashlyns is an unclassified, single carriageway residential road with a 30mph speed limit. The road forms an entrance to a controlled parking zone which applies to vehicles over 7.5t between 8:00pm to Midnight and Midnight and 6:00am</p> <p>For most of its length, there is a footway and grassed verge to the north side of the road, and large grassed/planted areas to the south side.</p> <p>Travelling East, the road has a long radius curve to the right, with the opposite lane empty of oncoming traffic this gives a clear line of sight of approx. 130m. With the opposite lane at full occupancy the clear line of sight would be reduced to 75m, well above the stopping distance for vehicles travelling at 30mph.</p> <p>There is a mixture of residential property and public amenity areas either side of the road. At the time of my site visit there were no cars parked within the carriageway.</p> <p>Mill Green is a single carriageway local access road and provides vehicular access to Chalvadon Community Centre Social Club, and pedestrian access to Northlands Infants and Junior School.</p> <p>From records; the road markings in Ashlyns were refreshed in July 2009.</p> <p>There is a pedestrian subway 115m west of the junction.</p>

FEASIBILITY REPORT – DC3194

3.0 Location Plan



3.0 Photos



View looking East across the junction with Mill Green

FEASIBILITY REPORT – DC3194



View looking west across junction with Mill Green



View looking north from Mill Green towards Ashlyns

FEASIBILITY REPORT – DC3194

4.0 **Personal Injury Collision**

A study of the Personal Injury Collision (PIC) data on Essex County Councils Traffweb site indicates that there has been one recorded serious accident in the past three years at this site, with another serious accident occurring at the next junction. The accident data has been tabulated and is shown below

Date	Time	Location	Classification	Vehicles	Cas	Peds	Child	Cycles
17-Dec-10	17:30	ASHLYNS J/W PARKSIDE	Slight	2	2	0	0	0
19-Mar-12	18:17	ASHLYNS J/W MILL GREEN	Slight	2	1	0	0	0
26-Apr-12	11:43	ASHLS J/W MILL GREEN	Slight	2	1	0	0	0
22-Sep-12	17:43	ASHLYNS TURNING INTO MILL GREEN, PITSEA	Slight	2	1	0	0	0
17-Jul-13	19:00	ASHLYNS JUNCTION WITH STOKEFELDE.	Serious	2	1	0	0	1
28-Feb-14	18:00	ZEBRA CROSSING ASHLYNS 15M BASILDON SIDE OF MILL GREEN.	Serious	1	1	1	1	0

Data correct at time of publication (19/01/2015)

5.0 **Site Observations**

At the time of my site visit, vehicular traffic was very light and there were very few pedestrians. Footways and carriageway surfacing is in fair condition, but the anti-skid surface treatment is very worn as are the existing road markings. The zebra crossing markings are worn. "Visirail" pedestrian guardrail has been installed at this site, opposite Mill Green, where it is in good condition, and between Mill Green and the zebra crossing, where it has sustained impact damage. There are numerous service covers indicating the presence of underground services. There are three street light columns within the vicinity of the junction, of a fairly modern standard, which would indicate a good level of lighting. Both Ashlyns and Mill Green have good sightlines with no vegetation or other obstructions impairing forward visibility. The geometry and layout at this junction would appear to be within current standards.

It would appear that the original road layout included a central reservation of chevrons with a broken white line border. Subsequently, when the Zebra crossing was installed, the chevrons within the zig zags were removed along with broken white line to the northern edge of the reservation, creating an offset centre line and increased carriageway width to facilitate traffic turning right.

FEASIBILITY REPORT – DC3194

6.0	<u>Consideration to recommendations</u>
	<p>The C.R. Report recommended that an investigation be carried out into providing a right turn lane to facilitate turning movements from Ashlyns into Mill Green Road. And that either; relocating the existing zebra crossing, or replacing it with an uncontrolled crossing point with a refuge island, should be considered.</p>
6.1	<u>Option 1. Right turn Lane with recommended lane widths.</u>
	<p>The Design Manual for Roads and Bridges (DMRB) gives guidance for the design of right turn pockets. The DMRB is the Highways Agency's standard for Trunk Road construction, it is used as a reference for best practice for non Trunk Roads. However, in many urban environments the design criteria provided is not practicable given the topographical constraints. In these situations guidance can be taken from the Manual for Streets, and other Technical Advisory Leaflets, as well as ECC's own policy and guidance documents.</p> <p>A typical configuration to provide safety to traffic turning right and to facilitate free movement to traffic travelling east would consist of: A 2.75m lane for forward moving traffic, a 2.5m wide lane for traffic turning right and a west bound carriageway width of 2.75m to 4.1m. The right turn pocket should provide for deceleration and queuing. An island should be provided within the taper before the right turn pocket to provide additional safety to right turning traffic. It is not possible to include these features within the existing carriageway width, and such a scheme would require, the realignment of kerbs, diversion of services and the purchase or dedication of a small area of land to facilitate this. It is considered that; due to the cost of diverting the services, the cost of a scheme of this nature would be prohibitive. Drawing No. DC1-3194-00-003 shows a proposed layout for this Option.</p>
6.2	<u>Option 2. Right Turn lane within existing carriageway width, provision of a splitter island and relocated zebra crossing.</u>
	<p>Constructing a right turn lane within the existing carriageway width is less than ideal but would present a less expensive solution than option 1. The inclusion of a pedestrian refuge within the existing crossing has been considered, however as this route serve both a school and a recreational area ECC guidance recommends that the width of the island should be 2.0m with 1.5m as an absolute minimum. The width at this section of road will not allow for an island at this width. Therefore, this option has allowed for the construction of an island at the location of the existing crossing point to provide protection to cars turning right and shows a new zebra crossing located east of Mill Green</p>
	<p>This option would allow for a 2.75m wide lane for traffic travelling forward, and a 1.7m wide central reserve for cars to turn right. Although this width is less than ideal it provide a combined width of 4.45m (incl width of road marking), which is wide enough accommodate two cars but not 1 car and 1 HGV / Bus.</p>
	<p>Consideration has been given to relocating the existing zebra crossing. Moving the crossing to the west would place it adjacent to the existing subway and would require the construction of approximately 75m of footpath. Moving the crossing to the east would require the construction of 55m of footway and require the construction of a pedestrian crossing point in Mill Green complete with dropped kerbs and tactile paving. The later location has been shown on the attached drawing, but either location would present similar costs and take pedestrians away from the perceived desire line by similar distances." As with option 1. part of the new footpath falls outside the existing highway boundary a small parcel of land would need to be purchased or dedicated to highway use. Drawing</p>

FEASIBILITY REPORT – DC3194

<p>6.2</p>	<p>No. DC1-3194-00-004 shows the proposed layout for this Option. <u>Cont'd</u></p> <p>It should be noted that the current highway design allows for a wider westbound lane. The purpose of this is to accommodate large vehicles on a tighter radius and to improve the forward sight line of vehicles travelling west. By increasing the width of the central reservation to accommodate the right turn lane and the subsequent narrowing of the westbound lane will reduce forward visibility and provide insufficient room to accommodate HGV's and cycles within the same lane.</p> <p>This option, whilst increasing the safety for vehicles turning right into Mill Green Lane may expose other road users and pedestrians to increased risk.</p>
<p>6.3</p>	<p><u>Option 3. Refresh existing road marking.</u></p> <p>Consideration has been given to retaining the existing crossing and improving the existing road markings. There are chevron areas either side of the existing crossing, but because there is insufficient road width to accommodate a central island, the existing road markings incorporate a single central zig-zag.</p> <p>For the reason set out in section 6.2, it is recommended that the west bound carriageway should maintain a width of 3.4m through the junction, This would allow for a central reservation width of 1.7m and an eastbound carriageway width of 2.75m</p> <p>This option proposes to increase the width of the chevron area opposite Mill Green to 1.7m, reduce the controlled area of the crossing by using shorter zig-zags and replacing the single central zig-zag with double zig-zags. The purpose of this is to encourage approaching traffic to keep left and to clearly define an area within the central reserve for cars turning right by inclusion of a right turn arrow. The central reserve width of 1.7m is less than the typical vehicle width, but does allow vehicles to pass on the inside. It may be possible to increase the width of the central reserve further, but a more detailed survey would be needed to ensure that a safe alignment is maintained.</p> <p>Retaining the existing crossing within the existing road width does not allow for the inclusion of a new island to protect traffic turning right, and as in Option 2 the west bound carriageway is narrowed slightly which may reduce the safety of road uses travelling in this direction.</p> <p>Drawing No. DC1-3194-00-005 shows the proposed layout for this Option.</p>
<p>7.0</p>	<p><u>Traffic Survey</u></p> <p>Traffic surveys have not been commissioned for this report. Speed was not raised as an issue within the CR Report, and speed is not a criteria for the implementation of the right turn lane or for an uncontrolled pedestrian crossing within a 30mph speed limit.</p> <p>An MPV² survey was not commissioned for the purpose of this report, as initial site visits indicated very low numbers of pedestrian movements.</p>

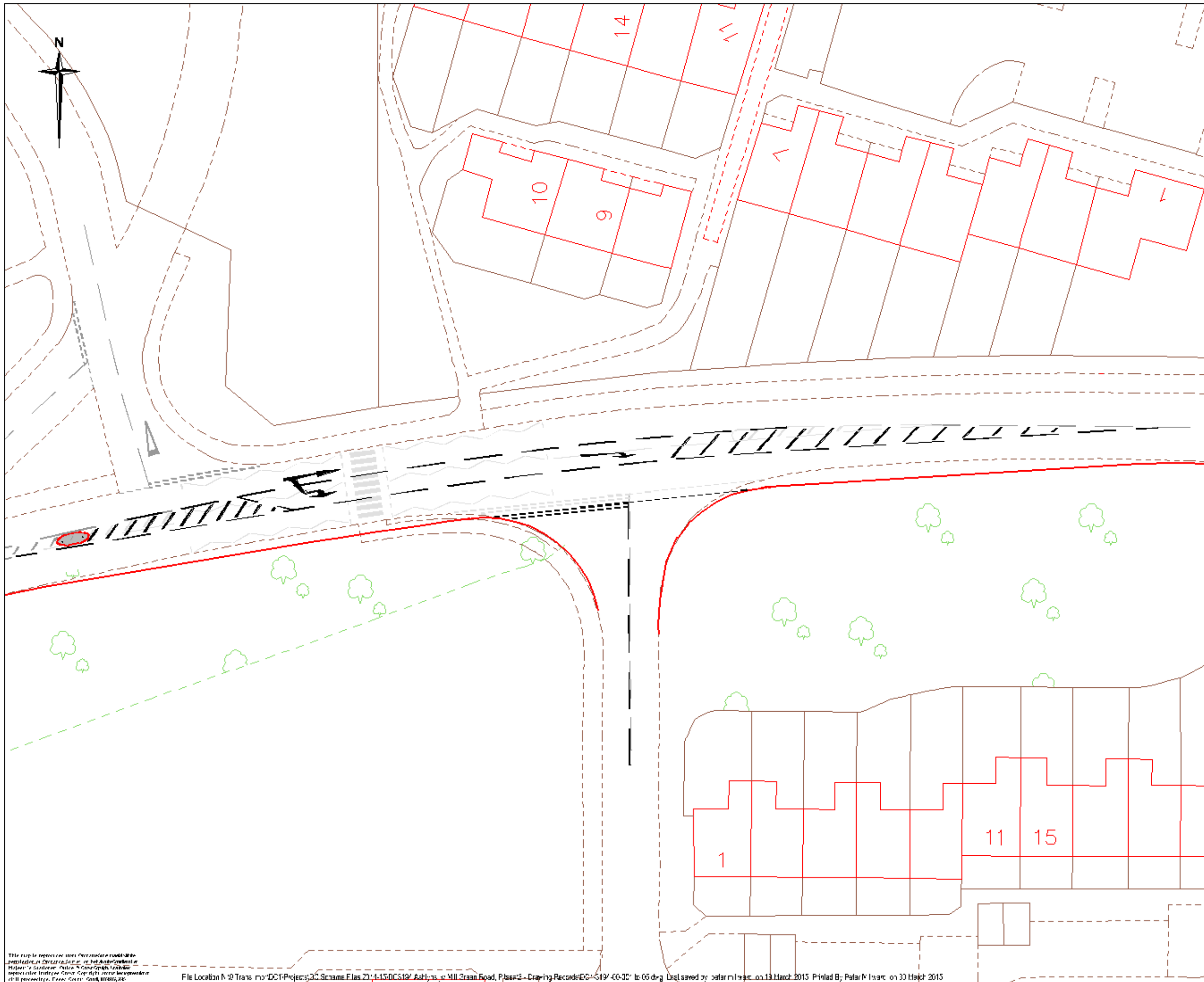
FEASIBILITY REPORT – DC3194

<p>8.00</p> <p>8.1</p>	<p><u>Conclusion</u></p> <p>It has been assumed that the cost of diverting existing services would make Option 1 unviable. Technically it is not feasible to provide a right turn pocket within the constraints of the existing highway alignment.</p> <p>The other options proposed look at providing a right turn facility, but both represent compromises in terms of layout and safety. This report has looked at constructing an island within the existing zebra crossing or replacing the zebra with an uncontrolled crossing. It is considered the either of these measure would lead to an unacceptable reduction in safety. Option 2 possibly provides greater safety to pedestrians and road users. However it can't be ignored that with the relocated crossing being further away from the perceived desire line, pedestrian may resort to crossing the road elsewhere.</p> <p>There is already sufficient width within the existing carriageway layout to allow cars to pass vehicles waiting to turn right into Mill Green. It must be considered that the number of accident that have occurred at this junction may be due to poor road positioning and/or inappropriate speed. It may be that the central zig zag road marking confuses some drivers and dissuades them from positioning their vehicles towards the centre of the carriageway.</p> <p>Option 3. provides the least expensive solution, as it utilises the existing crossing. The new road markings provide more room for cars turning right but hopefully also make it clearer for drivers to see where they should position their vehicle.</p> <p>A cost analysis has been provided for Options 2. & 3.</p>
<p>9.0</p>	<p><u>Recommendations</u></p> <p>It is recommended that Option 3. Is taken forward for detailed design. As part of the detailed design, further consideration should be given to assessing inappropriate speed with a view to including additional traffic calming measures as part of the proposed scheme. Also, due to the critical nature of the width of carriageway available, it is recommended that a Topographical survey be carried out, in order to utilise all available road space. Whenever alterations to existing zebra crossings are made consultation and notification should be carried out in accordance with the Road Traffic Regulations Act. An indicative cost for these items has been included in the Cost Analysis</p>

FEASIBILITY REPORT – DC3194

10.0	<u>Economic Analysis</u>	
	<u>Option 2.</u>	
	Civil Works –	£52,573.80
	Target cost contingency -	£2,628.69
	RJ Overheads -	£5,520.25
	RJ Fee -	£3,157.58
	HIDT Design Fee-	£1,500.00
	Traffic Surveys	£1,725.00
	MPV ² Survey	£1,450.00
	Advertising for informal and formal Consultation	£2,000.00
	Stage 2, 3 & 4 Safety Audits -	<u>£2,500.00</u>
	<u>Estimated Total –</u>	<u>£73,055.32</u>
	<u>Option 3.</u>	
	Civil Works –	£3,326.61
	Target cost contingency -	£166.33
	RJ Overheads -	£349.29
	RJ Fee -	£199.80
	HIDT Design Fee-	£1,000.00
	Traffic Surveys	£1,725.00
	Stage 2, 3 & 4 Safety Audits -	£2,500.00
	<u>Estimated Total –</u>	<u>£9,267.03</u>
	<p>These estimates have been worked out on the Essex Highway estimating tool and may change if the scheme was to go for target costing.</p>	

Prepared by:	P Millward	Date:	19 th March 2015
Reviewed by:		Date:	March 2015



Key

- Existing use markings
- Existing use markings to be removed
- Proposed use markings
- Existing kerb line
- Proposed Kerb line

NO.	DATE	DESCRIPTION	BY	CHKD.	APP'D.

FEASIBILITY



Local Highways Services Planning
 Group, Mill Green, Chelmsford, Essex, UK
 0206 851197 © Essex County Council

**LOCAL HIGHWAY PANEL
 ASHLYNS RT INTO MILL GREEN
 LBAS 141004**

**OPTION 1
 PROPOSED LAYOUT**

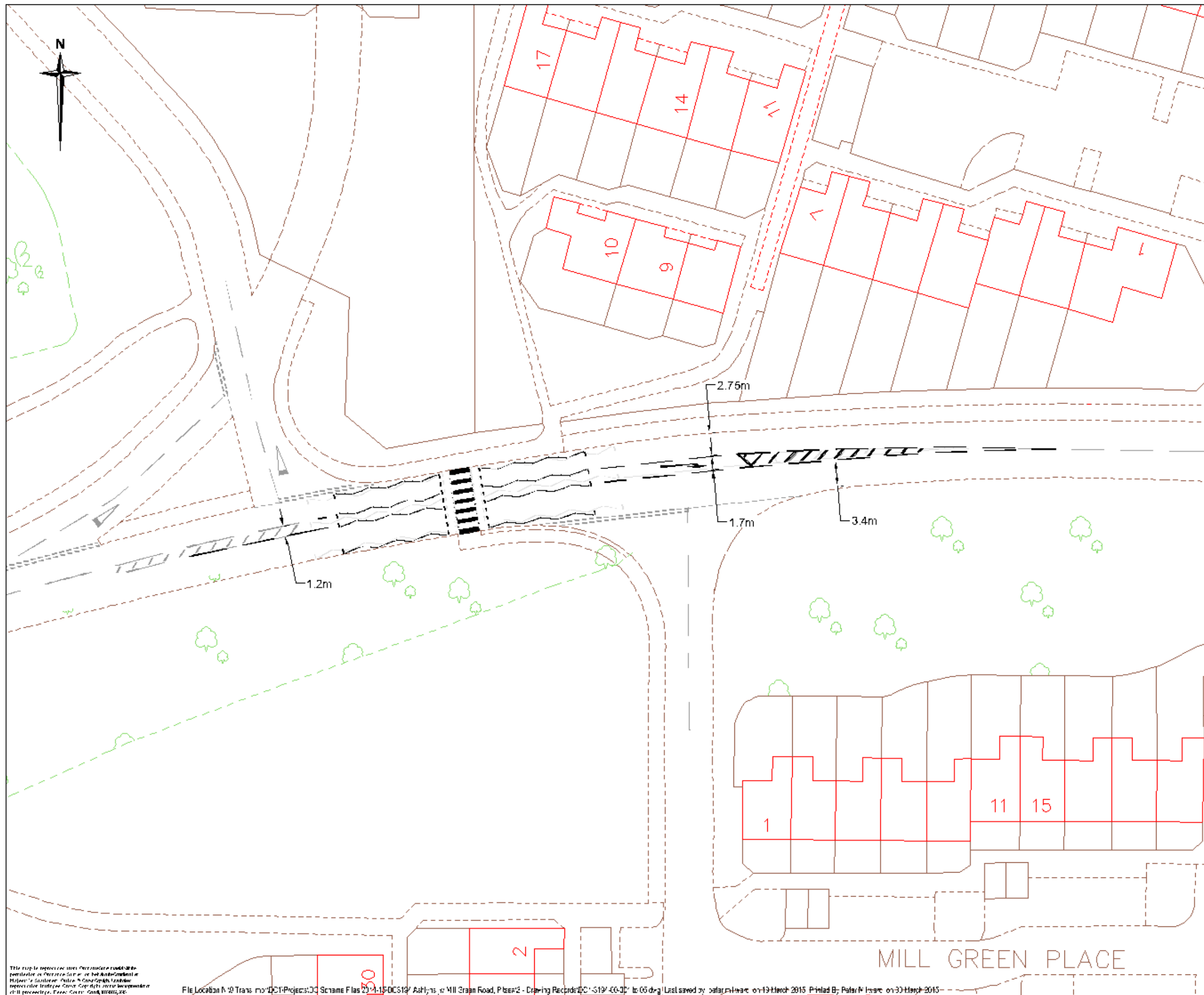
NO.	DATE	DESCRIPTION	BY	CHKD.	APP'D.
PDM	PDM				
MAR '15	MAR '15				

DIMENSIONS IN MILLIMETRES
 LEVELS IN METRES

N.T.S.

DC1-3194-00-003

This map is prepared using Ordnance Survey data
 provided in accordance with the Ordnance Survey
 Licence's Conditions of Sale. No liability is accepted
 for any errors or omissions. Copyright © 2015
 Ordnance Survey. All rights reserved.



Key

- Existing kerb markings to remain
- Existing kerb markings to be removed
- Proposed kerb markings
- Existing kerbs
- Proposed kerbs
- New footway

No.	Date	Author	Checked	By	Appr.

FEASIBILITY



Essex High Speed Rail (HS2) Project
 Crossrail 2
 © Essex County Council

**LOCAL HIGHWAY PANEL
 ASHLYNS RT INTO MILL GREEN
 LBAS 141004**

**OPTION 3
 PROPOSED LAYOUT**

XX	XX	XX	XX	XX
XXX 'S	XXX 'S			

DIMENSIONS IN MILLIMETRES
 LEVELS IN METRES

N.T.S.

DC1-3194-00-005

This copy is provided for information only. It is not to be used for any other purpose. It is the property of Essex County Council and should not be distributed outside the project team. If you have any queries, please contact the project team.

Basildon Local Highway Panel Appendices

Appendix 2 – A13 Pitsea Fly-over Layby Study

Recommendations:

Close the layby, improve drainage and safety barrier in the area.

FEASIBILITY REPORT – DC3260

Feasibility Study

A13 Lay-By, Pitsea By-Pass, Basildon (Opp. The Meads)

Job Number	DC3260
Doc Ref	Feasibility Report
Author	Peter Millward

Document History

Revision	Purpose	Originated	Checked	Approved	Date
Original	Draft	PDM.	BSE	RO.	23 rd June 2015

FEASIBILITY REPORT – DC3260

FEASIBILITY REPORT – DC3260

A13 Lay-By, Pitsea By-Pass, Basildon

1.0	<p><u>Introduction</u></p> <p>There have been two fatal accidents at this site, which occurred in 2002 and 2010. A subsequent Coroner’s Inquest has resulted in an undertaking by Essex County Council to make improvements to this section of Highway. The existing lay-by is of sub-standard width for this class of road. Investigations have shown that the lay-by is also in close proximity to a steep embankment which limits any scope to increase the width of the lay-by. The vertical alignment at this location, sees a change in direction of cross fall combined with a longitudinal fall, which appears to create an issue with surface water run-off. Previous reports have made additional recommendations with regard to skid resistance and vehicle speed. However, this report examines the feasibility of closing the lay-by and improving the existing drainage in order to reduce the risk of future, similar accidents, as a precursor to design and implementation.</p>
2.0	<p><u>Road Safety Review Findings and Recommendations</u></p> <p>A Road Safety Review dated July 2012 was carried out by Jacobs. The report looked at a wide range of issues including existing drainage, existing alignment and junction design, carriageway condition and skid resistance, and accident analysis. The report listed a number of risk reduction measures and recommended that the lay-by remain closed together with measures to increase conspicuity.</p> <p>In addition to the above report, a review of the existing drainage gullies and kerb inlets was carried out. A technical note summarising the findings found that the existing kerb inlets on the westbound approach to the Lay-by were inadequate, that the design procedure in HA 102/00 was difficult to apply because of the lack of sufficient cross fall, and that replacing the existing kerb inlets with traditional gullies would provide improved performance but could not be proven to meet design standards because of the lack of cross fall. The TN. Concluded that a more effective solution would be to install a linear kerb drainage system.</p>
3.0	<p><u>Site Description</u></p> <p>The A13 is a Priority Route 1 road. It is a main arterial route between London and Southend. At the location of the site in question it has a speed limit of 70mph.</p> <p>For much of its length the A13 is a 4 lane dual carriageway with grass verges either side. The subject of this study is a lay-by situated on the westbound carriageway opposite The Meads. East of the lay-by is the junction with the A132 which features a large roundabout and 4 lane flyover (Pitsea Flyover). The flyover and slip-roads from the roundabout join approximately 400m east of the lay-by. East of the lay-by the street lighting columns are arranged in pairs either side of the carriageway and then this changes to lamp columns located within the central reserve, with an Open Box Beam safety barrier on both sides of the eastbound and westbound carriageways. The OBB safety barrier extends to the back of the lay-by.</p> <p>Travelling west from the Pitsea flyover the road is on a shallow downhill gradient, there is a slight right hand curve and then the road curves left just before the lay-by, where the A13 runs adjacent to the railway. The small degree of super-elevation causes the carriageway cross fall to change from falling towards the central reserve to falling towards the verge. The lay-by is approximately 120m long.</p>

FEASIBILITY REPORT – DC3260

4.0 Location Plan



FEASIBILITY REPORT – DC3260

5.0 **Photos**



View looking west towards lay-by



View looking east

FEASIBILITY REPORT – DC3260



View looking south from eastbound carriageway

6.0 **Personal Injury Collision**

A study of the Personal Injury Collision (PIC) data on Essex County Council's Traffweb site shows that there have been eight recorded accidents in the past five years at this site, including one fatality. The accident data has been tabulated and is shown below.

Date	Time	Location	Classification	Vehicles	Cas	Peds	Child	Cycles	OAP's
22-Jan-10	15:13	A13 @ 1 MILE WEST OF PITSEA FLYOVER (A132)	Fatal	2	2	0	0	0	0
23-Jul-10	07:45	A13 LONDON BOUND 600M FROM J/W A132	Slight	2	1	0	0	0	0
26-Dec-10	12:10	A13 550 meters south west of A132	Slight	2	1	0	0	0	1
18-Jul-11	09:30	A13 VANGE BY-PASS (LONDON TRACK), APPROX 420 METRES LONDON SIDE OF J/W SOUTH MAYNE.	Slight	1	1	1	0	0	0
06-Apr-13	17:10	A13 1/2 MILE WEST OF J/W A132 ON LONDON BOUND TRACK.	Slight	6	1	0	0	0	0
18-Nov-13	19:27	A13 SOUTHEND BOUND, APPROX 900M WEST OF J/W B1414 PITSEA	Slight	3	4	0	0	0	0
09-Sep-14	07:46	A13 DUAL CARRIAGEWAY, 600 METRES WEST OF FLYOVER J/W SOUTH MAYNE, BASILDON.	Slight	7	1	0	0	0	0
26-Dec-14	12:10	A13 550 METERS SOUTH WEST OF A132	Slight	2	1	0	0	0	1

Data correct at time of publication (19/01/2015)

FEASIBILITY REPORT – DC3260

	<p>A detailed analysis of the accident data was carried out in the Road Safety Review. The review reports a wide variance of type and cause of accidents with very little in the way of trends to identify specific causes. The majority of accidents along this section of the A13 are rear end shunts and misjudged lane changes. However, the specific collision type reported at the lay-by (aquaplaning and loss of control) occurred three times in 13 years; once in the last ten years. The severity of these incidents is great, with two resulting in fatal injuries (2002, 2010); the third did not enter the lay-by and as a result only slight injuries were sustained (2002). The fact that two of the three fatal accidents that have occurred along this stretch of highway have occurred within the lay-by, involving vehicles parked in the lay-by, and contributed to surface water, must be seen as a strong argument to close the lay-by and improve surface drainage.</p>
<p>7.0</p>	<p><u>Site Observations</u></p> <p>The site was not visited on foot as part of this study due to safety reasons. The lay-by is currently coned off and closed to traffic.</p>
<p>8.0</p>	<p><u>Initial design proposal</u></p> <p>In summary, the previous reports have identified the problems with drainage and incursion into the lay-by, by errant vehicles, and has established the net benefits of closing the lay-by.</p> <p>The recommendations in the Road Safety Review have been considered as part of the initial design process. The recommendation in drainage assessment Technical Note to install a linear drainage system was considered but this type of drainage system has been known to create maintenance problems, especially when used in areas where, for various reasons a large amount of detritus is present. It is clear from HA 102/00 that traditional gullies should provide performance improvements over the kerb inlet type, even though the improvement is not quantifiable in this case. For these reasons the design incorporates additional traditional gullies to supplement the existing kerb inlets. This is to reduce the amount of surface water flowing past the gullies and then flowing across the road at the point where the cross fall changes. It is proposed to close off the lay-by, by installing a line of kerbing, set back from the edge of carriageway. This will allow new gullies to be installed in-line with the existing gullies and provide an increased channel width which will further improve drainage.</p> <p>Installing a new safety barrier was considered, however, current standards do not allow the use of an OBB safety barrier as a vehicle restraint system and there are currently no standard means of connecting the currently available systems to the type present on site. Specialist advice was sought from Paul Hailstone, who recommended that the existing safety barrier should remain in place, until such time as a review of the vehicle restraint system for this section of highway is undertaken.</p> <p>It is proposed to infill the lay-by with top soil and seed so that it remains in keeping with adjacent sections of carriageway.</p> <p>No other options have been considered as part of this report</p>

FEASIBILITY REPORT – DC3260

<p>9.0</p>	<p><u>Road Safety Audit</u></p> <p>A Level 1 Road Safety Audit has been carried out for the proposed scheme. The report raised two issues:</p> <ol style="list-style-type: none"> 1. There is no provision to provide a new safety fence in line with the safety fence either side of the lay-by. The RSA notes the comments made in this report as to why this has not been possible and the recommendation that a review of the existing road restraint system should be carried out. The RSA recommends that such a review should be undertaken as soon as possible and its findings implemented. A RSA Designers Response has been returned, accepting the safety team's recommendations but also suggesting that as a second option, a section of OBB safety fence could be installed as an interim measure, which would be to the same standard as the safety fence either side of the lay-by. We are awaiting their comments on this response 2. No details regarding the removal of existing road studs. The RSA recommended that all green road studs should be removed. This information has now been added to the drawing.
<p>10.0</p>	<p><u>Conclusion</u></p> <p>The initial design would indicate that the proposed closure to the Lay-by and improvements to the surface water drainage are both feasible and would help to reduce the type of accidents that have proved fatal at this location.</p>
<p>11.0</p>	<p><u>Recommendations</u></p> <p>It is recommended that this scheme is taken forward for detailed design and implementation</p> <p>As part of the designers risk assessment, the large numbers of HGV's, and the high speed limit were identified as risks that could not be mitigated or reduced through the use of local traffic management by way of lane closures. It is therefore thought necessary to close this westbound section of the A13 whilst works are being carried out. Works should be carried out, outside of traffic sensitive times, and there is a suitable diversion route on file for a previous closure of the eastbound carriageway.</p> <p>As part of the Road Safety Audit, it is recommended that a review of the existing safety barrier along this section of highway is carried out and implemented. As an interim measure, consideration should be given to installing a section of currently sub-standard open box beam safety fence to match the existing safety fence either side of the lay-by.</p> <p>As a recommendation to further improve safety at this location consideration should be given to additional resurfacing works to reduce standing water and improve skid resistance.</p> <p>An indicative cost for the lay-by closure and optional safety fence has been included in the Cost Analysis. Estimated costs for wide area resurfacing and review and implementation of the existing safety fence have not been included, as such a scheme clearly exceeds the remit of this report.</p>

FEASIBILITY REPORT – DC3260

12.0 **Economic Analysis**

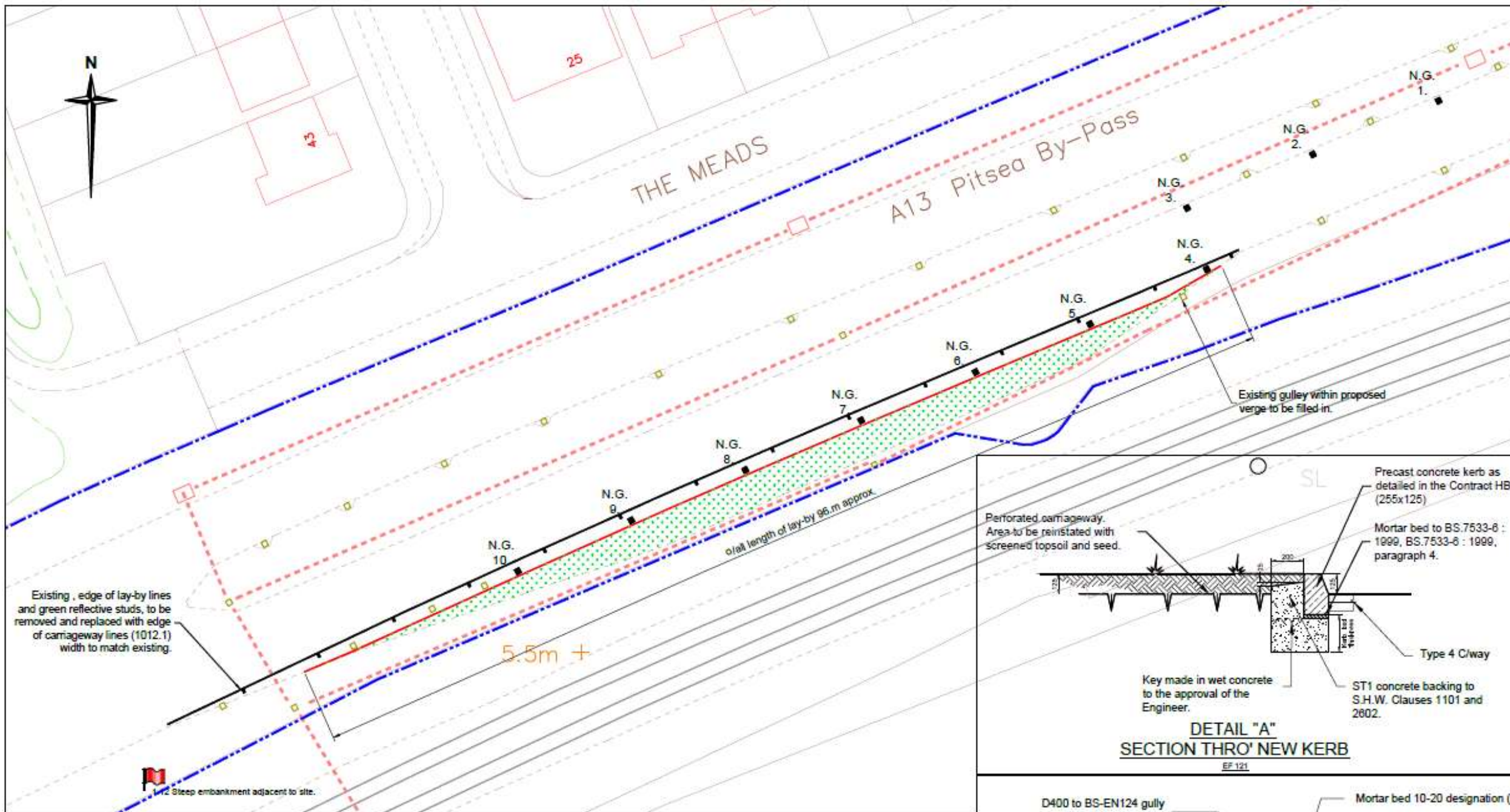
Level 1 Estimate for works as shown on drawing No. DC1-3260-00-004

Civil Engineering Works	£25,951.79
Design	£3,892.77
Supervision	£2,984.46
Overheads (EH)	£3,282.90
Fee (EH)	£1,877.82
Target Cost Contingency	£1,899.49
<u>Estimated Total –</u>	<u>£39,889.22</u>

Level 1 Estimate for works as above but to include addition safety fence.

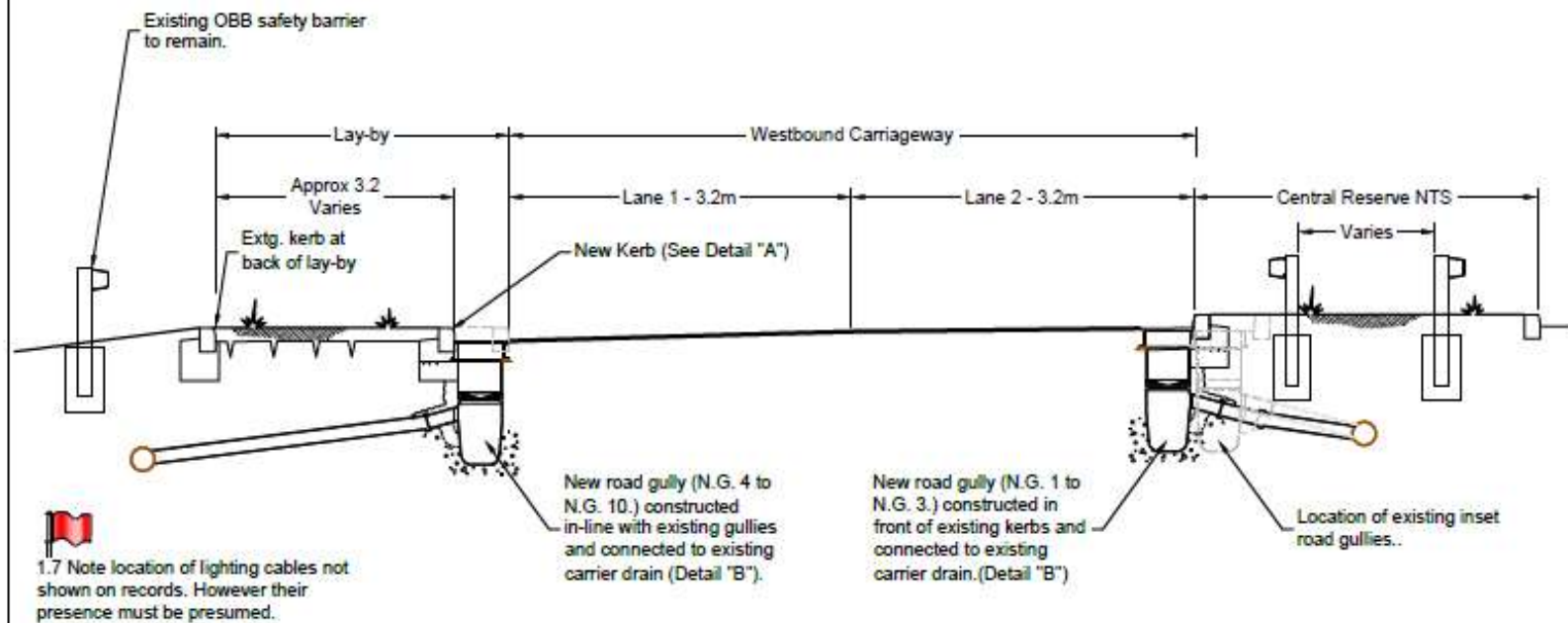
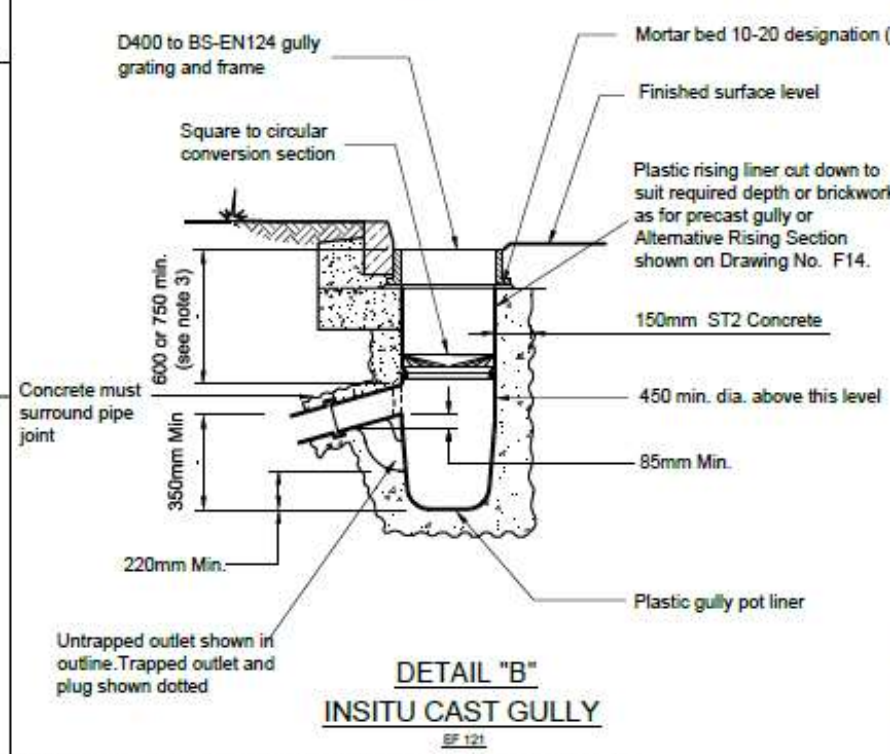
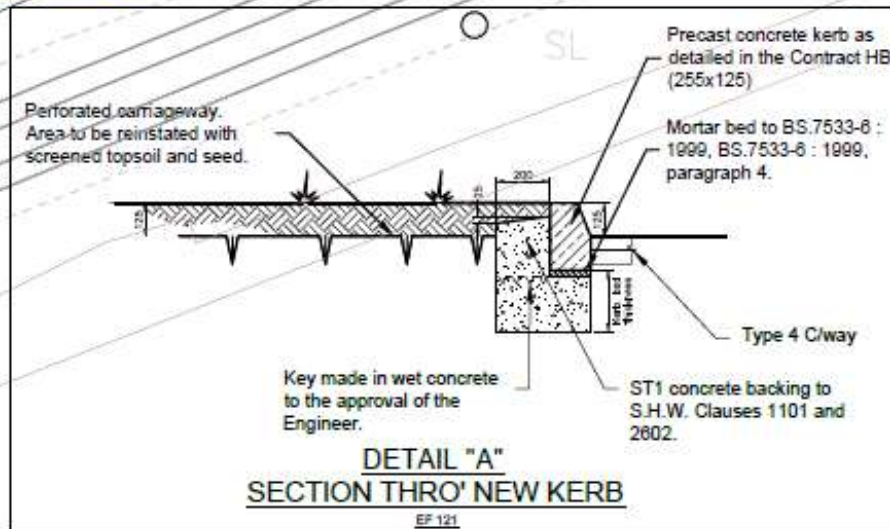
Civil Engineering Works	£32,348.81
Design	£4,852.32
Supervision	£3,720.11
Overheads (EH)	£4,092.12
Fee (EH)	£2,340.70
Target Cost Contingency	£2,367.70
<u>Estimated Total –</u>	<u>£49,721.77</u>

Prepared by:	P Millward	Date:	20 th May 2015
Reviewed by:	J O'Regan	Date:	23 rd June 2015



- Notes**
1. Do not scale. This drawing is to be read in conjunction with all other contract drawings and documents.
 2. All works to be in accordance with the Department of Transport's Specification for Highway Works and Essex County Council Specifications and Standard Construction Drawings.

- Key**
- Highway Boundary
 - New kerblines
 - Existing lining to be removed
 - New lining
 - Existing gully
 - New gully (See Detail 'B')
 - New verge area



1.7 Note location of lighting cables not shown on records. However their presence must be presumed.

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction is illegal. Copyright and may lead to prosecution or civil proceedings. Essex County Council, 100019802, 2013

REV	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED

DESIGNED STATUS

FEASIBILITY



Ringway Jacobs working in partnership with Essex County Council

Paul Bird, Director for Highways & Transportation
County Hall, Chelmsford, CM1 1GH
Tel: 0845 9037851

LOCAL HIGHWAY PANEL
A13 LAY-BY CLOSURE
LBAS142016

GENERAL ARRANGEMENT

DESIGNED	DESIGNED PDM	DRAWN	CHECKED	AUTHORISED

DATE	DATE	DATE	DATE	DATE

SCALE 1:250
DIMENSIONS IN MILLIMETRES
LEVELS IN METRES

DC1-3260-00-004

Basildon Local Highway Panel Appendices

Appendix 3 – Basildon Schools 20mph Sites:

Summary and Recommendations:

Panel Members to confirm sites from 20mph study

Basildon School 20mph Sites

The below table details the 20mph zones and limits selected for design by Panel Members. So far 9 potentially viable sites have been recommended by Members of which 3 are in Wickford Crouch, 2 in Laindon Park and Fryerns, 2 in Pitsea, 1 in Westley Heights and 1 in Billericay and Burstead (unconfirmed).

Lee Chapel School in Westley Heights is not a viable 20mph zone. Please see Potential Scheme List for separate study at this location as a variable limit.

Members are encouraged to select one further school and to consider whether they wish to confirm the selection of St Peters Primary School or provide an alternative.

<u>Division</u>	<u>School</u>	<u>Limit or Zone?</u>	<u>Roads Affected</u>
Billericay and Burstead	St Peters Primary School	Zone	Some of Coxes Farm Road* *High 85 th %ile speeds may make this impossible in practice.
Billericay and Burstead	None Selected		
Wickford Crouch	Wickford Infant and Junior Schools	Zone	All of Woodlands Road, Irvon Hill Road, Market Road Market Avenue and the cul-de-sac leading off Market Avenue.
Wickford Crouch	North Crescent School	Zone or Limit	<u>If Zone</u> All of Hyde Way and the culs-de-sac leading off Hyde Way. <u>If Limit</u> Hyde Way
Wickford Crouch	Hilltop Junior School	Zone	Hill Ave, Mercury Close, Beauchamps Drive, Glencoe Drive, Redgate Close
Laindon Park and Fryerns	Janet Duke Primary and Junior School	Zone	Markhams Chase
Laindon Park and Fryerns	Merrylands Primary School	Zone or Limit	<u>If Zone</u> All of Cumberland Drive and the cul-de-sac leading off Cumberland Drive. <u>If Limit</u> Cumberland Drive
Basildon Westley Heights	None Selected		
Basildon Westley Heights	Great Berry Primary School	Zone	All of Forest Glade and all cul-de-sacs adjoining Forest Glade.
Pitsea	Greensted Nursery, Infant and Junior School	Zone or Limit	<u>If Zone</u> All of Kirby Road and Linford Drive and the cul-de-sac leading off Linford Drive. <u>If Limit</u> Kirby Road
Pitsea	Northlands Junior and Infant School	Zone or Limit	<u>If Zone</u> All of Winifred Road and the cul-de-sacs leading off Winifred Road. <u>If Limit</u> Winifred Road

Basildon Local Highway Panel Appendices

Appendix 4 – Ranger Report

Ranger Report Basildon LHP 30th June 2015

Following requests at the last meeting, the below tables detail completed and outstanding ranger works raised/undertaken in so far in 2015:

Sites Attended 2015

<u>Area Name</u>	<u>Site Name</u>	<u>Defect Location</u>	<u>Defect Description</u>	<u>Defect Type by Name</u>	<u>Status</u>	<u>Date Attended</u>
Basildon	LEE WOOTTENS LANE	Outside 13	Ra1=1x1 bushes over growing fw by 0.8 mts rangers	HW: overgrown vegetation (our)	Completed	13/01/2015
Basildon	LONDON ROAD	Opposite St Margaret's school	Ra1=1x1 area size 55mts overgrown vegetation encroaching path(RANGERS)	HW: overgrown vegetation (our)	Completed	12/01/2015
Great Burstead And South Green	GANELS ROAD	**MEMBER ENQUIRIES** Ganel's Road Billericay it is directly to the front of the sheltered housing bungalows its about 70 yards in length between no 28to50	Ra3=1x3 sideings and weeds req cut back aprox 80LM (. Rangers to complete works)	HW: overgrown vegetation (our)	Completed	06/01/2015
Basildon	BEATRICE PATH	By the Jun with Mandeville way	Ra 4 = 2 x 2,RANGERS, Wide Footpath Needs Cutting back, only 0.2 Mtr of Footpath to Walk on, Please see photos	HW: overgrown vegetation (our)	Completed	05/01/2015
FRYERNS	EDNEY PATH	Near I/6	Ra2=1x2 rangers regrade defect 1541825 area of bushes/weeds overgrown f/w	HW: overgrown vegetation (our)	Completed	07/01/2015 16/01/2015
WICKFORD TOWN	LONDON ROAD	Downham Arms public house, London Road.	Ra6 2x3 hedge overhanging f/w 24lm	HW: overgrown vegetation (our)	Completed	12/01/2015
WICKFORD TOWN	GRANGE AVENUE	S/o100	Ra4 2x2 hedge overhanging f/w 14.0x1.0 (brambles near school) rangers	HW: overgrown vegetation (our)	Completed	02/12/2014 15/01/2015

LANGDON HILLS	BOWFELL DRIVE	Jun with Russetts	Ra 1 = 1 x 1 Rangers required, overhanging Tree Branches	HW: overgrown vegetation (our)	Completed	09/01/2015
FRYERNS	FOSTER PATH	Full length of path	Ra6=2x3 rangers bushes and weeds overgrowing f/w in places only 1.0mt height and 0.6mt width	HW: overgrown vegetation (our)	Completed	21/01/2015
LAINDON	GALLERY PATH	Side of no 10	Ra 1 = 1 x 1, Rangers required, Cut and Trim back Bushes	HW: overgrown vegetation (our)	Completed	16/01/2015
WICKFORD TOWN	LONDON ROAD	On London road between Belmont Ave and 145 London Road	Ra4 2x2 hedge overhanging f/w 10.0x0.6	HW: overgrown vegetation (our)	Completed	12/01/2015
WICKFORD TOWN	LONDON ROAD	In Victoria Road - just on junction with London Road.	Ra4 2x2 cut back hedge overhanging f/w 36.0x0.6	HW: overgrown vegetation (our)	Completed	12/01/2015
Billericay	HIGH STREET	Traffic lights to Crown PH	Ra3=1x3 Veg in verge encroaching FW by 40% 30m	HW: overgrown vegetation (our)	Completed	13/01/2015
LANGDON HILLS	FLORENCE WAY	Jun with the High road	Ra 2 = 2 x 1, Rangers required to cut back Tree Branches	HW: overgrown vegetation (our)	Completed	26/01/2015
PITSEA	CASTLE WALK	From number 1to number 9	Ra1=1x1 area size 75mts overgrown vegetation encroaching path(RANGERS)	HW: overgrown vegetation (our)	Completed	06/01/2015
PITSEA	CASTLE WALK	From number 10 to number 20	Ra1=1x1 area size 80mts overgrown vegetation encroaching path(RANGERS)	HW: overgrown vegetation (our)	Completed	06/01/2015
LAINDON	MINSTER ROAD	Jun with Lincester road	Ra 2 = 2 x 1, Rangers required to trim Tree Branches	HW: overgrown vegetation (our)	Completed	07/01/2015
LAINDON	HIGH ROAD	Between the Bus Stop and Danacre	Ra 3 = 3 x 1, Rangers Required to Trim Overhanging Tree Branches, please see photos	HW: overgrown vegetation (our)	Completed	13/01/2015
PITSEA	MAYFAIR AVENUE	customer states - Next to house number 21	Ra1=1x1 area 15mts overgrown vegetation encroaching customers property(RANGERS)	HW: overgrown vegetation (our)	Completed	07/01/2015
VANGE	LONDON ROAD	Opposite col number 169 to the old Basildon zoo now a garden supplies	Ra1=1x1 area size 84mts vegetation encroaching path Bramble bushes(RANGERS)	HW: overgrown vegetation (our)	Completed	12/01/2015

VANGE	LONDON ROAD	From VANGE NURSERY SCHOOL TO COL NUMBER 157	Ra1=1x1 area size 90mts vegetation encroaching path BRAMBLE BUSHES(RANGERS)	HW: overgrown vegetation (our)	Completed	12/01/2015
PITSEA	LONDON ROAD	By col number 55 opposite shop unit (DOORS FLOORS&STAIRPARTS)	Ra3=3x1 area size 30mts overgrown vegetation encroaching path(RANGERS)	HW: overgrown vegetation (our)	Completed	09/01/2015
PIPPS HILL INDUSTRIAL	ENDEAVOUR DRIVE	Between l/cs 9 & 24	Ra3 3x1 foliage including brambles overhanging f/w 457.0x1.0 (rangers)	HW: overgrown vegetation (our)	Completed	06/01/2015
PITSEA	MALYONS GREEN	At the rear of numbers 10 to 42	Ra1=1x1 area size 50mts overgrown vegetation encroaching path area(RANGERS)	HW: overgrown vegetation (our)	Completed	05/01/2015
PITSEA	MALYONS MEWS	In verge area by numbers 24/26/28 col number 15	Ra1=1x1 vegetation covering service entrance cover(RANGERS)	HW: overgrown vegetation (our)	Completed	05/01/2015
WICKFORD TOWN	LONDON ROAD	Area near the Catholic Church on the pavement opp 56	Ra6 3x2 hedge overhanging f/w 8.0x1.5	HW: overgrown vegetation (our)	Completed	12/01/2015
WICKFORD TOWN	LONDON ROAD	Opp azalea ave & r/o l/c18	Ra6 3x2 hedge brambles & nettles overhanging f/w 50.0x1.4	HW: overgrown vegetation (our)	Completed	12/01/2015
BOWERS GIFFORD AND NORTH BENFLEET	LONDON ROAD	on London Road from the JW Ilframcombe Avenue turn right past the rounabout with Church road go straight over up to the cottage stores florist from number 6 new cottages to number 2 Yeddow cottages	Ra1=1x1 area size 55mts overgrown vegetation encroaching path(RANGERS)	HW: overgrown vegetation (our)	Completed	09/01/2015
BILLERICAY TOWN	LAINDON ROAD	From island (nr Mawney) to RAB	Ra4=1x4 Veg encroaching FW by 60% 250m JOB FOR RANGERS	HW: overgrown vegetation (our)	Completed	12/01/2015

LANGDON HILLS	BERRY LANE	Between the High road and number 15 Berry lane	Ra 1 = 1 x 1, Rangers required, to trim back branches and clear overgrown Vegetation for approx 20 Mts	HW: overgrown vegetation (our)	Completed	
LANGDON HILLS	HIGH ROAD	Sign S42 on East Side of High Road, Langdon Hills, opposite Butlers Grove.	Ra 2 = 1 x 2, Rangers Required, Sign for Town Centre and Horndon on the Hill needs trimming back Bushes and Branches	HW: overgrown vegetation (our)	Completed	13/01/2015
Basildon	HIGH ROAD	High Road, Langdon Hills - opposite Orotava, High Road, Langdon Hills, BASILDON, SS16 6EU	Ra 1 = 1 x 1 Randers Required to trim back Tree Branches	HW: overgrown vegetation (our)	Completed	13/01/2015
WICKFORD TOWN	LONG MEADOW DRIVE	(wont allow me to check meadow court altho is mapped at meadow court) Meadow Court off long meadow way, which is off franklins way	Ra 2 2x1 hedge needs facing up hedge leaning over into road 7.0 x 1.0	HW: overgrown vegetation (our)	Completed	05/01/2015
BILLERICAY TOWN	LAINDON ROAD		Ra2=1x2 Overgrown veg encroaching Fw by upto 1m 70m JOB FOR RANGERS	HW: overgrown vegetation (our)	Completed	12/01/2015
LAINDON	HIGH ROAD NORTH	By Walnut Close and Opp Walnut Close, By LC no 1	Ra 6 = 2 x 3, RANGERS REQUIRED, to Trim back Branches around a 40 MPH Sign and a Red X Circle, Cut Back by Inspector, Branches to Pick up	HW: overgrown vegetation (our)	Completed	13/01/2015
LANGDON HILLS	BOTELERS	Alley way between Gaynesford and Botellers Side 63	Ra2=1x2 RANGERS bushes/weeds/brambles overgrowing f/w	HW: overgrown vegetation (our)	Completed	09/01/2015
WICKFORD	GOLDEN JUBILEE WAY	Jct Southend road to railway bridge	Ra4 4x1 hedge overhanging directional sign& c/w 200.0x0.5	HW: overgrown vegetation (our)	Completed	06/01/2015
WICKFORD	GOLDEN JUBILEE WAY	South bound toward the Darby digger round-a-bout	Ra4 4x1 hedge overhanging round-a-bout sign 150.0x0.6	HW: overgrown vegetation (our)	Completed	06/01/2015

WICKFORD	GOLDEN JUBILEE WAY	North bound London road round-a-bout	Ra4 4x1 hedge overhanging directional sign 50.0x0.6	HW: overgrown vegetation (our)	Completed	06/01/2015
Basildon	LEE WOOTTENS LANE	Side off shops between l/c 5-5a	Ra2=1x2 RANGERS bushes overgrowing all of f/w	HW: overgrown vegetation (our)	Completed	13/01/2015
Basildon	LEE WOOTTENS LANE	Opposite number 5	Ra3=1x3 RANGERS large direcection sign covered by foliage	HW: overgrown vegetation (our)	Completed	13/01/2015
Basildon	LEE WOOTTENS LANE	Opposite 3 sign s220	Ra3=1x3 RANGERS hospital/college sign covered in vegetation	HW: overgrown vegetation (our)	Completed	13/01/2015
Basildon	BEECH COURT	Side of number 1 Opposite col number 6	ra1=1x1 area size 15 mets overgrown vegetation encroaching path(RANGERS)	HW: overgrown vegetation (our)	Completed	01/12/214
Basildon	GHYLLGROVE	Opposite front door of 58 Long Gages	Ra2=1x2 tree needs cutting back branches obstructing f/w	HW: overgrown vegetation (our)	Completed	05/01/2015
Basildon	BOSTOCKE CLOSE	Signs are in Hatterill, but Mapping cannot find it	Ra 2 = 1 x 2, Rangers Required to Cut and Trim back Overhanging Branches around Mini Roundabout Signs, going towards the Station	HW: overgrown vegetation (our)	Completed	09/01/2015
Basildon	LONDON ROAD	From col number 171 to col number 176	Ra1=1x1 138 linear meters overgrown vegetation encroaching path(RANGERS) Brambles hanging.	HW: overgrown vegetation (our)	Completed	12/01/2015
Basildon	LONDON ROAD	From col number 161 to col number 169	Ra1=1x1 area size 112.7 linear meters overgrown veg encroaching path Brambles hanging over path (RANGERS)	HW: overgrown vegetation (our)	Completed	12/01/2015
Basildon	LONDON ROAD	From col number 156 to col number 161	ra1=1x1 115.7linear meters overgrown veg encroaching path(RANGERS) Bramble bushes hanging over path.	HW: overgrown vegetation (our)	Completed	12/01/2015
Basildon	FALSTONES	Side of no 135, by the steps to Laindon Link	R 2 = 2 x 1, Rangers Required to Trim back Branches by the Steps	HW: overgrown vegetation (our)	Completed	07/01/2015
Basildon	BOTELERS	F/w behind 50-58	Ra2=1x2 RANGERS bushes/brambles weeds overgrowing f/w	HW: overgrown vegetation (our)	Completed	09/01/2015

Basildon	BOTELERS	Opposite 59	Ra4=2x2 RANGERS 20mts bushes/brambles overgrowing f/w by 0.8 mts	HW: overgrown vegetation (our)	Completed	09/01/2015
Basildon	BOTELERS	Outside 60	Ra6=3x2 RANGERS approx 20.0mts of bushes (pyrocanthas) overgrowing f/w by 1.2mts	HW: overgrown vegetation (our)	Completed	09/01/2015
Basildon	WILLOWFIELD	Between Pedistrian Crossing and High Road North	Ra 2 = 2 x 1, Rangers Required to Blow away Fallen Leafs and Trim Back Overgrown Bushes	HW: overgrown vegetation (our)	Completed	05/03/2015
Basildon	LONG RIDING	Opposite 481 l/c43	Ra2=1x2 RANGERS bushes blocking access to inspection door of l/c43	HW: overgrown vegetation (our)	Completed	05/03/2015
Billericay	MONS AVENUE	Opp 22 to 26	Ra4=2x2 overgrown hedges blocking Fw up to 100% 20m JOB FOR RANGERS	HW: overgrown vegetation (our)	Completed	06/03/2015
Basildon	NOAK HILL ROAD	Rear of LC no 3	Ra 4 = 1 x 4, Rangers Required Road Sign for Billericay obscured by Tree Branches	HW: overgrown vegetation (our)	Completed	29/04/2015
Basildon	KENNETH ROAD	By col number 1 at junction with Rectory road	ra6=3x2 area size 10mts overgrown vegetation at crossing point drivers unable to see people crossing(RANGERS) Needs to be cut below head Hight.	HW: overgrown vegetation (our)	Completed	09/03/2015
Billericay	NOAK HILL ROAD	Footpath alongside underpass not school side	Ra2=1x2 overgrown bushes and brambles encroaching Fw 1.5 m 30m JOB FOR RANGERS	HW: overgrown vegetation (our)	Completed	10/03/2015
Basildon	CRAYLANDS	Rear 110	Ra2=1x2 RANGERS approx 6.0mts tarmac f/w overgrown weeds moss	HW: overgrown vegetation (our)	Completed	01/04/2015
Basildon	THE FRYTH	Opposite 23 l/c14	Ra2=1x2 RANGERS 4mts bush overgrowing f/w by 1.0mt	HW: overgrown vegetation (our)	Completed	06/03/2015
Basildon	QUENDON ROAD	Outside 1	Ra2=1x2 RANGERS 10.0mts of bushes overgrowing f/w by 800mm	HW: overgrown vegetation (our)	Completed	09/03/2015

Basildon	HARROW ROAD	The section of footway (this is not a PROW) linking the end of Harrow Road, to the A127 (this section is still classed as Harrow Road - therefore highway)	Ra1=1x1 area size 100mts plus of overgrown vegetation covering path way(RANGERS)	HW: overgrown vegetation (our)	Completed	23/03/2015
Basildon	DICKENS MEWS	By l/c2	Ra4 4x1 brambles over f/w 11.2x2.4 (passed to rangers)	HW: overgrown vegetation (our)	Completed	10/03/2015
Billericay	OUTWOOD FARM ROAD	Between barn and outwood riding school	Ra2=1x2 overgrown tree branches encroaching CW upto 1m.. 30m JOB FOR RANGERS	HW: overgrown vegetation (our)	Completed	06/03/2015
Basildon	PURLEIGH CLOSE	side of 2 Cooks Green l/c 3	Ra6=2x3 RANGERS 15.0mts of bushes and brambles overhanging f/w by 1.5 mts	HW: overgrown vegetation (our)	Completed	09/03/2015
Basildon	GLENMERE	Rear side of 19	Ra6=2x3 Thorny bush encroaching FW by 50% 7m JOB FOR RANGERS	HW: overgrown vegetation (our)	Completed	09/03/2015
Basildon	CLAY HILL ROAD	In front of the Dr's surgery on Clay Hill Road near to the junction of Sparrows Herne opposite l/c 23a	Ra1=1x1 RANGERS 3.0mts shrub overgrowing f/w by 0.8mts	HW: overgrown vegetation (our)	Completed	11/03/2015
Basildon	COURTAULD ROAD	From l/c59 to 50mts past l/c 60	Ra6=2x3 RANGERS bushes and brambles have overgrown f/w	HW: overgrown vegetation (our)	Completed	11/03/2015 12/03/2015
Basildon	CHASEWAY	Adj LC 11	Ra2=1x2 Veg encroaching CW by 15% 8m JOB FOR RANGERS	HW: overgrown vegetation (our)	Completed	06/03/2015

Basildon	CHASEWAY	LC 9	Ra2=1x2 Veg encroaching CW by 15% 15m JOB FOR RANGERS	HW: overgrown vegetation (our)	Completed	06/03/2015
Basildon	CHASEWAY	Both sides of LC 7	Ra2=1x2 Veg encroaching CW by 15% 15 + 10 m JOB FOR RANGERS	HW: overgrown vegetation (our)	Completed	09/03/2015
Basildon	CHASEWAY	Opp LC 4	Ra2=1x2 Veg encroaching CW by 15% 10m JOB FOR RANGERS	HW: overgrown vegetation (our)	Completed	09/03/2015
Billericay	PERRY STREET	Opp 78	Ra2=2x1 overgrown bush encroaching Fw 50% obstructing view when turning corner 3.5m JOB FOR RANGERS	HW: overgrown vegetation (our)	Completed	07/04/2015
Basildon	RUSHLEY	Sign s11	Ra1=1x1 RANGERS sign s11 needs cleaning	HW: roadsign obscured or dirty	Completed	09/04/2015

Outstanding Sites Reported 2015

<u>Defect No</u>	<u>Area Name</u>	<u>Site Name</u>	<u>Defect Location</u>	<u>Defect Description</u>	<u>Defect Type by Name</u>
20197128	Basildon	WALDRINGFIELD	By number 12 Waldringfield, Basildon,	Ra1=1x1 RANGERS 10.0x0.5 area of tarmac f/w overgrown with grass	HW: overgrown vegetation (our)
20199832	Basildon	LUNCIES ROAD	L/cc31	Ra4=2x2 RANGERS tree branches overhanging f/w by 2.0mts at height of 1.0mt from f/w	HW: overgrown vegetation (our)
20202109	Basildon	FRETTONS	Outside 40 FRETTONS	Ra3=3x1 RANGERS approx 8.0mts bushes (pyrocanthas) overgrowing f/w by 700mm	HW: overgrown vegetation (our)
20202947	Basildon	HIGH ROAD	**MEMBER ENQUIRIES** left hand side as you walk along the High Road from the railway bridge towards the roundabout	Ra 1 = 1 x 1, Rangers Required to Trim Back VERY Little growth on Branches	HW: overgrown vegetation (our)
20204712	Basildon	BATTLESWICK	Outside 17	Ra6=2x3 RANGERS 6.0x1.0 area of brables overgrown full width of f/w	HW: overgrown vegetation (our)
20210247	Basildon	DENGAYNE	Rear of 15-27	Ra2=1x2 RANGERS weeds and grass overgrowing tarmac f/w by 1.2mts	HW: overgrown vegetation (our)
20210908	Basildon	WILLOWFIELD	By LC no 2	Ra 4 = 2 x 2, Rangers Required Sign for Roundabout obscured by Branches	HW: overgrown vegetation (our)
20210907	Basildon	WILLOWFIELD	By LC no 2	Ra 4 = 2 x 2, Rangers Required ZX2 Pedestrian Crossing Beacon Obscured by Branches	HW: overgrown vegetation (our)
20214310	Billericay	OUTWOOD COMMON ROAD	Between Greens Farm Lane and J/w outwood farm road	Ra2=1x2 overgrown trees and bushes encroaching CW upto 1m in places. Approx 500m JOB FOR RANGERS	HW: overgrown vegetation (our)
20214696	Basildon	EASTLEY	Side 62	Ra1=1x1 RANGERS approx 15mts x0.2mts of weeds growing at edge of tarmac f/w next to wall	HW: overgrown vegetation (our)

20214816	Basildon	BASILDON ROAD	Jun with Buckingham Road	Ra 4 = 2 x 2, Rangers Required to trim back Branches and Bushes	HW: overgrown vegetation (our)
20215270	Basildon	RUDLEY PATH	Rear of no 5, Between LC no 1 and 2	Ra 2 = 2 x 1, Rangers Required to Cut Back a Bush that is Blocking part of the Footpath	HW: overgrown vegetation (our)
20215606	Basildon	WITCHARDS	Outside 269	Ra2=2x1 RANGERS 8.0x1.0x250mm tyre depressions in verge	HW: verge over-run
20215610	Basildon	WITCHARDS	Outside 143	Ra4=2x2 RANGERS 8.0x1.2x350mm tyre depressions in verge	HW: verge over-run
20215700	Billericay	NORSEY ROAD	Between Potash Road and Outwood Common Road	Ra 4=4x1, pedestrian warning sign obscured by vegetation, Rangers?	HW: roadsign obscured or dirty
20215666	Basildon	KINGS ROAD	Side of no 84, by LC no 13, Cut through to the A127	Ra 2 = 2 x 1, Rangers Required to Cut and Trim back Bushes and Branches	HW: overgrown vegetation (our)
20216179	Basildon	COPPERFIELDS	By LC no 4	Ra 4 = 2 x 2, Rangers Required to Cut back Tree Branches, Whole Footpath	HW: overgrown vegetation (our)
20216594	Basildon	FOREST GLADE	Side of no 155	Ra 2 = 1 x 2, Rangers Required to Cut back Tree and Bush Branches	HW: overgrown vegetation (our)
20217487	Basildon	HILLWOOD GROVE	Opp Sycamore House Side 60	Ra6=2x3 Shubs and veg on verge over growing footway needs cutting back . JOB FOR RANGERS.	HW: overgrown vegetation (our)
20217892	Billericay	OUTWOOD FARM ROAD	From oak house heading towards coxes farm road	Ra4=2x2 overgrown bushes and brambles encroaching CW up to 1m approx 200m JOB FOR RANGERS	HW: overgrown vegetation (our)
20218918	Basildon	LOWER DUNTON ROAD	Approx 200 Mts from the Railway Bridge going towards Horndon on the Hill	Ra 6 =2 x 3 Rangers Required to cut back Tree Branches, Traffic Lights Required as a 50 MPH road and on a Bend	HW: overgrown vegetation (our)
20220124	Basildon	CASTLEDON ROAD	Os 2	Ra 2=2x1, direction sign obscured by vegetation, Rangers?	HW: roadsign obscured or dirty

20222346	Basildon	CHURCH ROAD	F/W between 33-59 CHURCH ROAD	Ra2=1x2 RANGERS bushes overgrowing f/w by 0.4mts	HW: overgrown vegetation (our)
20222348	Great Burstead And South Green	PATRICIA GARDENS	Footpath to side of no 10	RA1=1x1 overgrown trees encroaching residents property over fence 10m JOB FOR RANGERS (will need to access no 10 property to cut back)	HW: overgrown vegetation (our)
20222736	Basildon	HODGSON WAY	Boundary wall of 17 Tangmere Close opposite the turning into Wethersfield Way.	Ra 4=4x1, vegetation encroaching onto private property, 20m in length, Rangers?	HW: overgrown vegetation (our)
20222791	Basildon	LINFORD DRIVE	front of property at 48	Ra6=2x3 RANGERS bushes have overgrown two thirds of f/w	HW: overgrown vegetation (our)
20223001	Basildon	STAFFORD GREEN	Jun with Forest Glade	Ra 2 = 1 x 2, Ranger Required to Cut back Bushes	HW: overgrown vegetation (our)
20223000	Basildon	STAFFORD GREEN	Side of no 2	Ra 2 = 1 x 2, Ranger Required to Cut back Bushes	HW: overgrown vegetation (our)
20223530	Basildon	NETHER MAYNE	Opposite l/c 57	Ra2=2x1 RANGERS approx 20mts of tree branches at height of 1.8mts over cycle way and f/w	HW: overgrown vegetation (our)
20224122	Basildon	HIGHVIEW AVENUE	Walkway to Stafford Green	Ra 2 = 1 x 2, Rangers Required to trim back Branches and Bushes	HW: overgrown vegetation (our)
20224330	Billericay	STOCK ROAD	Between j/w the vale and billericay rugby club	Ra2=1x2 overgrown veg in verge obscuring sign and vision when exiting the vale. Needs strimming back 60m JOB FOR RANGERS	HW: overgrown vegetation (our)
20224359	Basildon	PITTFIELDS	Jun with The Gallops	Ra = 1 x 2, Rangers Required to Cut and Trim back Tree Branches	HW: overgrown vegetation (our)
20224969	Basildon	VICTORIA ROAD	Between 70 and 76 and Opposite	Ra 1 = 1 x 1, Rangers Required to Weed Spray the Footpaths	HW: overgrown vegetation (our)

20225028	Basildon	MARKHAMS CHASE	From no 19 to no 47	Ra 1 = 1 x 1, Rangers Required. To Weed Spray the Walkway	HW: overgrown vegetation (our)
20225348	Billericay	FERNBANK	Opp 5	Ra4=2x2 overgrown bushes encroaching Fw 1m... 7m JOB FOR RANGERS	HW: overgrown vegetation (our)
20225440	Basildon	HOLLY GROVE	Rear of no 1	Ra 2 = 2 x 1, Rangers Required to trim Tree Branches	HW: overgrown vegetation (our)
20225674	Billericay	HILLHOUSE DRIVE	Opp 2 to j/w stock road	Ra3=1x3 overgrown bushes encroaching Fw 1.5m upto 40m JOB FOR RANGERS	HW: overgrown vegetation (our)
20226485	Basildon	BRIMSDOWN AVENUE	Side of no 2	Ra 2 = 1 x 2, Rangers Required to cut back Vegetation	HW: overgrown vegetation (our)
20226574	Basildon	CHARLESTON AVENUE	Large cherry tre in need of cutting back(possibly Basildon councils)Outside property number 40	Ra1=1x1 tree over hanging path area(RANGERS)	HW: overgrown vegetation (ext)
20227041	Billericay	POTASH ROAD	outside 150 - 144	Ra2=1x2 overgrown bushes encroaching Fw 1m upto 30m JOB FOR RANGERS	HW: overgrown vegetation (our)
20227292	Basildon	STUBLANDS	Rear of number 44/48 by col number 11By parking area.	Ra1=1x1 large tree branches covering street col light(RANGERS)	HW: overgrown vegetation (our)