

## Basildon Local Highway Panel Meeting Agenda

27<sup>th</sup> June 2013

2:30PM

Committee Room 6, County Hall

**Chair** To be confirmed.

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

**Other Attendees** Sean Perry- Strategy & Engagement Manager, Natalie Szpigelman- Highways Liaison Officer, Simon Stubbings- Road Safety Engineer, Corinne Pickett- Highways Technical Advisor

Time	Item	Lead:	Papers:
1	Welcome and Introductions	Chair	Verbal
2.	Election of Chairman	All	Verbal
3.	Declarations of Interest	All	Verbal
4.	Minutes of meeting held on 4 <sup>th</sup> February 2013 to be agreed as correct record	Chair	Attached
5.	Local Highways Panels: -Budget -Remit -Borough Representation/Secretariat	SP/NS	Attached
6.	Schemes for Consideration by Panel Inc. Casualty Reduction Schemes	NS	Attached
7.	Indicative Start Dates for Schemes Approved 2012-13	NS	To be circulated at panel.
8.	AOB	All	Verbal
9.	Date of next meeting		

**BASILDON LOCAL HIGHWAYS PANEL – MINUTES AND ACTIONS**

<b>Date:</b> 4 <sup>th</sup> February 2013	<b>PRESENT:</b> <b>Panel Members:</b> Cllr Sandra Hillier (Chair)(SH), Cllr Kay Twitchen(KT), Cllr Tony Hedley(TH), Cllr Terri Sargent(TS), Cllr John Schofield(JS), Cllr Don Morris(DM)
<b>Venue:</b> Committee Room 2, County Hall	
<b>Apologies:</b>  Cllr John Dornan Cllr Iris Pummell Cllr David Abrahall	<b>Other Attendees:</b> Sean Perry(SP) – Principal Area Transportation Co-ordinator Natalie Szpigelman(NS) – Highways Liaison Officer Garry Webster(GW) – Safety Engineer Keith Blackburn(KB) – Senior Infrastructure Funding Officer Note taker – Amanda Goddard

Item:	Action:	Action Owner:														
1.	<b>Welcome and Introductions:</b> Chair Cllr Sandra Hillier opened the meeting and welcomed everyone. .															
2.	<b>Minutes of Panel meeting – 17<sup>th</sup> December 2012</b> The minutes of the last meeting were agreed															
3.	<p><b>S106 monies</b> KB provided an update on S106 as follows</p> <table border="1"> <thead> <tr> <th>Scheme</th> <th>Update</th> </tr> </thead> <tbody> <tr> <td>Courtauld Road, Basildon - road repair</td> <td>Vast majority of £200k has been spent on repairs to road etc. £20k remaining to be held in case any further damage when construction undertaken of Waste &amp; Distribution</td> </tr> <tr> <td>Cherrydown East, Basildon – toucan crossing</td> <td>To be retained – discussion with contractor</td> </tr> <tr> <td>High Street Wickford</td> <td>Due to start at the end of this financial year</td> </tr> <tr> <td>Former Laindon School – bus stop improvements</td> <td>Monies spent balance of £1500 to be spent on orders already raised.</td> </tr> <tr> <td>Land at R &amp; W facility Basildon</td> <td>On-going negotiations with contract - view spine road will be built by contractor not ECC.</td> </tr> <tr> <td>Traffic Mgt Pound Lane</td> <td>Pound lane - more works required</td> </tr> </tbody> </table>	Scheme	Update	Courtauld Road, Basildon - road repair	Vast majority of £200k has been spent on repairs to road etc. £20k remaining to be held in case any further damage when construction undertaken of Waste & Distribution	Cherrydown East, Basildon – toucan crossing	To be retained – discussion with contractor	High Street Wickford	Due to start at the end of this financial year	Former Laindon School – bus stop improvements	Monies spent balance of £1500 to be spent on orders already raised.	Land at R & W facility Basildon	On-going negotiations with contract - view spine road will be built by contractor not ECC.	Traffic Mgt Pound Lane	Pound lane - more works required	
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		suggested by Engineers. This was agreed	<b>NS</b>
Church Rd, Southend Rd – mini r/b  (NS to include REPORT)		Roundabout request was rejected by Engineers. They suggested a designated right turn lane, but panel felt this was not viable. Panel want r/b reconsidered. NS to contact D&C for advice.	<b>NS</b>
Western Road – Billericay – Traffic calming	£600  £12k	Agreed to replace slow markings and install VAS. Panel requested that if installing a speed camera is possible then they would rather pursue this option. NS to investigate.  KT and TH did not support doming of mini roundabout.	<b>NS</b>
Janet Duke School Zebra crossing		Investigating possibility of extending existing TROs before ped crossing is considered.	<b>NS</b>
High Road – Langdon Hills		<b>NS</b> asked panel if she could take back to engineer and get more information on what options are available.	
Church Rd, Laindon police garages		Before third party agreement can be reached, TRO must be revoked. NS to contact Police to ask if they would be willing to fund this.	
Barleylands – new footpath		This would involve purchasing land from private owners – agreed as not feasible, but AH not present to discuss scheme further.	
Clay Hill Road – traffic calming	£30k	Traffic calming measures and relocation of SCP agreed. Funding allocated but on the proviso that the traffic calming	

	<b>AOB</b> KT paid a compliment to the highway engineers/inspectors as she felt the they provided excellent advice and service. Issues with jetpatching standards – <b>SP</b> advised Essex Highways were aware of the problems.	
9..	<b>Date of next meeting</b> <b>TBC</b>	

## Funding and Budgets

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

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

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

The budgets available for 2012/13 are shown below:

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

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

## **About Local Highways Panels**

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

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

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

In summary, the approach is:

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

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

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

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

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## **Governance**

- The LHP will elect a Chairman, which will ordinarily be a county member unless it is agreed otherwise.
  - Decision making to be agreed by LHP and clearly minuted to be actioned.
  - Meetings may be in public or private but reports of each meeting must be presented to the Locality Board (or other standing locality arrangement) in that district/borough and recommendations reported to the ECC Cabinet Member for Highways.
  - ECC Cabinet Member for Highways and Transportation will be minded to accept the advice and prioritisation agreed by the LHP subject to the Highways Authority's Statutory Duties/Duty of Care Obligations consistent with current legislative requirements and regulations.
  - ECC Cabinet Member for Highways and Transportation reserves the right to reject any scheme promoted by the LHP that falls outside of ECC policies and standards.
  - In the event of any disputes within the LHP, the Cabinet Member for Highways and Transportation will take the final decision based on advice from officers and existing Highways Policy.
  - Frequency and location of meetings to be determined by the LHP but should be fit for purpose and encourage partnership working. It is suggested that meetings should be quarterly and linked to the budget planning cycle.
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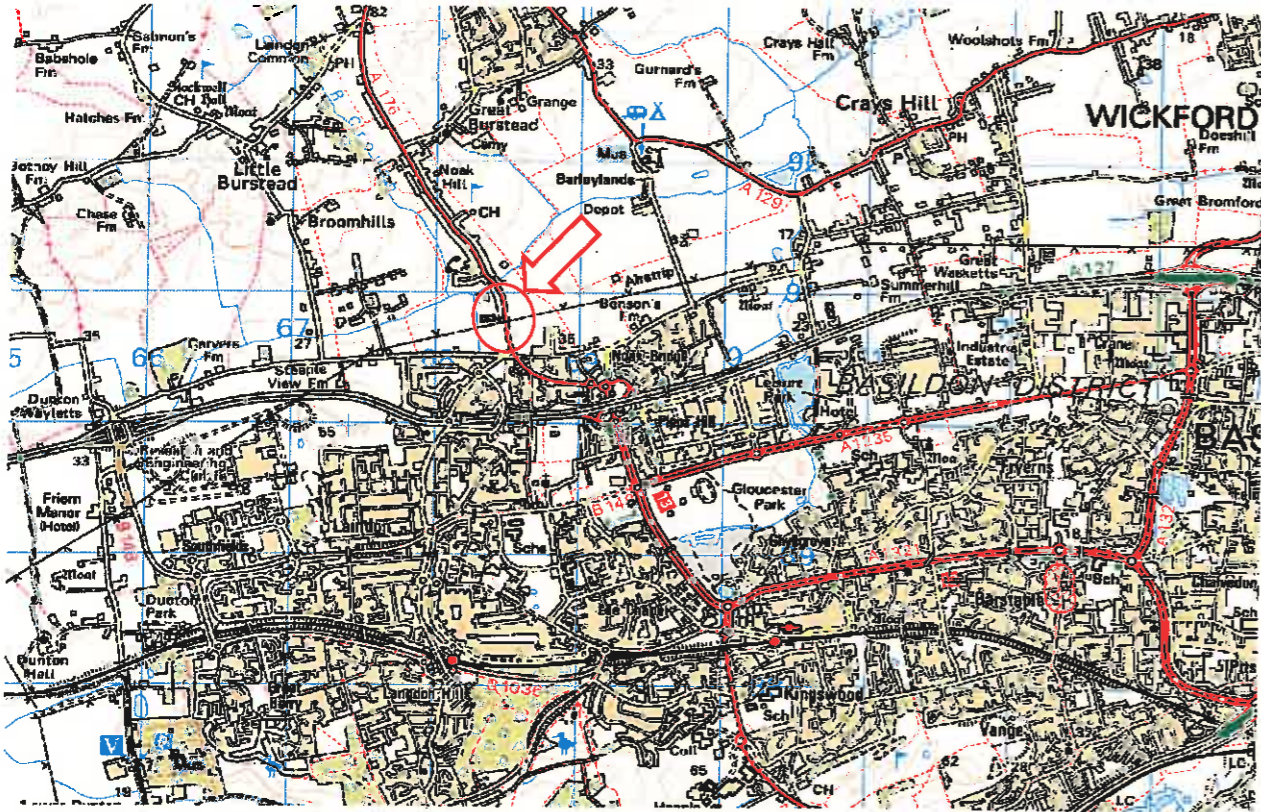
ECC Casualty Reduction Site Investigation 2012/13

Location: A176 Noak Hill Road J/w Wash Road West, Noak Bridge

District: Basildon

Investigation Period: 01/01/2010 to 31/12/2012 Grid Reference: 568525 190522

1.0 Site Location Plan



2.0 Aerial Photograph





#### 5.0 Site Observations and Photographs

- 5.1 It was observed that there can be large numbers of motorists attempting to turn right out of Wash Road West into A176 Noak Hill Road during peak periods. This often leads to traffic queues extending back some way from the junction as motorists sometimes have to wait for extended periods due to the high traffic flows both northbound and southbound A176 Noak Hill Road.
- 5.2 After discussion with the local engineers it is understood that Wash Road West and adjacent roads such as Dunton Road are used as a 'Rat-Run' to avoid congestion on the A127.

#### 6.0 Recommendations

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

- 6.1 Ban the right turn out of Wash Road West into A176 Noak Hill Road on a trial basis enforced by an experimental TRO for a period between six and eighteen months.
- 6.2 In order to facilitate the physical measures required to ban the right turn it will be necessary to undertake some localised widening on A176 Noak Hill Road.
- 6.3 Ensure appropriate advanced signs are provided to warn of the banned right turn. (On Dunton Road in advance of its junction with Wash Road West)
- 6.4 Dependant upon the results of the trial, permanently ban the right turn out of Wash Road West into A176 Noak Hill Road and amend the TRO accordingly.

**8.0 Scheme Approval & Authorisation**

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

<b>Discussed/Agreed with Area Contact</b>			
<b>Name/role</b>	<b>Tel No.</b>	<b>Signature</b>	<b>Date</b>
<i>Senior Design Engineer: Matthew Lambert</i>	01268 297529		

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

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

<b>Comments</b>

ECC Casualty Reduction Site Investigation 2013/14

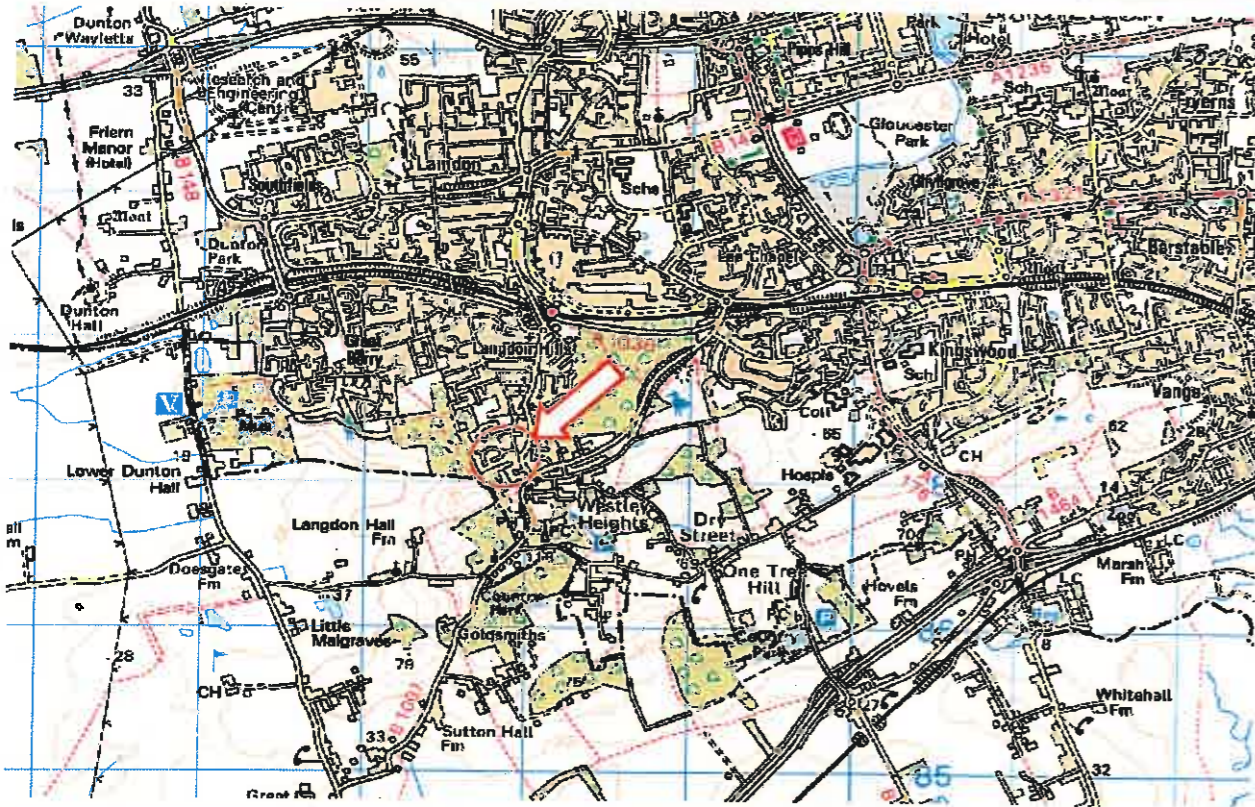
Location: B1007 Staneway J/w High Road, Langdon Hills

District: Basildon

Investigation Period: 01/01/2010 to 31/12/2012

Grid Reference: 563825 187935

### 1.0 Site Location Plan



### 2.0 Aerial Photograph





- 5.3 Vehicle speeds through the junction on B1007 Staneway appear to be high. This is partly due to the presence of the steep hill on B1007 Staneway just to the south-west of the junction.
- 5.4 A number of motorists were observed to over run part of the right turn lane as they travelled north-east bound on B1007 Staneway at speed through the junction.
- 5.5 The road markings throughout the junction are badly worn, particularly the central hatched markings which shows that they are constantly being over run.
- 5.6 The traffic island within High Road is set back over 5m from the give way line and motorists regularly 'cut the corner' as they turn right into High Road from B1007 Staneway.
- 5.7 The existing 'Give way' sign on the High Road approach to the junction is a small non-backed version and is badly faded.

#### 6.1 Recommendations

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

- 6.1 Reduce the speed limit on B1007 Staneway in the vicinity of the junction to 30mph with gateway features, grey backed speed limit terminal signs and also central traffic islands where possible.
- 6.2 Re-align the kerb on the north-western corner of the junction to reduce the width of the north-east bound traffic lane. Ensure that new kerb-line is no more than 1.5m from face of existing safety barrier to avoid requirement to replace/relocate existing safety barrier. May require use of verge markers to delineate new kerb alignment if not parallel to safety barrier. Also provide a traffic island within the centre of the carriageway adjacent this point at the end of the ghosted right turn lane. This should all work to give the effect of a narrowed carriageway and encourage slower vehicle speeds whilst also preventing over taking of left turning vehicles.
- 6.3 Provide an additional traffic island just prior to the start of the ghosted right turn lane (south-west bound approach).
- 6.4 Relocate/extend the traffic island on High Road to closer to the give way to prevent motorists from cutting the corner as they turn into / out of High Road. If possible widen the traffic island to facilitate an additional yellow backed 'Give way' sign.
- 6.5 Consider providing yellow backed 'Side road on bend ahead' warning signs to TSRGD dia.512.1 on both B1007 Staneway approaches to the junction with High Road. (subject to available locations between new speed limit signs, junction with High Road and other junctions)
- 6.6 Provide a yellow backed 'Give way ahead' sign to TSRGD dia.501 and supplementary distance plate to TSRGD dia.503 in advance of the give way line on High Road.
- 6.7 Investigate possibility of providing screening such as 'Green Screen' by Mobilane or provide strategically placed vegetation to limit visibility to the right or left until motorists are very close to the give way line. Need to consider pedestrian routes / footways and public safety in general.
- 6.8 Refresh all road markings and replace any damaged road studs throughout the vicinity of the junction.

**3.1 Systems Approval & Authorisation**

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

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

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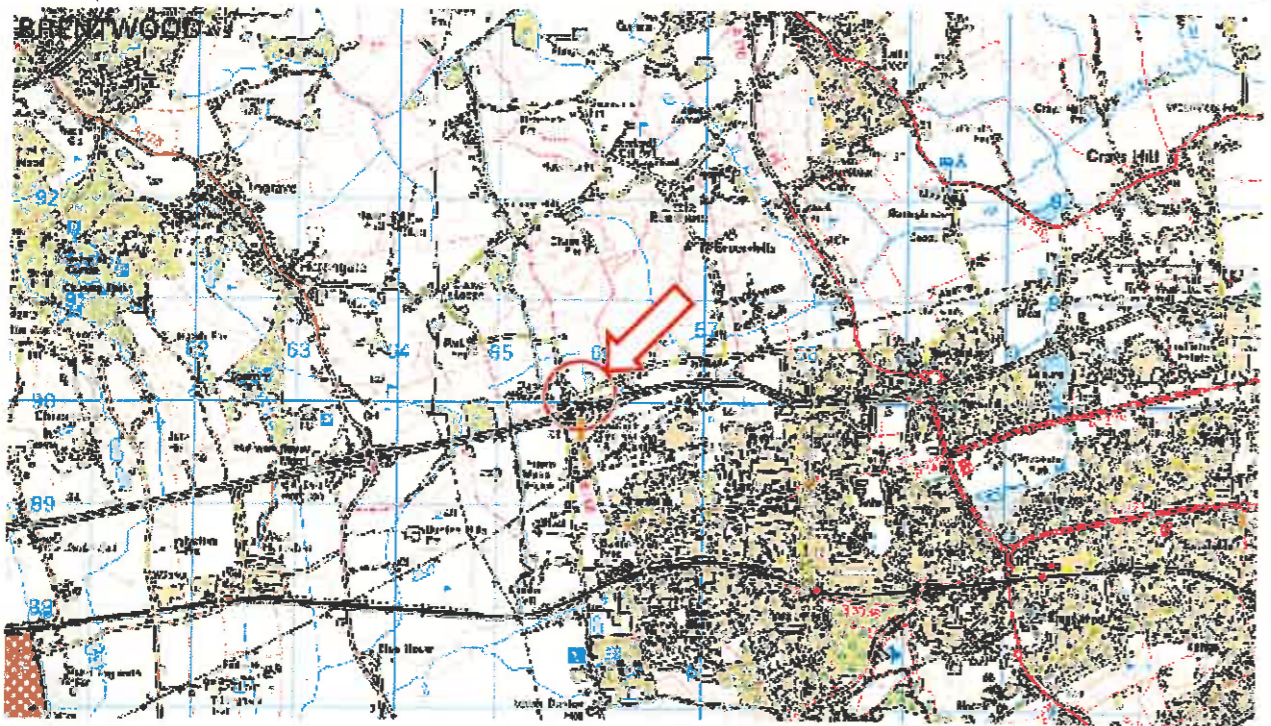
<b>Contacts</b>	
<b>Name/role</b>	<b>Address and/or Tel No.</b>
<i>Essex Police Representative:</i>	
<i>County Councillor:</i>	
<i>Other:</i>	

<b>Comments</b>



ECC Casualty Reduction Site Investigation 2013/14  
Location: Danton Roundabout - A127 Eastbound Off Slip, Danton Waylets  
District: Basildon  
Investigation Period: 01/06/2007 to 31/12/2012 Grid Reference: 565772 189947

1.0 Site Location Plan



2.0 Aerial Photograph



#### 5.1 Site Observations

- 5.1 It was observed that where the slip road extends to three traffic lanes close to the roundabout this is inappropriate as the roundabout circulatory is narrower than the width of the approach and it is very unlikely that three adjacent motorists would be able to negotiate this part of the roundabout at the same time.
- 5.2 It was observed that visibility to the right is limited due to the alignment of the approach lanes and the presence of safety barriers and overgrown vegetation within the visibility splay. This is also the case at the top of the westbound off slip but there is not currently any personal injury collision history recorded at that part of the junction.
- 5.3 It is noted that the carriageway layout is the same to the top of the westbound off slip with poor alignment and poor visibility splays present. However there is any associated personal injury collision history recorded at that part of the junction.
- 5.4 It was observed that the existing concrete terminal section where the two sections of safety barrier meet close to the give way line is damaged and in need of repair.

#### 6.1 Recommendations

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

- 6.1 It is recommended that the eastbound slip road should remain two traffic lanes in width throughout its length by reducing the width of the carriageway and effectively removing the offside traffic lane through realignment of the kerb lines or use of hatched road markings. By removing the offside traffic lane this should improve visibility to the right for motorists approaching or waiting at the give way lines. This should also remove the possibility of three adjacent motorists attempting to enter the roundabout at this location which could result in side swipe collisions. The nearside lane (Lane 1) should be designated as ahead or left, and the new offside lane (Lane 2) should be designated as ahead only.
- 6.2 Provide new lane destination signs to TSRGD dia.877 to both sides of the carriageway on the approach to the roundabout to reflect the new layout.
- 6.3 Ensure that any overgrown vegetation within the visibility splay is cut back and maintained on a regular basis.
- 6.4 Consideration should be given to duplicating the measures mentioned in 6.1, 6.2 & 6.3 on the eastbound off slip for consistency. (Dependant on costs and ability to achieve suitable FYRR)
- 6.5 The damaged safety barrier should be highlighted for repair to the local maintenance team.



**1st/2nd/3rd/4th/5th/6th/7th/8th/9th/10th/11th/12th/13th/14th/15th/16th/17th/18th/19th/20th/21st/22nd/23rd/24th/25th/26th/27th/28th/29th/30th/31st/32nd/33rd/34th/35th/36th/37th/38th/39th/40th/41st/42nd/43rd/44th/45th/46th/47th/48th/49th/50th/51st/52nd/53rd/54th/55th/56th/57th/58th/59th/60th/61st/62nd/63rd/64th/65th/66th/67th/68th/69th/70th/71st/72nd/73rd/74th/75th/76th/77th/78th/79th/80th/81st/82nd/83rd/84th/85th/86th/87th/88th/89th/90th/91st/92nd/93rd/94th/95th/96th/97th/98th/99th/100th**

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

<b>Discussed/Agreed with Area Contact</b>			
<b>Name/role</b>	<b>Tel No.</b>	<b>Signature</b>	<b>Date</b>
<i>Senior Design Engineer: Matthew Lambert</i>	<i>01268 297529</i>		

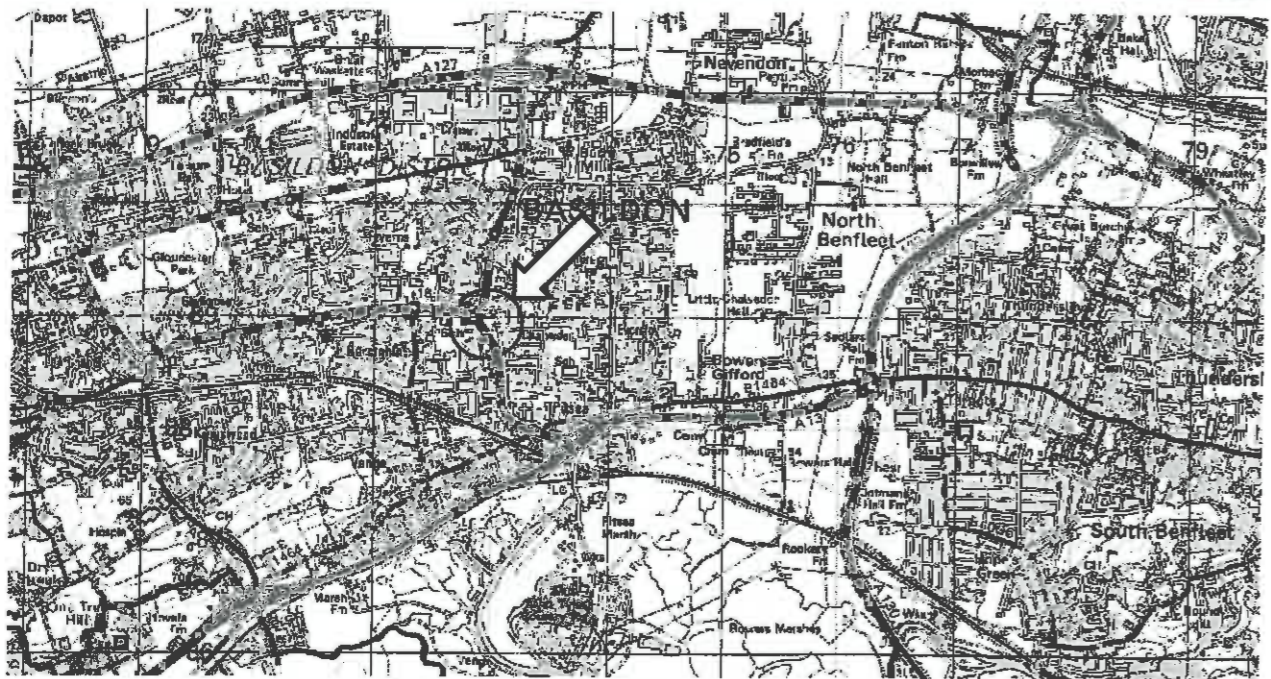
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<b>Contacts</b>	
<b>Name/role</b>	<b>Address and/or Tel No.</b>
<i>Essex Police Representative:</i>	
<i>County Councillor:</i>	
<i>Other:</i>	

<b>Comments</b>

ECO Casualty Reduction Site Investigation 2010714  
Location: A132 Eastmayne / Southmayne Jwy A1321 Broadmayne & Ashlyns, Basildon  
District: Basildon  
Investigation Period: 1/10/2007 to 3/10/2007 Grid Reference: 572887 198860

1.0 Site Location Plan



2.0 Aerial Photograph





## 5.0 Site Observations

- 5.1 During the site visit it was observed that there is excessive visibility of vehicles to right on the southbound and even more so on the northbound approach to the roundabout which could be resulting in high entry speeds as motorists may not be slowing down for the junction appropriately as they try to anticipate gaps in circulating traffic as they approach the junction.
- 5.2 It was observed that where there are three lanes at the give way line on the southbound approach to the roundabout these lanes are very narrow and it would be very difficult for three adjacent motorists to safely enter the roundabout at the same time.
- 5.3 It was observed that the nearside 'Roundabout ahead' and 'Traffic signals ahead' warning signs on the southbound approach to the junction and nearby crossing facility are slightly soiled / covered in moss.
- 5.4 It was observed that the circulatory carriageway markings are badly worn throughout the junction.
- 5.5 After discussions with the south area office maintenance team it is understood that they are planning to surface dress the carriageway on the northbound and southbound approaches during summer 2013.

## 6.0 Recommendations

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

- 6.1 Provide 2m high screening (E.g. 'Green Screen' by Mobilane) on the northbound and southbound approaches to the roundabout up to a point 15m in advance of the give way lines in order to reduce the excessive visibility to the right on the approaches and hopefully reduce approach/entry speeds. On the southbound approach the screening should be extended up to the guard railing at the adjacent crossing facility but care should be taken to ensure that inter-visibility between non motorised users using the crossing facility and northbound motorists is not restricted. On the northbound approach the screening should be extended back far enough so that circulatory traffic cannot be seen from the approach. The screening should be angled in a way to maximise its effectiveness and reduce the length of screening that is required. Care should be taken to ensure that appropriate clearance from the edge of carriageway is provided throughout to avoid the screening from being struck by passing vehicles.
- 6.2 Reduce the number of traffic lanes at the give way line on the southbound approach from three narrow lanes to two wider lanes so that it remains as two lanes throughout the approach. This should reduce the potential for side swipe collisions as motorists enter the circulatory and also improve visibility to the right at the give way line. The nearside lane (Lane 1) should be designated as ahead or left, and the new offside lane (Lane 2) should be designated as ahead only. The existing traffic lane signs to TSRGD dia.877 on this approach should be altered to reflect the new layout.
- 6.3 The carriageway marking throughout the junction should be refreshed including the circulatory lane markings.
- 6.4 Clean / replace the nearside 'Roundabout ahead' and 'Traffic signals ahead' warning signs on the southbound approach to the junction
- 6.5 Care should be taken to ensure that any works, particularly alterations to road markings are tied in to planned carriageway surfacing works by the local maintenance team.



**SAFETY ENGINEERING APPROVAL & AUTHORIZATION****Approvals**

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

**Discussed/Agreed with Area Contact**

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

Financial Authorisation Code	Date of Authorisation

**Contacts**

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

**Comments**

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ES&C Casualty Reduction Site Investigation 2018/19  
Location: A176 Uppermayne Jct B148 St Nicholas Lane & A1525 Cranes Farm Rd  
District: Basildon  
Investigation Period: 04/06/2017 to 29/05/2018 Grid Reference: 569837 180489

1.0 Site Location Plan



2.0 Aerial Photograph



#### 5.0 Site Observations

- 5.1 It was observed that the junction appears to have been resurfaced very recently. After discussion with the local maintenance team it is understood that the entire roundabout circulatory and some of the approaches were resurfaced with a high PSV material in December 2012.
- 5.2 It was observed that the size and shape of the splitter island on the eastbound approach and the kerb alignment to the north-eastern corner of the roundabout is such that it leads to inappropriate entry angles.
- 5.3 It was observed that the carriageway is very wide throughout the roundabout and particularly to the western side of the circulatory and also that no circulatory road markings are present. This could be contributing to high vehicle speeds and poor lane discipline throughout the junction.

#### 6.0 Recommended Measures

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

- 6.1 Re-design the size and shape of the splitter island on the eastbound approach to the roundabout and re-align the kerb line to the north-western corner of the junction to improve the entry angle.
- 6.2 Provide circulatory lane markings throughout the roundabout (two lanes throughout) and directional arrow markings throughout the circulatory.

#### 7.0 Economic Analysis



**Self-Survey Approval/Rejection**

<b>Approvals</b>			
<b>Name/role</b>	<b>Tel No.</b>	<b>Signature</b>	<b>Date</b>
<i>Lead Safety Engineer: Gary Webster</i>	01245 437257		
<i>Senior Safety Engineer: Chris Whinney</i>	01245 437253		
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<b>Name/role</b>	<b>Tel No.</b>	<b>Signature</b>	<b>Date</b>
<i>Senior Design Engineer: Matthew Lambert</i>	01268 297529		

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

<b>Comments</b>

ID	District	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG	
1	IT009	Basildon	Radwinter Ave / Salcott Crescent Junction, Wickford	Install signals to manage congestion.	Congestion (Unclassified route has priority over PR2)	Signals appear to be most appropriate solution.	Bus Company	150k	1 year	Green
2	IT542	Basildon	Staneway/Mandeville Way	Junction improvement	No link between Staneway south and Mandeville Way South	Large complicated junction. Suggest it will require complete redesign of junction. Unclear if demand warrants such extensive works. May be lower cost option (i.e. left turn from Staneway to Mandeville). <b>Will require preliminary design to see what can be achieved and likely costs.</b>	Historic - Origin Unknown	10k investigation	3 months investigation	Amber
18	BAS3	Basildon	Cranes Farm Rd	Pedstrian Crossing	To allow pedestrians to cross Cranes Farm Rd and access the Basildon	<b>Crossing would not meet policy as PR1 route. Will need whole junction re-evaluated regarding the staging arrangements. Would also need to check that there is enough room for a staggered crossing to be installed meeting DfT design guidelines. Fesibility study agreed on site.</b>	Cllr Sargent	Approx £200k-£5k for feasibility study and PV2 survey.		Red



ID	District	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
23 BAS13	Basildon	Berens Close, Wickford	Removal of the grass area in Berens Close in order to provide more parking for residents	Insufficient space for residents to park.	There is space to provide 7 extra parking spaces in Berens Close, by removing 216m <sup>2</sup> of the existing verge. No. 22 has an existing dropped kerb for access to their property, consequently a hard standing will need to be constructed either side of the existing dropped kerb, also new gullies will need to be installed to allow drainage for the new carriageway. There are a number of features within the verge that will need to be removed or lowered, CATV box will need to be lowered, timber bollards removed and a tree removed. No. 25 has constructed a driveway and there is evidence to show that they are illegally crossing the verge to park on their driveway. By removing the verge this could lead to many of the households requesting a dropped kerb for a driveway, this could then reduce the number of parking spaces to 2 or 3. Possible need for waiting restrictions on the south side of the carriageway to stop vehicles parking which will block cars in the proposed parking bays. If the Panel consider the gain of 7 parking spaces (or less) and the loss of grass/tree amenity as beneficial then a scheme should be feasible.	Mark Francois MP	£16,000		Amber
24 BAS14	Basildon	Hatches Farm Rd j/w Tye Common Road	New Kerbing	Installation of concrete kerbs to define a triangular island and at roadside verges in the immediate vicinity where it is thought beneficial to conserve the width of the road.	The scheme is feasible, however one concern to raise would be the slip road section of Hatches Farm Road as it is very narrow and currently if 2 vehicles meet each other they have the luxury of being able to avoid each other by over-running the verges- this may or may not be a good thing, but the implications are that vehicles may slow down or there may be the odd minor collision. Once the verges are kerbed it will not be so easy for cars to move aside – and the scheme should be subject to a Road Safety Audit because of this. There was a significant accident at this site w/c 10/06/13 and the police suggested that the panel may wish to consider the removal of the bennet island and a re-design of the junction altogether.	Cllr Kay Twitchen	£5000 for investigation and design.		

ID	District	Location	Scheme	Problem	Justification / Comments	Requested By	Estimated Cost (£)	Estimated Timescale Assuming smooth progress	RAG
28	BAS18	Basildon	King Edward Court	Pedstrian Crossing	Residents would like crossing to be able to cross to shops.	Initial validation showed that a crossing at thi slocation would not meet criteria. In order for scheme to be progressed, PV2 survey would need to be undertaken.	Cllr John Dorman	£1,000	Red

KEY

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

	District	Site No	School	Location of patrol	Work required	Problem	Origin of request	Total Estimated Costs	Timescale	RAG
2	Basildon	30193	Janet Duke Primary School	Markhams Chase, Basildon	Pedestrian guardrail - extension to School Keep Clear markings opposite school and TRO	Inconsiderate parking and therefore reduced visibility for SCP. Tactiles to be installed at crossing point within the barrier.	Site safety assessment	£2,500	6 months	Green
4	Basildon	30205	Vange Primary School	London Rd, Vange	Extend existing TRO and School Keep Clear markings	Issues raised with site safety assessment	Site safety assessment	£2k	6 months	Green
11	Basildon	30239	Janet Duke Primary School	Great Knightleys, Basildon	Tactile paving	Issues raised with site safety assessment. Scheme not required, existing crossing satisfactory.	Site safety assessment	£2,500	3 months	Amber

Ref	District	Location	Measure	Benefit	Budgetary Cost	Mandatory work	RAG	Design Timescale	Install Timescale	
1	IT677	Basildon	A127/A1245 Fairglen Interchange	Installation of DUSC or SCOOT and CCTV to enable ETCC control. CCTV on existing tall signal pole. £50-150,000 depending on options chosen. Section 4.2.4	More efficient operation of a major interchange. With the ability for ETCC interventions during incidents.	150k	No	Amber	4 months	3 months

KEY

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

Split Cycle and Offset Optimisation Technique. This calculates the flow of vehicles along each spur of a junction and can then calculate the timings of the signals required to deal with heavier or lighter amounts of traffic during each cycle of the signals. Particularly good for peak and off-peak periods.

SCOOT

OTU

Outstation Transmission Unit. These are in signals and are controlled via the SCOOT system.

RMS

Remote Monitoring System. This allows the signals to report back to the main system in Threadneedle House to say that something is wrong with them.

MOVA

Microprocessor Optimised Vehicle Actuation. Similar to SCOOT but works better for isolated signals rather than larger junctions.



ID	District	Location	Scheme	Problem	Scheme sponsor	Estimated Cost (£)	Timescale	Traffic Manager Approval?	RAG
5	IT540e	Basildon	Basildon	Signing review & installation	Missing signs	ECC	50k	Designed - Ready to go	Green
6	IT008	Basildon	Wickford Station	Cycle Improvements.	Limited cycle access		80k	Designed - Ready to go	Green
7	IT551	Basildon	Church Road	Cycle way upgrade	Inconsistent cycle provision.	ECC/BDC	100k	Designed - Ready to go	Green
8	IT714	Basildon	Dunton Waylets to Burnt Mills	Cycleway	Inconsistent provision and quality of route	ECC/BDC	8k	Designed - Ready to go	Green
9	IT716	Basildon	Burnt Mills to Town Centre	Cycleway	Inconsistent provision	LTP	200k	Designed - Ready to go	Green
10	IT721	Basildon	Great Berry to Pitsea	Cycleway	No west-east route	ECC	50k	1-3 years	Amber
11	IT722	Basildon	Church Road	Cycleway - missing link	Missing link	Historic - Origin Unknown	25k	Designed - Ready to go	Green
12	IT734	Basildon	Kingswood to Southernay	Cycleway	Lack of cycle link provision	Historic - Origin Unknown	20k	Designed - Ready to go	Green
13	IT739	Basildon	Vange to Noak Bridge	Cycleway	Lack of cycle link provision	Historic - Origin Unknown	50k	Designed - Ready to go	Green
14	IT748	Basildon	A129 Southend Rd, Wickford	The Wick Cycle route		Historic - Origin Unknown	20k	Designed - Ready to go	Green
16	IT771	Basildon	B148 Westmayne	Cycle route phase 2 and 3		Historic - Origin Unknown	20k	Designed - Ready to go	Green
17	IT784	Basildon	West Mayne	Four Seasons public house to Laindon High Road	Lack of cycle link provision	Historic - Origin Unknown	20k	Designed - Ready to go	Green
18	IT785	Basildon	Leinster Road	Phoenix School to St Nicholas Lane	Inadequate cycle facilities	Historic - Origin Unknown	20k	Designed - Ready to go	Green
19	IT788	Basildon	Church Road	Church Road to Long Riding (through bus lane past Fairhouse School).	TBC	Historic - Origin Unknown	20k	Designed - Ready to go	Green
20	IT789	Basildon	Church Road	from Holy Cross Church to New Holland Tractor Plant	TBC	Historic - Origin Unknown	30k	Designed - Ready to go	Green
21	IT541	Basildon	B148 West Mayne	Cycleway	Inconsistent cycle route	Historic - Origin Unknown	25k	Designed - Ready to go	Green
22	IT764	Basildon	Langdon Hills to Horndon on the Hill	Cycleway	Main road route	Historic - Origin Unknown	45k	Designed - Ready to go	Green
23	IT783	Basildon	Endeavour Drive	Cycle link to Tesco access road	No link existing at present	Historic - Origin Unknown	4k	Designed - Ready to go	Green
24	IT786	Basildon	Hartford End	Pitsea Junior School side gate to Hartford End.	Inadequate cycle facilities	Historic - Origin Unknown	250k	Designed - Ready to go	Green
25	IT787	Basildon	Laindon Link	Tyler Avenue to Phoenix School	TBC	Historic - Origin Unknown	250k	Designed - Ready to go	Green
26	IT656	Basildon	A127	Cycle improvements across A127	Inadequate cycle facilities	Historic - Origin Unknown	100k	Designed - Ready to go	Green

Area	Ref No.	District	Location	Proposed Solution	Timescale	Cost (£)	RAG
South	2 31	Basildon	B1007 Noak Hill Rd J/w Wash Rd West, Noak Hill	Restrict right turns out of junction and improve facility for turns into junction.	6 months		Green
South	3 32	Basildon	B1007 Staneway J/w High Road, Langdon Hills	Investigate possibility of providing a compact roundabout within existing carriageway width.	6 months		Green

KEY

Green
Amber
Red

- A high priority based on Collision history
- A medium priority based on Collision History
- A scheme which is against Essex Policy or there is no appropriate engineering solution.
- Scheme pending Validation

Design Reference Number	Task Name	Road Name	Finish		Works Description	Allocated Budget
DC1218	<b>B1464 Timberlog Lane, Barnstable</b>	<b>B1464 Timberlog Lane</b>	<b>Wed 21/08/13</b>	<b>LBASS001001</b>	<b>Casualty reduction measures</b>	<b>£33,000.00</b>
	Design		Wed 22/05/13			
	Construction		Wed 21/08/13			
	RSA 4 / Defect Period Review		Thu 22/08/13			
DC1277	<b>Market Road / Market Avenue, Wickford</b>	<b>Market Road</b>	<b>Mon 12/11/12</b>	<b>LBASS002001</b>	<b>Traffic Calming</b>	<b>£25,000.00</b>
	Design		Wed 09/01/13			
	Construction		Wed 17/07/13			
	RSA 4 / Defect Period Review		Thu 18/07/13			
DC1278	<b>&lt;Tye Common Road, Billericay</b>	<b>Tye Common Road</b>	<b>Thu 18/09/14</b>	<b>LBAS002003</b>	<b>VAS sign installation</b>	<b>£12,000.00</b>
	Design		Fri 01/02/13			
	Construction		Thu 25/04/13			
	RSA 4 / Defect Period Review		Thu 24/04/14			
DC1279	<b>Fourth Avenue, Shotgate</b>	<b>Fourth Avenue</b>	<b>Thu 13/06/13</b>	<b>LBAS002004</b>	<b>Signage works (inc. design)</b>	<b>£300.00</b>
	Design		Wed 01/05/13			
	Construction		Thu 13/06/13			
	RSA 4 / Defect Period Review		Fri 14/06/13			
DC1280	<b>Castledon Road, Wickford</b>	<b>Castledon Road</b>	<b>Mon 10/06/13</b>	<b>LBAS002005</b>	<b>Signage works (inc. design)</b>	<b>£500.00</b>
	Design		Wed 01/05/13			
	Construction		Tue 30/04/13			
	RSA 4 / Defect Period Review		Wed 01/05/13			
DC1281	<b>Brightside School, Upland Road, Billericay</b>	<b>Upland Road</b>	<b>Wed 24/07/13</b>	<b>LBAS003001</b>	<b>Signing and Lining works (inc. design)</b>	<b>£3,000.00</b>
	Design		Wed 01/05/13			
	Construction		Wed 24/07/13			
	RSA 4 / Defect Period Review		Thu 25/07/13			
DC1282	<b>Alicia Avenue, Shotgate</b>	<b>Alicia Avenue</b>	<b>Thu 28/03/13</b>	<b>LBAS005001</b>	<b>Bus stop improvements</b>	<b>£3,000.00</b>
	Design		Thu 31/01/13			
	Construction		Thu 28/03/13			
	RSA 4 / Defect Period Review		Thu 27/03/14			
DC1605	<b>Brightside School, Rosebay Avenue, Billericay</b>	<b>Rosebay Avenue</b>	<b>Fri 29/11/13</b>	<b>LBAS003003</b>	<b>Footway (new)</b>	<b>£60,000.00</b>
	Design		Wed 31/07/13			
	Construction		Fri 29/11/13			
	RSA 4 / Defect Period Review		Mon 02/12/13			
DC1606	<b>Bridge Street, Noak Bridge</b>	<b>Bridge Street</b>	<b>Fri 24/01/14</b>	<b>LBASS002007</b>	<b>Traffic Calming</b>	<b>£70,000.00</b>
	Design		Fri 20/09/13			
	Construction		Fri 24/01/14			
	RSA 4 / Defect Period Review		Mon 27/01/14			
DC1607	<b>Valence Way Footway</b>	<b>Valence Way</b>	<b>Fri 17/01/14</b>	<b>LBASS003004</b>	<b>Footway (new)</b>	<b>£115,000.00</b>
	Design		Fri 30/08/13			
	Construction		Fri 17/01/14			
	RSA 4 / Defect Period Review		Mon 20/01/14			
DC1608	<b>A176 Basildon to Billericay Cyclerooute</b>	<b>A176</b>	<b>Fri 28/03/14</b>	<b>LBASS004001</b>	<b>Cycleway improvements</b>	<b>£255,000.00</b>
	Design		Fri 20/09/13			
	Construction		Fri 28/03/14			
	RSA 4 / Defect Period Review		Mon 31/03/14			
DC1609	<b>Church Road (Holy Cross Church to Tractor Plant)</b>	<b>Church Road</b>	<b>Fri 22/11/13</b>	<b>LBAS004005</b>	<b>Cycleway improvements</b>	<b>£30,000.00</b>
	Design		Fri 30/08/13			
	Construction		Fri 22/11/13			
	RSA 4 / Defect Period Review		Mon 25/11/13			
DC1610	<b>Wickford Infant &amp; Junior Schools</b>		<b>Fri 01/11/13</b>	<b>LBAS006007</b>	<b>School Route Improvements</b>	<b>£4,700.00</b>
	Design		Fri 30/08/13			
	Construction		Fri 01/11/13			
	RSA 4 / Defect Period Review		Mon 04/11/13			
DC1611	<b>Sunnymede Infant &amp; Junior Schools</b>		<b>Fri 01/11/13</b>	<b>LBAS006002</b>	<b>School Route Improvements</b>	<b>£2,950.00</b>
	Design		Fri 30/08/13			
	Construction		Fri 01/11/13			
	RSA 4 / Defect Period Review		Mon 04/11/13			



Design Reference Number	Task Name	Road Name	Finish		Works Description	Allocated Budget
DC1752	A176 Noak Hill Rd j/w Wash Rd West, Noak Hill	Noak Hill	Fri 02/08/13	LBAS001005	Trial holes	£1,000.00
	Design		Wed 31/07/13			
	Construction		Fri 02/08/13			
	Perry St Br 1		Tue 11/06/13	LBAS003006	Harden missing links in bridleway	£10,000.00
	A127/A132 Nevendon Interchange		to be programmed	LBAS007001	ITS Congestion Alarm	£5,000.00
	Ballards Walk, St Nicholas Lane Junction		to be programmed	LBAS001004	Investigation in to Signals	£5,000.00
	A127 between A128 and B148		to be programmed	LBAS002014	Installation of VMS	£95,000.00
	Bramble Tye Bus Shelter		to be programmed	LBAS005002	Bus stop improvements	£10,000.00
DC86	Cranes Farm Road / Upper Mayne	Cranes Farm Road	Fri 01/02/13	HB09119	Congestion relief scheme	£347,079.00
	Design		Thu 14/02/13			
	Construction		Tue 28/05/13			
	RSA 4 / Defect Period Review		Wed 29/05/13			
DC1122	Market Road, Wickford	Market Road	Mon 12/11/12	HB12038	Zebra Crossing	£54,081.00
	Design		Wed 09/01/13			
	Construction		Wed 17/07/13			
	RSA 4 / Defect Period Review		Thu 18/07/13			