

**DUNMOW LOCAL ROAD SAFETY ADVISORY COMMITTEE HELD at
8.00 pm on 19 FEBRUARY 2001 at COUNCIL OFFICES HIGH STREET
GREAT DUNMOW**

Present:- In the Chair – Mr P G F Lewis – Hatfield Heath Parish Council
Mr R Townsend – Barnston Parish Council,
Mr D Prail - Great Easton Parish Council,
Mr C Mangham – High Roding Parish Council,
Mrs Eira Scott – Little Canfield Parish Council,
Mr D Howland – Stebbing Parish Council,
Mr J Gregory – Takeley Parish Council,
Mr D G Leeder – Thaxted Parish Council,
Mrs L White – Tilty Parish Council,
Mr C Stoneham – Assistant Engineer, Essex County
Transportation & Operational Services Department,
P C Saunders – Essex Police Traffic Management Unit,
Rose Johnson – Uttlesford District Council Road Safety Officer.

DRS75 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Mrs S Flack,
Mr K Farrow, Inspector Mark Harman, Sergeant J Sones and Mrs P Wiggett.
It was noted that Mrs P Wiggett had now ceased to be the representative for
Little Bardfield.

DRS76 MINUTES

The minutes of the meeting held on 4 December 2000 were received and it
was noted that Mrs E Scott's apology for absence should have appeared.
The minutes were confirmed and signed by the Chairman as a correct record
subject to the insertion of Mrs E Scott's apology for absence.

DRS77 BUSINESS ARISING

Minute DRS68 – Cameras to combat speeding

The Chairman drew attention to a booklet publicising Essex Safety Cameras
copies of which had been brought to the meeting for members by PC
Saunders.

DRS78 SECRETARY'S REPORT

(i) Dates for further meetings

RESOLVED that the next meetings of the committee be held on
Monday 18 June and Monday 17 September 2001 subject to the dates

of the Highway Sub-Committee being fixed, as expected, for 11 July and 18 October.

(ii) Speed Limits and Traffic Problems at Takeley

The Secretary reported receipt of two letters about traffic problems in Takeley. A letter from Marion Sellwood was annexed to the agenda and a letter from Claire Waring was circulated.

The letter from Claire Waring made requests for action by the District Council. The Assistant Engineer explained the powers and resources available for each request.

The Essex County Highways department was responsible for the placing of bend signs and would look at past accident history to assess the need for these. An assessment was currently taking place and the results would be known by the next meeting.

An extension of a 40 mph limit was similarly a matter for the Essex County Council's Highways department. In deciding whether or not to impose such a limit the Essex County Highways department was guided by its own policies about implementation of different speed limits. The road in question was very rural and therefore a lower speed limit would be unlikely to change driving behaviour although carriage marking might have an effect. Consultation with the police and allocation of funds from the appropriate budget would be needed. The Assistant Engineer informed the meeting that police approval was normally necessary for a speed limit to be implemented and conflicts in this respect were submitted to a County Council committee. If a speed restriction was ignored, to more than 7 mph of the limit, a lower one would probably be ruled out because it would not be observed without additional enforcement by the police. The Assistant Engineer added that provision of pavements was carried out within the locally determined sector programme. Lack of ownership of land might delay provision.

The Assistant Engineer explained that A and B roads were a priority for gritting since it was not possible to grit all roads within the County.

He informed the meeting that land drainage was a District Council function but that the Essex County Highways would investigate the particular case of a drainage ditch at the edge of the athletics field.

In answer to a question from the representative for Takeley the Assistant Engineer confirmed that surface tests could be carried out and that if it became clear that a new road surface was warranted it would be included in a future programme. He undertook to investigate all the issues raised in Claire Waring's letter and report back to the Advisory Committee and to the Parish Council as to how these had been dealt with. He also undertook to investigate the problems referred to in the letter from Marion Sellwood.

The Chairman informed the meeting that details were being sought of a variable speed limit which had been introduced in the vicinity of a school in Cumbria. PC Saunders stressed that limits had to be appropriate or no speed reduction would take place. If a speed limit was widely abused it was necessary to introduce engineering works to change drivers' perceptions and behaviour. Site visits, discussions between police and County Highways officers and monitoring were used to ensure that proposals for new speed restrictions were progressed.

DRS79 ROAD SAFETY REPORT

The Road Safety Officer explained that currently the target project was cyclists without lights or fluorescent gear. Drive Safe, Cycle Safe leaflets had been handed out at railway stations and at newsagents, and drink/driving leaflets had been handed out at the stations and near shops.

The Road Safety Officer outlined the philosophy behind five road safety education initiatives including work which was being done with an alternative education organisation to contact those who are excluded from school.

A separate report was attached detailing the progress of the Safer Journeys to School initiatives being undertaken at nine Essex primary schools. The Road Safety Officer added that two new schools, Easton and Felsted had joined the Safer Journeys to School group.

In the context of the seat belt campaign, the Chairman reported a very dangerous school crossing on the A160. The Assistant Engineer agreed to investigate whether the location met the criteria for a school crossing patrol.

Members were concerned about the importance of correct installation of children's car seats and noted that some commercial suppliers tried to ensure correct fitting of the seats into the purchaser's car. Cars were changed after seats had been bought however, and frequently those who attended car seat fitting events were the people who were already aware of the message. The Road Safety Officer explained that she was arranging for information about fitting of car seats to be passed on at ante-natal classes, and that this was now being done nationally.

DRS80 POLICE REPORT

DC Saunders informed the meeting about accident figures as follows:

The Braintree Divisions general total of deaths was down by 31% on the previous year, but there had been an increase of 36% in the serious injury collision figures. Dunmow itself showed no change from the previous year but other areas had increased substantially.

He also referred to the speed camera leaflet which had been circulated to members and gave a comprehensive explanation of the use, funding and choice of siting for speed cameras.

DRS81 **AREA MANAGERS REPORT**

Accident Remedial Sites

The Assistant Engineer reported on accident remedial sites identified by the Department since the last meeting. A scheme design was currently being completed for the following accident remedial sites:

- B1383/B1039 Station Road, Wendens Ambo
- Wenden Road/Beechy Ride, Saffron Walden
- Woodside Green Road, north of B183 Hatfield Broad Oak
- A120 Dunmow Road/Hope End, Great Canfield
- B183 Dunmow Road N/O Broad Street, Hatfield Broad Oak

'Safer Journeys to School'

Hatfield Heath Primary School

- The Footway link had been constructed and lighting connections installed.

The Takeley Primary School Zone

- Scheme design was currently being prepared.

The Dunmow Junior School, High Stile

- Scheme design for two pedestrian crossings at Stortford Road had been completed.
- It was hoped to have both crossings installed by the beginning of March.

Dunmow Infants School Zone

This had been ordered and the new signs/micrometers would be installed from 23 February 2001.

Mobile Speed Camera Sites

Two additional mobile speed camera sites had been approved for

- B1383 Cambridge Road, Newport
- Church Road, Stansted Mountfitchet

The Chairman asked that the new deflating speed humps be used if they meet the appropriate criteria in future.

DRS82 MANHOLE COVER ON THE A120 AT LITTLE CANFIELD

The representatives for Takeley and Little Canfield reported defective manhole covers, one of which had been repaired nine times within twelve days, on the A120 at the Little Chef near the boundary with Little Canfield and in other locations nearby.

RESOLVED that the Area Manager be asked to ensure that these defects are remedied properly and soon and to inform the next meeting about progress with this matter.

DRS83 TRANSCO/STREET LIGHTING - A120

The Committee received information that column 14, a street light on the A120 was not operating having been damaged by a Transco lorry.

RESOLVED that the Area Manager be requested to remedy this soon possible.

DRS84 COOPERS END ACCESS TO STANSTED AIRPORT

The representative for Thaxted Parish Council reported that this entrance had a large number of potholes. The Assistant Engineer agreed to investigate the matter

DRS85 B184 - MONK STREET

It was reported that the bank at the Monk Street turning to Richmond Green had collapsed and that he had cleared the debris once. The bank had however collapsed again.

RESOLVED that the Area Manager be requested to attend to this matter.

DRS86 BEND ON THE B184 AT DUTON HILL

The representative of Great Easton reported that at the junction at the bottom of Duton Hill, a new drain had been placed two yards short of the lowest point. The result was a great deal of surface water right on the bend, which was extremely dangerous in freezing weather.

RESOLVED that the Area Manager be asked to attend to this matter.

The meeting ended at 9.18 pm.