

**UTTLESFORD DISTRICT COUNCIL  
HIGHWAYS SUB-COMMITTEE**

**Report by Area Manager**

**PROPOSED SCHOOL ZONE WITH TRAFFIC CALMING FEATURES – ROSS  
CLOSE, SAFFRON WALDEN**

1. Purpose of Report

To consider the introduction of speed cushions for the proposed school zone in light of objections received to the original speed tables.

2. Background

The measures have been proposed for Katherine Semar County Junior and Infants school as part of the Safer Journeys to School Initiative. Following the completion of a travel survey undertaken by the school and analysis of the survey results, a proposed school zone with two speed tables located at the pedestrian entrances were approved by the school. In addition to this request, further waiting restrictions have also been drawn up for the areas directly outside the school and at the location of the speed tables and they have the support of the school and the Police. The informal consultation for the additional waiting restrictions are currently taking place.

3. Progress to Date

The proposed speed tables were formally published from 3 August to 24 August 2000.

4. Proposals and Objections

The proposals are shown as detailed in Appendix A including plans indicating the extent of the proposals.

The proposals are supported by the Chief Constable, Local District Council Member and Saffron Walden Town Council. No comment has been made by the local County Member.

Two objections have been received and this is detailed at Appendix B.

5. Finance

The estimated cost of implementing the school zone with the physical measures is £6,639. The scheme will be funded from the County Council's Safer Journeys to School Initiative.

6. Conclusions

Transportation & Operational Services Policy Unit has received a number of similar concerns from the Passenger Transport Section. They have raised concerns on behalf of several bus operators who have queried a number of similar schemes across the County which are currently in place on a number of existing bus routes.

There are currently 16 bus movements per day along Ross Close and for obvious reasons the bus operators are concerned for the comfort of their passengers and drivers along this route.

Consultation has taken place with the bus operators and the school relating to the proposed introduction of four sets of pre-formed speed cushions outside the school instead of the proposed speed tables. The position of the proposed speed cushions are shown on the plan featured in Appendix C. These measures would still have the benefit of reducing vehicle speeds but would not have any adverse effect on bus operators or passengers who travel along this existing route.

The bus operators and the school have no objection to the introduction of the pre-formed speed cushions.

7. Recommended

Now that the objections received have been resolved, that arrangements should be made to advertise and implement the scheme in accordance with the proposed amendments.

Local County Member  
Mr R Chambers, CC

Local District Members  
Mrs C M Bayley, DC  
Mr A J Ketteridge, DC

**UTTLESFORD DISTRICT COUNCIL  
HIGHWAYS SUB-COMMITTEE**

**Report by Area Manager**

**TRAFFIC REGULATION ORDER – PROPOSED 30 MPH/40 MPH SPEED LIMIT  
ORDER – A1060 LITTLE HALLINGBURY**

1. Purpose of Report

To consider the two objections received in response to formal publication of proposals to amend the current 40 mph speed limit Order for A1060 Little Hallingbury.

2. Background

The proposal was selected for funding from the Locally Determined Budget 2000/2001. Following a site meeting between representatives of the Area Manager, Little Hallingbury Parish Council and Essex Police Traffic Management Unit, the proposals shown on attached drawings numbered TRW/159 to TRW/164 and as detailed in Appendix A.1 to this report were submitted for informal consultation on 7 September 2000.

3. Progress to Date

Following the completion of the informal consultation, the proposals were formally published from 26 October to 16 November 2000.

4. Proposals and Objections

The proposals are shown as detailed in Appendix A including the draft schedule.

The proposals are supported by the Parish Council and Local District Council Member. The Chief Constable will not support the proposals as there is not continual development along both sides of the road for the proposed 30 mph speed limit and also the last speed survey results taken indicate that the 85% ile speed exceeds 40 mph. No comment has been made by the local County Member.

Two letters of objection have been received and these are detailed in Appendix B.

5. Finance

The estimated cost of providing the speed reduction measures including the school zone will be £8,200 and this will be funded from the Locally Determined Budget 2000/01.

6. Conclusions

The A1060 generally has been the site of a number of accidents in the past few years, as a result, the County Council are undertaking a separate route study for the whole A1060. One such location, the area in the vicinity of the Mill Bridge south of Grinstead Lane, has been affected by nine accidents since 1997. This location has been highlighted as an accident reduction site and will be included in the proposed 40 mph speed limit. It was considered that a 40 mph speed limit would be more suitable on certain lengths of the road, such as Latchmore Bank, in view of the nature of the environment through which they pass.

7. Recommended

That notwithstanding the objections received, an Order be made to introduce the proposed 30 mph/40 mph speed limits as published and described in the schedule featured in Appendix A in accordance with the County Council's standard Order making procedure.

Local County Member  
Mr D Westcott, CC

Local District Members  
Mr A R Row, DC

Background Papers  
Letter to the County Secretary from:  
Mr J C Simons dated 26 October 2000  
Mr N L Burman dated 4 November 2000

**UTTLESFORD DISTRICT COUNCIL  
HIGHWAYS SUB-COMMITTEE**

**Report by Area Manager**

**TRAFFIC REGULATION ORDER – PROPOSED WAITING RESTRICTIONS – HIGH  
STILE, GREAT DUNMOW**

1. Purpose of Report

To report to Members the latest position associated with the proposed waiting restrictions in High Stile, Great Dunmow and to inform them of the objections received in response to the informal and formal publication of the proposals.

2. Background

The measures have been prepared in response to the proposed Phase 1 development for Great Dunmow Church of England Junior School. The waiting restrictions form part of the requirements by the County Council's Development Control and Regulation Committee agreed on 27 October 2000. The other measures include the introduction of two pedestrian crossings for Stortford Road. A footway link within the school grounds leading from Chequers Lane will be constructed as part of the proposed development.

3. Progress to Date

Informal consultation on the proposals was undertaken from 9 January 2001 to 31 January 2001, including a 'letter drop' to residents in High Stile, Highfields, Wood View Road, Springfields and part of Stortford Road. The proposals were formally published from 18 January 2001 to 8 February 2001.

4. Proposals and Objections

The proposals are shown on attached drawing TRW/168 and schedule as detailed in Appendix A to this report.

A number of objections have been received and these are detailed in Appendix B to this report. The formal consultation period for the proposals did not end until 8 February 2001, as a result there are some objection letters that do not feature in this report.

5. Finance

The estimated cost of implementing the proposals is £2,500 and these are to be funded from the Safer Journeys to School Initiative.

6. Conclusions

Existing concerns regarding road safety implications and traffic congestion at school times have been raised. With the proposed additional 90 places being created as part of the Phase 1 development the attached waiting restrictions have been proposed in association with two pedestrian crossings in Stortford Road to ease the situation in High Stile and outside the main entrance to the school.

It was considered that the implementation of these waiting restrictions in High Stile would improve traffic flow and the prominence of pedestrians entering and exiting the school at the beginning and end of the school day.

As part of the Safer Journeys to School Initiative, the school will be pursuing the introduction of a series of 'walking buses' in light of the proposed pedestrian crossings in Stortford Road and carrying out a programme of parental education to ensure they are fully aware of the benefits of leaving their cars at home.

It is obvious from the comments made to the proposals during the consultation process and features in Appendix B that the local community do not support the scheme. In addition an objection from the Chief Constable has been received.

7. Recommended

1. That the proposed waiting restrictions published and detailed in the schedule are not introduced.
2. That the Area Manager be asked to review the proposals and carry out a further consultation process, the results of which should be reported to the next Committee.

Local County Member  
Mr D A Westcott, CC

Local District Members  
Mr M A Gayler, DC                      Mr G W Powers, DC  
Mr R Copping, DC                        Mrs C M Little, DC

Background Papers: Letters of objection referred to in Appendix B are being held by the Area Manager, North West.

UTTLESFORD DISTRICT COUNCIL  
HIGHWAYS SUB-COMMITTEE

Report by Area Manager – Paul Hardy

**Rural Route Network**

1. Purpose of Report

To inform Members about the proposed Rural Route Network project.

2. Background

At the meeting of this Committee on 28 November 2000 the subject of the Rural Route Network was raised in discussion. It was agreed that a report about the proposed Rural Route Network project would be prepared for the Committee to enable members to have a better understanding of the subject.

3. National Projects

There are currently two projects that are being supported by the Countryside Agency at a national level: Greenways and Quiet Lanes. The Greenways project looks at creating new off road networks that may comprise of both Public Rights of Way and / or cycleways. The Quiet lanes project looks at designating certain roads as quiet lanes which are more suitable for recreational use. Pilot studies are underway for both projects and the results are awaited.

The County Council wishes to run a project that takes the best of both ideas and adds other elements that were already being discussed internally. This has become the Rural Route Network Project.

4. Aims and Objectives

The main aim of the Rural Route Network project is to develop a network utilising quieter roads, Rights of Way, and verges. This will assist in the prioritising of maintenance works and the development of promotional material. The concept will include the review of any local network and liaison with the local community to identify priorities and requirements.

The objectives are shown below in no particular order:

- To integrate rights of way with other highways to provide a better network and alternative safe travel choices for those in rural areas.
- Where possible to provide a safer environment to walk, cycle and ride a horse in rural areas.
- To improve connections between highways, wherever possible, for those on foot, bike, horse riders and horse drawn vehicles.
- Identify and promote the use of a network of quiet lanes, which link into Rights of Way.
- Enhance and provide alternative access into Country Parks/other public open spaces, for those on foot, bicycle or horse.
- Provide sustainable solutions for the needs of tourists and other visitors to the countryside.

- Improve the quality of life, enjoyment and use of highways by those who use the Countryside
- Provide and improve facilities, which will encourage walking and cycling, particularly for the disabled.
- To improve safety of Highway users, particularly that of children going to and from schools (Essex Local Transport Plan).
- Ensure any traffic management solutions are appropriate and are sensitive to the local environment.
- Reduce the impact of motor traffic on village communities
- Consider the need for regulatory measures to protect vulnerable road users from motorised traffic on quiet lanes.
- Discourage the use of unsuitable roads by lorries and other traffic.

## 5. Essex Pilot Study Areas

To enable those County Council officers who are managing the project to evaluate whether these ideas would work within the Essex environment two areas have been picked in which to carry out investigations which may lead to pilot schemes being implemented.

The first area is centered around Felsted to take advantage of the significant activity in the area associated with a large development. The second area is centered around the Stort Valley which will enable officers to use the Stort Valley Forum, which is already set up, to gauge public opinion on the issues.

Although some preliminary survey work has been carried out, no public contact has yet been made and this will be the next step in the process. This will enable officers to ask what the public requires and to see if those expectations can be catered for. District members will be informed when this process starts and will also be part of the consultation. Ideas for this are shown below.

Once we are familiar with the area and the plans that may affect it and have some idea of the network itself we will then talk to local people. Ways to achieve this may be via the parish council, Parish Path Partnership representative, through a village appraisal or questionnaires via local shops and schools.

We would want to establish how people currently use the paths and routes in their area. Are they aware of other people who use the paths to a great extent? Which paths are used and for what - walking dogs, access to schools, station, shop, local pubs etc? Why don't people use certain paths - what stops them? Is it condition, crime, landowner problems, aren't interested etc?

What about local roads - have we identified any that might form links / what do residents feel about traffic levels / speed etc?

Once we have established how people currently use / see the network we can introduce the idea of improvement either if it fits in with their concerns or if it gives them new ways to use the network. Whilst we welcome comments and suggestions it has to be clear that this is not a promise. We may not be able to achieve what they want or we may not want to do it if we think it is inappropriate.

**RECOMMENDED:** That this report be noted and that the Area Manager be asked to report at a future meeting on the development of the Pilot Study and the strategy for the future.



UTTLESFORD DISTRICT COUNCIL  
HIGHWAYS SUB-COMMITTEE

Report by Area Manager – Paul Hardy

**Public Rights of Way**

1 Purpose of Report

To inform Members about the Public Rights of Way network in Uttlesford.

2 Background

At its meeting on 18 October 2000 this Committee received a verbal report on a newsletter from the Bishops Stortford and District Footpaths Association. The newsletter detailed problems with the Rights of Way network in Uttlesford. It was agreed that a report about Rights of Way and the responsibilities of the Highway Authority would be prepared for the Committee to enable members to have a better understanding of the subject.

3 Public Rights of Way – What are they?

The public Rights of Way network comprises of three types of path as follows:-

**Footpath** - these are by far the most common sort of right of way and are available for walking only. They are marked with a finger post wherever they leave the Highway network and are waymarked along their route with yellow arrow markers where necessary (i.e. change of direction). Stiles can be placed on a footpath but only where the field is being used as grazing for livestock. Dogs may be walked on the right of way network but it must be kept under control and the Highway Authority is not obliged to make provision for dogs at stiles.

**Bridleway** - these are available for walking, riding or leading a horse and cycling. They are marked wherever they leave the Highway network with a finger post and then waymarked along their route with blue arrow markers where necessary.

**Byway** - these are available for any highway users including motor vehicles and horse and carriage. They are marked wherever they leave the Highway network with a finger post and then waymarked along their route with red arrow markers where necessary.

The network is extensive and the lengths (in kilometres) of each type of right of way both for Uttlesford and the whole County are shown below. As you can see the length in Uttlesford is almost a quarter of the entire network for the County. This is not surprising considering the rural nature of the District.

|              | <b>Footpath</b> | <b>Bridleway</b> | <b>Byway</b> | <b>Total</b> | <b>% of County Network</b> |
|--------------|-----------------|------------------|--------------|--------------|----------------------------|
| Uttlesford   | 1085            | 193              | 91           | 1369         | 22.32%                     |
| Whole County | 5243            | 672              | 218          | 6133         | 100.00%                    |

4 Legal Duties and Powers of the Highway Authority

The Highway Authority has many statutory duties relating to the Rights of Way network under various sections of legislation mainly the Highways Act 1980, the Town and

Country Planning Act 1990 and the Rights of Way Act 1990. In some cases the legislation is more prescriptive than that used for the highway network although many sections are the same for both. At the time of writing this report the legislation relating to the Rights of Way network is being updated and the new Countryside and Rights of Way Act comes into force on the 1<sup>st</sup> February 2001. This Act does not change many of the duties and brings some of the different legislation together in one place. Some of the issues that are currently discretionary will become duties under the new Act.

The main legal duties that the Highway Authority must perform are described below:

- A record of all Rights of Way must be kept and is known as the definitive map. This record consists of an actual map showing all the routes together with any legal documentation showing changes that occur during the life of any particular map. This is conclusive evidence of the line of a Right of Way and its existence. A new Definitive Map for Essex will be issued in 2002.

Every Parish Council has a copy of the map, and the supporting documentation, and they have a statutory duty to have it on deposit to enable inspection by anyone who makes a request to see it.

New Rights of Way can be added to the map if created or dedicated. In addition users can claim new Rights of Way to be added based on historic evidence or if they have used them unchallenged for 20 years or more.

The definitive route must be maintained and can only be moved by a legal diversion process that is open to public consultation. Rarely, Rights of Way can also be extinguished if it can be proved that they are not required. Just because a Right of Way is not used, does not mean it ceases to exist.

- All Rights of Way must be maintained to a standard to allow their use by those that have a right to use them. This involves cutting, drainage, fencing, finger posts, waymarks and stiles. In general, crossfield paths are the responsibility of the landowner for maintenance. Field edge paths are the responsibility of the Highway Authority. Farmers can plough up footpaths and bridleways if it cannot be avoided but they must reinstate them. The Enforcement and Liaison officer, based at County Hall, deals with landowners that fail to do this. In Uttlesford the network is maintained with a budget of £125,000 the bulk of which is used in annual cutting and clearance programmes and waymarking.
- We have a power (which may become a duty in the new legislation) to create new facilities in the network following negotiation with landowners or other opportunities (developments) as they arise. It is normally the Bridleway network that benefits from this area of work and the County Council has a good record in creating a network especially in those areas where no facilities exist.
- We run projects with voluntary and community groups. The largest of these is the Parish Paths Partnership where local people, using grants from the County Council, can carry out some of the works required on their part of the network. In addition the grant can be used for promoting routes and other facilities around the various Parishes. This helps through promoting local ownership and can often prevent major problems developing through early local solutions.

All this work is carried out in accordance with County Council policies. Work on Public Rights of Way is guided by and detailed in the following documents:

- The first is a Milestones Statement that was prepared in response to national targets set by the Countryside Agency. It is used by Rights of Way Staff as their business plan and is reviewed on an annual basis. Through this document the County Council has successfully bid for grant support from the Countryside Agency. Under the new legislation we will still need to produce such a document although it is likely to take a slightly different form and be called a Right of Way Improvement Plan. The DETR will inspect these plans (through the Countryside Agency) and report on the Highway Authority as necessary.
- The second is the Right of Way Maintenance Policy that is currently being reviewed to include elements from the new legislation. It gives guidance both to practitioners and user groups on what is expected on the network and how to achieve that expectation.
- The third is a Technical Manual for practitioners and gives guidance on the procedures and standards relating to specific issues and how to deal with them. These may be legal situations or how to build a stile.

A major part of the new legislation is the requirement for all Highway Authorities to set up a Local Access Forum that will discuss Rights of Way issues and have input into the business plan. The advice is that this forum should be made up of 20 to 25 people drawn from the community and must include representatives of the user groups, parishes and other interested bodies. It will be chaired by a County member. Over the next few months it will be decided how people are to be invited to take part in this forum.

## 5 Resources

The duties of the Highway Authority are carried out in Uttlesford by staff at the Dunmow Area Office. There are two officers responsible for this area of work. In general the network is not inspected and we rely on the public or user groups to report problems so that we can react so long as the resources, both staff and funds, are available. Colleagues at County Hall are responsible for issues relating to difficult legal problems and the preparation of policies.

The issues highlighted in the newsletter from the Bishops Stortford and District Footpaths Association have been investigated and, where the responsibility lies with the Highway Authority, have been or are being dealt with.

**RECOMMENDED:** That this report be noted and that the Area Manager be asked to report at a future meeting on the development of Policy relating to the Right of Way Network and on how the new legislation impacts on the delivery of the service.

**UTTLESFORD DISTRICT COUNCIL  
HIGHWAYS SUB-COMMITTEE**

**Report by Area Manager Manager - Paul Hardy**

**Local Transport Plan Programme - 2000/01**

1 Purpose of Report

To inform Members of the progress on schemes within the Local Transport Plan Programme for 2000/01 that relate to the Uttlesford District.

2 The Local Transport Plan Programme

The schemes shown below are programmed for the 2000/01 programme. These schemes are related to improvements, safety and maintenance and are all linked to the Local District Transport Strategy.

Measures to Encourage Walking (Safer Journeys to School)

Clavering Primary, Clavering

Design is complete and agreed with school. This includes flashing wig-wag lights, school warning signs, additional road markings and a reduction in the speed limit to 30mph. The informal and formal consultation for the revised 30mph will be undertaken in January and the final scheme should be implemented during February and March 2001.

C E Junior, Great Dunmow

The travel survey has been completed and the proposals being discussed include crossing facilities across Stortford Road, walking us and waiting restrictions in High Stile. The informal and formal consultation for the waiting restrictions started at the end of December 2000 and the results are the subject of a separate report to this Committee.

Great Dunmow Infant, Great Dunmow

The travel survey has been completed and a scheme for a school zone has been completed and agreed. The scheme should be implemented during March 2001.

Takeley Primary, Takeley

The travel survey has been completed and proposals are now being investigated. A design for a school zone is being prepared. Any works will be deferred to the 2001/02 programme.

Traffic and Demand Management Measures

A120 Dunmow Road, Great Hallingbury – Speed Reduction Scheme.

All consultations and designs are complete. Scheme to be implemented during March 2001.

A1060/B184 Leaden Roding – Congestion Relief Scheme.

A meeting with the Parish Council has been held. They are unhappy with the lighting element of the permanent scheme. Minor changes to the scheme are being investigated with a view to implementation this financial year.

A130/High Easter Road, Barnston – Speed Reduction Scheme  
Preliminary design and planning started.

#### Accident Remedial Schemes

These will be implemented as sites are found in part of the quarterly review. The latest batch are :

A1060 Little Hallingbury (Greenstead Lane – M11 Bridge)

Proposed measures :

SLOW markings to be placed on red thermoplastic pads, hazard marker posts to be replaced, bend warning signs for both directions to be placed on yellow backing boards, the bi-directional road studs to be placed between the two new bend signs. The site is included within the proposed new 40mph speed limit for Lt Hallingbury. There is a separate report on the speed limit element of the scheme on the agenda for this Committee.

A130 Chelmsford Road junction with High Easter Road Barnston.

Proposed measures :

surface treatment site, give-way markings to be renewed in high Easter Road, all lines to be renewed for a 100 metres either side of High Easter Road, warning signs for both directions to junction to be renewed.

A130 Dunmow Bypass/Chelmsford Road Great Dunmow

Proposed measures :

edge line markings to be placed 100 metres either side of junction, central hatching to be infilled with red coloured surfacing, additional Give Way triangle marking in Chelmsford Road north of existing marking, existing sign side road ahead (506.1) to be placed on yellow backing. Scheme to be funded in 2001/02.

B184 High Street Great Dunmow Pedestrian Crossing.

Proposed measures :

investigations taking place to see if the existing pelican can be upgraded with 'puffin' technology. Any scheme will be funded during 2001/02.

B1383 Stansted Road bend junction with Birchanger Lane.

Proposed measures :

existing chevron sign for northbound traffic to be enlarged, existing edgeline thickness to be increased to 150mm, for a 100 metres either side of junction, existing 'bend on junction' sign to be enlarged with adjacent SLOW marking for northbound approach, infill existing hatching with red surfacing, existing right turn lane to be redesigned. To be funded during 2001/02.

A120 between Crumps Farm & High Cross Lane Little Canfield.

included in the Surface Treatment programme, to be kept under review until investigations have been completed in to the provision of a right turn facility.

New sites to be investigated and measures agreed are :

A120 Dunmow Road/Great Canfield Road Hope End  
Woodside Green approx ¼ mile Hatfield Broad Oak (southbound only)  
Feathers Hill  
Wenden Road/Beechy Ride Saffron Walden  
B1383/B1039 Royston Road Sparrows End Wendens Ambo  
B183 Dunmow Road ½ mile Takeley (southbound only) Broad Street Hatfield  
Broad Oak

#### Structural Maintenance Schemes

A120 Takeley Street/Hatfield Forest Road – Resurfacing  
A120 adjacent to Bramble Lane, Felsted – Resurfacing  
A120 east of Bury Lodge Lane – Resurfacing  
A120 Stebbing Green Road to B1417 – Resurfacing

All these schemes have been ordered and are programmed for February 2001 this year.

#### RECOMMENDED

1 That this report be noted.

**UTTLESFORD DISTRICT COUNCIL  
HIGHWAYS SUB-COMMITTEE**

**Report by Area Manager – Paul Hardy**

**Locally Determined Budget Programme**

1. Purpose of Report

To inform Members of the progress on schemes within the Locally Determined Programme.

2. The Locally Determined Programme

Appendix 1 sets out the latest position on the schemes currently being processed as part of the 2000/01 programme.

At this time none of the reserve schemes are being processed as no major problems of implementation have been encountered on the schemes for which there is budget provision.

3. Management of the Programme

Replies to the letter to all Parish Councils referring to their requests for schemes to be included in future year's programmes have been received. The results are subject to a separate report to this Committee.

**RECOMMENDED**

- 1) That the report be noted.

**ESSEX COUNTY COUNCIL - UTTLESFORD**

| SITE  |   |  | PROPOSALS  | COMMENTS   |
|---|---|--|--|--|
| Parish  | Road Number/Name  | Location   |  |  |
| <b>SPEED REDUCTION</b>  |   |  |  |  |
| Great Dunmow  | B184 Chelmsford Road  | Within existing 40mph speed limit  | 30mph speed limit + associated measures                    | Designs and consultations completed. Implementation likely for March 2001.     |
| Thaxted   | C170 Cutlers Green Road                                       | Cutlers Green  | 40mph speed limit with supporting measures                 | Scheme completed.  |
| Stebbing  | B1057 Bardfield Road  | Bran End   | 40mph speed limit + Gateway measures                       | Scheme completed (end January 2001).   |
| Lt Hallingbury  | A1060 Lower Road/<br>Hallingbury Road/<br>Latchmore Bank      | Between start of 40mph limit Stortford Road Hatfield Heath and end of 40mph limit Latchmore Bank | Extend existing 40mph speed limit with supporting measures | Objection to proposals received. Subject of separate report to this Committee. |
| <b>SPEED REDUCTION – INTERVENTION MEASURES FOR VILLAGE SPEED LIMITS</b> |   |  |  |  |
| High Easter   | C143 Rehobeth Street<br>C144 The Street<br>C140 Barnston Road |  | Low cost measures  | Programmed for completion end January 2001.                                    |
| Barnston  | C140 High Easter Road   |  | Low cost measures  | Design being revised. Consultations with Parish Council to take place.         |
| Lt Bardfield  | C126 Bardfield Road   |  | Low cost measures  | Scheme completed.  |
| Stansted  | C166 Burton End Road  | Burton End   | Low cost measures  | Consultations completed. Works ordered.  |
| Felsted   | C133 Causeway End Road<br>NC Cock Green Road                  | Cock Green   | Low cost measures  | Scheme completed   |
| Felsted   | C130 Main Road  | Willows Green  | Low cost measures  | Consultations completed. Works ordered.  |



| SITE                              |                                     |   | PROPOSALS  | COMMENTS   |
|-----------------------------------|-------------------------------------|---|--|--|
| Parish                            | Road Number/Name                    | Location  |  |  |
| <b>TRAFFIC MANAGEMENT SCHEMES</b> |                                     |   |  |  |
| Saffron Walden                    | Town Centre                         |   | Public Opinion Survey  | With District Council  |
| Broxton                           | NC Browns End Road<br>Brick End     | Rear of Prince of Wales PH                      | One Way Street TRO   | Consultations and design complete. Programme for implementation March 2001.  |
| <b>TRAFFIC REGULATION ORDERS</b>  |                                     |   |  |  |
| Saffron Walden                    | B184 high Street                    | Opposite Church Street                          | Waiting restriction to provide bus turning clearance                               | Informal consultation commenced. Formal consultation commenced January 2001.   |
| Saffron Walden                    | B1052 Lt Walden Road                | Junction Catons Lane                            | Waiting restriction/junction protection  | Informal consultation commenced. Formal consultation commenced January 2001.   |
| Elsenham                          | C174 New Road                       | Vicinity of Railway Station                     | Waiting restrictions to deter commuter parking                                     | Consultation with residents has taken place. Minor revisions being implemented to design. Full consultation to start January 2001. |
| Gt Hallingbury                    | C157 Bedlars Green Road/Church Road | From A120 Start Hill to A1060 at Latchmore Bank | 7.5T weight restriction i/c/w Herts CC proposal for lorry ban in Bishops Stortford | Informal and formal consultation to start January 2001.  |
| Newport                           | Station Road                        |   | Waiting restriction/junction protection  | Informal consultation complete. Formal consultation for start January 2001.  |
| <b>NEW PEDESTRIAN CROSSINGS</b>   |                                     |   |  |  |
| Gt Dunmow                         | B184 High Street                    | Near Dunmow Inn                                 |  | To be implemented at the same time as Special Maintenance Scheme. Programme installation date February 2001.                       |