

**Committee:** Transport and Highways Committee  
**Date** 21 June 2004  
**Agenda Item No:** 2  
**Title:** PROPOSED SPEED TABLES – ROSEACRES, TAKELEY  
**Author:** AREA HIGHWAYS MANAGER  
(01371) 872888

### **Summary**

- 1 To consider the objection received in response to the formal publication of the proposed speed reduction scheme for Roseacres, Takeley.

### **Background**

- 2 The measures have been prepared in association with a street lighting scheme that has been funded via a Section 278 agreement in association with the St. Valery development. Street lighting was recommended as an improvement by local residents during the Parish Council's last village appraisal while the traffic calming request was made by the Primary School and supported by the Parish Council.
- 3 The informal consultation process on the proposals was undertaken in November 2003. The proposals were formally advertised from 22 January to 31 March 2004.
- 4 The proposals are shown in Appendix A and are supported by the Chief Constable, County Councillor and Parish Council. One objection has been received from a resident in Ley Field for the proposed speed tables and these are detailed in Appendix B.
- 5 The estimated cost of implementing the speed tables and associated signs be approximately £23,300. The measures will be funded from the Locally Determined Budget.

### **Conclusions**

- 6 The proposed speed tables form an integral part of a speed reduction scheme that will support the 30-mph speed restriction and has been possible due to the introduction of street lighting within Roseacres. The measures will provide an affective speed reducing feature on the approach to the school and the proposals are fully supported by the Parish Council and County Councillor.

RECOMMENDED that notwithstanding the objection received, it is recommended that arrangements are made to introduce the two speed tables as published and described in the schedule highlighted in Appendix A in accordance with the County Council's Standard Order Making Procedure.

Local County Member  
Mr J Whitehead CC

Local District Members  
Mrs J F Cheetham DC  
Mr R T Harris DC

Background Papers: Correspondence on this matter is held at the Area Office,  
Great Dunmow.

**APPENDIX B**

<b>OBJECTOR</b>	<b> GROUNDS FOR OBJECTIONS</b>	<b> HEAD OF TOPS COMMENTS</b>
<p>Mr Curtis 13 Ley Field Takeley Herts. CM22 6RS</p>	<ul style="list-style-type: none"> <li>• The road is not a 'rat run' so it does not require these measures.</li> <li>• There are too many parked cars on the side of the road to cause a speed problem.</li> <li>• The money would be better spent repairing the pot holes. You only have to drive slowly to damage your car.</li> <li>• Even with the complaints the pot holes never get repaired.</li> </ul>	<ul style="list-style-type: none"> <li>• With the new St Valery development there will be additional vehicle movements within Roseacres.</li> <li>• The measures will reduce vehicle speeds on the approach to the Primary School.</li> <li>• At the time of the consultation process there had been two different Utility companies working in Roseacres and one of these had to return to improve there re-instatement works.</li> <li>• A number of repairs had been programmed after the above works had been completed. In addition the road is awaiting funding to be resurfaced.</li> </ul>

**Committee:** Transport and Highways Committee  
**Date** 21 June 2004  
**Agenda Item No:** 3  
**Title:** PROPOSED WAITING RESTRICTIONS – STATION ROAD,  
HIGH STREET, ELSENHAM  
**Author:** AREA HIGHWAYS MANAGER  
(01371) 872888

### **Summary**

- 1 To consider the objections received in response to the formal publication of the proposed waiting restrictions for Station Road and High Street, Elsenham.

### **Background**

- 2 The measures have been prepared in response to the ongoing commuter parking problem that occurs along Station Road which in turn causes congestion along this section of highway. The measures for the High Street are proposed due to visibility concerns on the approach to the zebra crossing and vehicles exiting the junction of Hall Road.
- 3 The informal consultation process on the proposals was undertaken in August 2003. The proposals were formally advertised from 29 January to 20 February 2004.
- 4 The proposals are shown in Appendix 1 and 2 and are supported by the District Council, Chief Constable County Councillor and Parish Council. one objection has been received in association with the Station Road proposals. One objection has also been received regarding the proposed restrictions for the High Street and both are detailed in Appendix 3.
- 5 The estimated cost of implementing the road markings and signs for each area will be approximately £1800. The measures will be funded from a Section 106 agreement.

### **Conclusions**

- 6 **STATION ROAD/ DE MANDEVILLE ROAD:** The Parish Council have received several complaints from residents with regard to the ongoing commuter parking problems and the associated congestion caused by this parking. Several residents on numerous occasions have experienced visibility and access problems due the parking that occurs on a daily basis adjacent to their properties. In addition to the road providing a link to the railway station the road forms the only route to the small business units located off New Road. It has been proposed to extend the existing one hour restriction that

already exists in New Road and the northern end of Station Road to other areas within Station Road. It has been proposed only to introduce standard 15 metre length of double yellow lines at the junctions of De Mandeville Close, Ridley Gardens and The Croft to ensure that the visibility at these locations is not restricted by parked vehicles. Certain areas within Station Road have not been included in these proposals to allow some parking and in turn act as a traffic calming measure as the removal of all vehicles will lead to an increase in traffic speeds.

- 7 **HIGH STREET:** Again the Parish Council has received complaints concerning visibility problems due to parked vehicles outside the Garage from parents who walk their children to the local Primary School for the eastbound approach to the Zebra crossing and on the corner of the junction with Hall Road. It has been agreed with the Parish Council to consider the introduction an 8am-6pm waiting restriction at the locations highlighted on Appendix 2. Again there will be areas left in the vicinity of these proposals that will not be covered by any waiting restrictions.

RECOMMENDED that

**STATION ROAD/ DE MANDEVILLE CLOSE:** That notwithstanding the objection received, it is recommended that arrangements are made to introduce the waiting restrictions as published and described in the schedule at Appendix 1 in accordance with the County Council's Standard Order Making Procedure.

**HIGH STREET:** That notwithstanding the objection received, it is recommended that arrangements are made to introduce the waiting restrictions as published and described in the schedule at Appendix 2 in accordance with the County Council's Standard Order Making Procedure.

Local County Member  
Mr R Wallace CC

Local District Members  
Mrs C M Dean  
Mr D J Morson

Background Papers: Correspondence on this matter is held at the Area Office, Great Dunmow.

OBJECTOR	GROUNDS FOR OBJECTIONS	AREA MANAGERS COMMENTS
<p><b>STATION ROAD/ HIGH STREET</b> <b>OBJECTORS:</b></p> <p>Mr R Williams 21 De Mandeville Road Elsenham Bishop's Stortford Hertfordshire CM22 6LR</p>	<ul style="list-style-type: none"> <li>• Objects to the number of new waiting restrictions on various roads within Elsenham, in particular De Mandeville Road.</li> <li>• The vehicles that park on the stretch of De Mandeville Road adjacent to the green belong to residents and park there periodically throughout the day and overnight.</li> <li>• There is insufficient space for these vehicles next to or close to their homes. I have estimated that there are 30 vehicles belonging to the occupants of houses 1 to 29. All properties have at least one vehicle or even four vehicles.</li> <li>• The cause of the parking problem is due to rail commuters from outside the village and the main people being penalised will be residents'.</li> <li>• The restrictions will also affect the doctor's surgery in Station Road which has a small car park and patients will be affected at peak times and the surgery does not just serve Elsenham but other surrounding Parishes.</li> <li>• The cars will not disappear; they will park on other roads and cause problems elsewhere.</li> </ul>	<ul style="list-style-type: none"> <li>• The restrictions proposed for De Mandeville Road are a standard double yellow line restriction on both sides for a distance of 15 metres only.</li> <li>• The Highway Code states that vehicles should not park opposite or within 10 metres of a junction.</li> <li>• The majority of the new restrictions being proposed for Station Road are a 1 hour restriction during the morning.</li> <li>• The Parish and the doctor's surgery were consulted regarding these proposals.</li> <li>• There will still be areas within Station Road that do not have any waiting restrictions</li> </ul>
<p>Mr D J Gibson 5 Hailswood Elsenham Bishop's Stortford Herts CM22 6DQ</p>	<ul style="list-style-type: none"> <li>• My concern is the proposed waiting restrictions for the High Street. Many properties and businesses already leave their vehicles in Haileswood.</li> <li>• Parking in Haileswood can sometimes be very difficult especially at night; I can only conclude that while these restrictions will solve one problem they will only make other ones.</li> <li>• The cars that currently park on the areas where the restrictions are proposed will end up parking in side roads like ours.</li> <li>• The cars parked on the High Street slow traffic down and act as a traffic calming scheme. When the road is clear of cars some people ignore the 30-mph speed limit.</li> </ul>	<ul style="list-style-type: none"> <li>• The restriction being proposed is no waiting between 8am -6pm for the area in front of the garage and on the corner of the junction with Hall Road only.</li> <li>• Both have been requested due to concerns regarding visibility on the approach to the zebra crossing and exiting the junction by parents taking their children to the Primary School.</li> <li>• In both cases the restriction length is only for approx. 40 metres on one side of the road.</li> </ul>

**Committee:** Transport and Highways Committee  
**Date** 21 June 2004  
**Agenda Item No:** 4  
**Title:** **LOCALLY DETERMINED BUDGET PROGRAMME 2003/04 TO 2006/07**  
**Author:** **Essex County Council – Highway and Transportation Area Manager – Paul Hardy (01371 872888)**

### **Summary**

- 1 This report is to seek approval for the schemes to be investigated and implemented as part of the Locally Determined Programme for 2006/07 and to inform members of progress on the schemes in the 2003/04 programme.

### **Background**

- 2 In the past at various meetings the members of Uttlesford District Council have discussed and approved a number of issues and processes relating to the Locally Determined Programme. These include:
  - a) A 3-year rolling programme will be developed and prepared and that an additional year will be added annually as approved by the relevant committee.
  - b) The schemes in the proposed additional year will be taken from the reserve list that will be scored, using the agreed formulae, and prioritised annually and will include all new requests.
  - c) That the Area Manager be able to make minor changes to the programme by bringing forward and putting back schemes only when problems arise which preclude a scheme from being completed in a particular year.
  - d) That the Area Manager be asked to write to all Parish Councils to inform them of the position of all their requests and the likely period of time before schemes on the reserve list will be funded.

Members were made aware of the process and the detail of the method used to prioritise the proposals in the report prepared by the Area Manager and sent to all members in March 2002.

### **Finance**

- 3 The budget allocation for 2003/04 was £164,000. The progress and position of schemes in the 2003/04 programme is shown at appendix 1. Most of the schemes were completed but some works have been deferred until the current financial year.
- 4 The allocation for the Locally Determined Budget has been increased for the 2004/05 financial year. An element has been ring fenced for use on the maintenance of a certain category of footway. These are to enable the County

Council to meet its PSA targets. Even with this element taken out of the total still remains £220,000 for the normal programme.

- 5 It has been presumed that there is likely to be a similar amount available in subsequent years and the programme has been developed on this basis. In addition the budget element splits as previously agreed have also been used.

### **Programme Assessment**

- 6 The approved method of ranking the schemes to give some priority within the budget available has been used to generate the proposed additional year of the programme for 2006/07. In addition, as a result of the budget increase some schemes have moved forward in the programme. This ranking method is used to help Members agree the programme. They can of course change the proposal but for every scheme that they move or add then schemes of a corresponding estimated cost will also need to be moved or deleted.
- 7 The footway element of the programme has been prepared following correspondence with the Parish Councils to make sure that they have the support of the whole community including those who own land over which any new proposals may need to be constructed. Members need to be aware that there are often problems with the footway schemes relating to land acquisition and the programme may need to change and be re-assessed once the process commences.
- 8 A significant new element to the programme is the requirement to fund the pilot study during 2004/05 associated with the Variable Message Signs. These mobile signs warn drivers who are speeding after they have entered a speed limit by use of flashing lights and a "Slow" message. Early indications are that they are very popular with the communities where they have been used. Funding has been included in future years programmes at a similar level in the expectation that their use will continue. The funds are required for moving the signs around the district and, in the current year, to carry out before, during and after studies.
- 9 The approved programmes for 2003/04, 2004/05 and 2005/06 and the proposed programme for 2006/07 are shown at appendix 2. The list of outstanding scheme requests awaiting programming is also shown as part of appendix 2.

RECOMMENDED that the proposed additional years programme for 2005/06 be approved.



## Locally Determined 2003/04

## Appendix 1

<i>Parish</i>	<i>Road Name</i>	<i>Location</i>	<i>Description</i>	<i>Estimate</i>	<i>Latest Position</i>
<b><i>Pedestrian Crossings</i></b>					
SAFFRON WALDEN	Audley Road	North-east of Ingleside Court	Pedestrian crossing facilities	£16,000	Completed September 2003
<b><i>Speed Reduction Measures</i></b>					
GREAT DUNMOW	B1057 The Broadway	Junction St Edmunds Lane – 30mph limit	Mini Roundabout	£25,000	Mini roundabout abandoned at request of Town Council. No further action to be taken.
GREAT DUNMOW	Braintree Road	junction St Edmunds Lane – 30mph limit	Junction Improvement	£25,000	Completed March 2004
HATFIELD HEATH	Sawbridgeworth Road	Sawbridgeworth level crossing to existing 40mph limit.	50mph speed limit & associated measures	£5,000	Completed March 2004
RADWINTER	B1053 Plough Hill / Walden Road	At gateways	Gateway modifications and 40mph speed limit	£5,000	Completed March 2004
SAFFRON WALDEN	B184 Windmill Hill	Junction New Pond Way – 30mph limit	Gateway measures	£5,000	Signing Scheme completed March 2004. Build Out programmed for June 2004.
SAFFRON WALDEN	Audley End Road	Audley End	Gateway measures, Signs, lining	£5,000	Completed March 2004
STEBBING	B1057 Dunmow Road	Duck End	Extension of existing 40mph speed limit	£5,000	Completed March 2004
TAKELEY	Roseacres	Takely Primary School	30 mph speed limit with physical measures	£5,000	Lighting completed April 2004. Objection to measures received yet to be resolved.
WHITE RODING	A1060 Stortford Road	Through village	Reduction in speed limit	£5,000	Completed March 2004

# Locally Determined 2003/04

# Appendix 1

<i>Parish</i>	<i>Road Name</i>	<i>Location</i>	<i>Description</i>	<i>Estimate</i>	<i>Latest Position</i>
<b>Traffic Management</b>					
GREAT DUNMOW	Stortford Road	At junction of Rosemary Lane	Mini roundabout.	£25,000	Programmed for completion June 2004. Delay due to electrical works.
<b>Traffic Regulation Orders</b>					
GREAT DUNMOW	Braintree Road / St Edmunds Lane	At junction	Waiting restrictions	£2,000	Completed March 2004
GREAT DUNMOW	Lukins Lane / B184 Ongar Rd	At junction	Waiting restrictions	£4,000	Completed March 2004
STANSTED	Grafton Green	O/S Parish Council Offices	Waiting restrictions	£2,000	Completed March 2004
STANSTED	Grove Hill	Nr Traffic signals	Waiting restrictions	£2,000	Completed March 2004
THAXTED	B184 Newbiggen Street	Outside Nos 44, 46 & 48	Waiting restrictions	£4,000	Completed March 2004

## Locally Determined - Proposed Programme

## Appendix 2

Parish	Road Name	Location	2003/04	Programmes		2006/07	Reserve List	
				2004/05	2005/06			
<b>Footways</b>								
HIGH EASTER	The Street	Pump Green to Village Hall		£21,000				
STANSTED	B1051 Chapel Hill	Between Kings Arms PH and junction with Sunnyside			£15,500			
FELSTED	Evelyn Road	No 41 to Recreation Ground			£11,100			
CHRISHALL	Crawley End Road	Martinholme Pond				£10,000		
STANSTED	Burton End Road	Burton End between Bennetts and Burton Bower Cottage				£11,100		
FELSTED	School Lane	Felsted School north					£5,750	
HENHAM	Mill Lane	Extension from village to Old Mead Lane					£2,250	
FELSTED	School Lane	Felsted School south - Deacon's House					£3,500	
HADSTOCK	B1052 Linton Road	Through village					£24,000	
FELSTED	Station Road	From 20m west of Buryfields for a distance of 105m westwards					£15,750	
TAKELEY	Broxted Road	Molehill Green					£13,500	
WIDDINGTON	Spring Hill						£17,100	
				<b>Footways Sub - Total</b>				
				<b>£21,000</b>	<b>£26,600</b>	<b>£21,100</b>	<b>£81,850</b>	

## Locally Determined - Proposed Programme

## Appendix 2

<i>Parish</i>	<i>Road Name</i>	<i>Location</i>	<i>2003/04</i>	<i>Programmes</i>		<i>Reserve</i>
				<i>2004/05</i>	<i>2005/06</i>	<i>List</i>
<b>Minor Items</b>						
	Minor Items		£7,400	£10,000	£10,000	£10,000
		<b>Minor Items Sub - Total</b>	<b>£7,400</b>	<b>£10,000</b>	<b>£10,000</b>	<b>£10,000</b>
<b>Mobile Variable Message Speed Signs</b>						
	VARIOUS			£20,000	£20,000	£20,000
		<b>Mobile Variable Message Speed Signs Sub - Total</b>		<b>£20,000</b>	<b>£20,000</b>	<b>£20,000</b>

## Locally Determined - Proposed Programme

## Appendix 2

Parish	Road Name	Location	2003/04	Programmes			Reserve List
				2004/05	2005/06	2006/07	
<b>Pedestrian Crossings</b>							
SAFFRON WALDEN	Audley Road	North-east of Ingleside Court	£16,000				
SAFFRON WALDEN	Church Street	South-west of Common Hill		£18,000			
SAFFRON WALDEN	B184 East Street	East of Police Station			£18,000		
SAFFRON WALDEN	Newport Road	Junction with London Road				£18,000	
GREAT DUNMOW	Rosemary Lane	Near Rosemary Close					£18,000
SAFFRON WALDEN	B184 Thaxted Road	Near footpath Stanley Farm Road					£18,000
SAFFRON WALDEN	Peaslands Road	Near junction South road					£18,000
SAFFRON WALDEN	Ashdon Road	Junction Chaters Hill					£18,000
FELSTED	B1417 Watch House Green	At Felsted County Primary School					£18,000
THAXTED	B184 Town Street	South of Park Street					£18,000
SAFFRON WALDEN	Peaslands Road	Near Lord Butler. Leisure Centre					£18,000
HIGH RODING	B184 High Street	Near No. 11 Dunmow Road					£18,000
FELSTED	School Lane (Stebbing Road)	At Felsted School					£18,000
<b>Pedestrian Crossings Sub - Total</b>			<b>£16,000</b>	<b>£18,000</b>	<b>£18,000</b>	<b>£18,000</b>	<b>£162,000</b>

## ***Locally Determined - Proposed Programme***

## ***Appendix 2***

<b><i>Parish</i></b>	<b><i>Road Name</i></b>	<b><i>Location</i></b>	<b><i>2003/04</i></b>	<b><i>Programmes</i></b>		<b><i>Reserve</i></b>
				<b><i>2004/05</i></b>	<b><i>2005/06</i></b>	<b><i>List</i></b>
<b><i>Road Safety</i></b>						
	Road Safety - Education, Training and Publicity		£6,500	£10,000	£10,000	£10,000
		<b><i>Road Safety Sub - Total</i></b>	<b><i>£6,500</i></b>	<b><i>£10,000</i></b>	<b><i>£10,000</i></b>	<b><i>£10,000</i></b>

## Locally Determined - Proposed Programme

## Appendix 2

<i>Parish</i>	<i>Road Name</i>	<i>Location</i>	<i>2003/04</i>	<i>Programmes 2004/05</i>	<i>2005/06</i>	<i>2006/07</i>	<i>Reserve List</i>
<b>Speed Reduction Measures</b>							
GREAT DUNMOW	Braintree Road	junction St Edmunds Lane – 30mph limit	£25,000				
TAKELEY	Roseacres	Takely Primary School	£5,000				
WHITE RODING	A1060 Stortford Road	Through village	£5,000				
RADWINTER	B1053 Plough Hill / Walden Road	At gateways	£5,000				
GREAT DUNMOW	B1057 The Broadway	Junction St Edmunds Lane – 30mph limit	£25,000				
SAFFRON WALDEN	Audley End Road	Audley End	£5,000				
SAFFRON WALDEN	B184 Windmill Hill	Junction New Pond Way – 30mph limit	£5,000				
STEBBING	B1057 Dunmow Road	Duck End	£5,000				
HATFIELD HEATH	Sawbridgeworth Road	Sawbridgeworth level crossing to existing 40mph limit.	£5,000				
WIMBISH	Mill Road	300m south of Maple Lane		£10,000			
WENDENS AMBO	B1383	Between Newport and north of Wendens Ambo		£5,000			
GREAT SAMPFORD	B1053 Finchingfield Road	South of village centre		£10,000			
UGLEY	Bedwell Road and Snakes Lane	Ugley Green		£8,000			
BROXTED	Browns End Road			£8,000			

## Locally Determined - Proposed Programme

## Appendix 2

Parish	Road Name	Location	2003/04	Programmes		Reserve List
				2004/05	2005/06	
GREAT DUNMOW	B184 Beaumont Hill	Junction Godfrey Way to 30mph speed limit		£8,000		
GREAT DUNMOW	Rosemary Lane / The Downs			£8,000		
WIMBISH	Elder Street	Carver Barracks		£8,000		
LITTLE EASTON	Park Road and Hill End – Taylor's Hill	Past Rectory Lakes		£8,000		
STANSTED	B1351 High Lane	Junction Brewery Lane to 30mph speed limit		£8,000		
SAFFRON WALDEN	Castle Street			£18,000		
CLAVERING	B1038 Clatterbury Lane	Within existing 40 mph limit			£10,000	
THAXTED	Bardfield Road	From B184 to start of 30mph limit			£8,000	
HATFIELD BROAD OAK	Feathers Hill				£8,000	
MANUDEN	The Street	Within the existing speed limit			£8,000	
WIMBISH	Mill Road	From B184 to 30mph limit			£8,000	
ASHDON	Radwinter Road	Within the existing speed limit			£8,000	
HADSTOCK	B1052 Walden Road	Within existing limit			£5,000	
RADWINTER	B1053 Plough Hill	Bridgefoot - within existing 30mph limit			£8,000	
QUENDON & RICKLING	B1383 Cambridge Road / London Road	Within existing 40mph limit			£15,000	



## Locally Determined - Proposed Programme

## Appendix 2

<i>Parish</i>	<i>Road Name</i>	<i>Location</i>	<i>2003/04</i>	<i>Programmes 2004/05</i>	<i>2005/06</i>	<i>2006/07</i>	<i>Reserve List</i>
HADSTOCK	B1052 Linton Road	Within existing limit			£5,000		
BARNSTON	Parsonage Lane				£8,000		
LITTLE HALLINGBURY	Sawbridgeworth Road	Gaston Green			£8,000		
HATFIELD HEATH	A1060 Stortford Road	Through village centre				£10,000	
HIGH RODING	B184 The Street / B184 Dunmow Road	Through village				£15,000	
ASHDON	Church End	Church Hill				£8,000	
GREAT EASTON	B184 Thaxted Road	Extension to north of existing limit				£10,000	
LINDELL	Lindsell Lane	Through village				£10,000	
THAXTED	B184 Walden Rd and Newbiggen Street	Both ends of village				£10,000	
STEBBING	Stebbing Green	North of A120 junction				£10,000	
LITTLEBURY	B1383 Cambridge Road	South of village				£5,000	
TAKELEY	Warish Hall Road	Smiths Green				£10,000	
ELSENHAM	B1051 Henham Road and Mill Road					£10,000	
TAKELEY	Bambers Green Road	Bambers Green				£10,000	
HEMPSTEAD	B1054 High Street	Both ends of village					£10,000

## Locally Determined - Proposed Programme

## Appendix 2

Parish	Road Name	Location	Programmes			Reserve List
			2003/04	2004/05	2005/06	
BARNSTON	A130 Chelmsford Road	South of existing speed limit				£10,000
NEWPORT	B1383 Cambridge Road	North of village				£5,000
HATFIELD BROAD OAK	Hammonds Road	Junction with Barnfield estate				£15,000
FELSTED	School Lane (Stebbing Road)	Junction Braintree Road to junction Garnetts Lane				£8,000
SAFFRON WALDEN	B1052 Castle Hill					£25,000
SAFFRON WALDEN	B1052 Newport Road	Junction Rowntree Way – 30mph limit				£25,000
BROXTED	Broxted Road					£8,000
FELSTED	Leighs Road	Bannister Green / Cock Green				£8,000
NEWPORT	Frambury Lane					£15,000
HADSTOCK	Bartlow Road	Within existing limit				£5,000
GREAT CANFIELD	Green Street	Hellmans Cross: junction Gt Canfield road – junction Mill Lane				£8,000
WIDDINGTON	Cornells Lane					£5,000
LITTLEBURY	Mill Lane	Junction with Church Walk to Junction with Walden Road				£8,000
SAFFRON WALDEN	Landscape View	Junction Cromwell Road – 30mph limit				£8,000
GREAT SAMPFORD	Thaxted Road					£10,000

## Locally Determined - Proposed Programme

## Appendix 2

<i>Parish</i>	<i>Road Name</i>	<i>Location</i>	<i>Programmes</i>			<i>Reserve List</i>	
			<i>2003/04</i>	<i>2004/05</i>	<i>2005/06</i>		<i>2006/07</i>
LINSELL	Hall Road / Holders Green Road					£8,000	
SAFFRON WALDEN	Church Street					£18,000	
ARKESDEN	Quicksie Hill	Hobs Aerie to existing 30mph limit				£3,000	
STANSTED	Bentfield End Causeway					£25,000	
WENDENS AMBO	Rookery Lane	From existing limit to junction with B1383				£5,000	
GREAT CANFIELD	Hope End Green Road	Hope End Green				£8,000	
LITTLE HALLINGBURY	Grinstead Lane					£3,000	
CHRISHALL	Mill Causeway					£8,000	
<b><i>Speed Reduction Measures Sub - Total</i></b>			<b><i>£85,000</i></b>	<b><i>£99,000</i></b>	<b><i>£99,000</i></b>	<b><i>£118,000</i></b>	<b><i>£241,000</i></b>

## Locally Determined - Proposed Programme

## Appendix 2

<i>Parish</i>	<i>Road Name</i>	<i>Location</i>	<i>2003/04</i>	<i>Programmes</i>		<i>Reserve</i>
				<i>2004/05</i>	<i>2005/06</i>	<i>List</i>
<b>Traffic Management</b>						
GREAT DUNMOW	Stortford Road	At junction with Rosemary Lane	£25,000			
NEWPORT	B1383 High Street	Junction with Wicken Road		£25,000		
GREAT DUNMOW	The Causeway / Godfrey Way	At junction			£25,000	
GREAT CHESTERFORD	B1383 London Road	Junction with Ickleton Road				£25,000
THAXTED	B184 Dunmow Road	Junction with Bardfield Road				£25,000
FELSTED	Main Road	Junction Bartholomew Green Road near Milch Hill				£12,000
WIMBISH	B184 / Mill Lane / Back Lane	In the vicinity of the junction				£5,000
STEBBING	Watch House Road	Watch House Corner				£10,000
<b>Traffic Management Sub - Total</b>			<b>£25,000</b>	<b>£25,000</b>	<b>£25,000</b>	<b>£52,000</b>

## Locally Determined - Proposed Programme

## Appendix 2

Parish	Road Name	Location	2003/04	Programmes			Reserve List
				2004/05	2005/06	2006/07	
<b>Traffic Regulation Orders</b>							
STANSTED	Grafton Green	O/S Parish Council Offices	£2,000				
GREAT DUNMOW	Braintree Road / St Edmunds Lane	At junction	£2,000				
THAXTED	B184 Newbiggen Street	Outside Nos 44, 46 & 48	£4,000				
STANSTED	Grove Hill	Nr Traffic signals	£2,000				
GREAT DUNMOW	Lukins Lane / B184 Ongar Road	At junction	£4,000				
SAFFRON WALDEN	Audley Road	Near South Road junction		£2,000			
HATFIELD HEATH	Broomfields	Junction with A1060 Stortford Road		£2,000			
ELSENHAM	Station Road			£2,000			
FELSTED	Braintree Road	Junctions within the centre of the village		£3,000			
THAXTED	Bolford Street	From the church to the existing derstriction signs		£4,000			
WENDENS AMBO	Rookery Lane	Entire length		£2,000			
SAFFRON WALDEN	Ashdon Road				£2,000		
MANUDEN	The Street				£2,000		
HIGH RODING	Broadfields / The Paddocks				£2,000		

## Locally Determined - Proposed Programme

## Appendix 2

Parish	Road Name	Location	2003/04	Programmes		2006/07	Reserve List
				2004/05	2005/06		
SAFFRON WALDEN	Castle Street					£2,000	
STANSTED	Gall End Lane / Lower Street					£2,000	
SAFFRON WALDEN	Sheds Lane / Brooke Av.					£2,000	
SAFFRON WALDEN	Little Larchmount					£2,000	
SAFFRON WALDEN	Hunters Way / Rowntree Way					£2,000	
<b>Traffic Regulation Orders Sub - Total</b>			<b>£14,000</b>	<b>£15,000</b>	<b>£16,000</b>		
<b>Locally Determined Programme Grand - Totals</b>			<b>£153,900</b>	<b>£218,000</b>	<b>£224,600</b>	<b>£222,100</b>	<b>£536,850</b>

**Committee:** Transport & Highways  
**Date:** 21 June 2004  
**Agenda Item No:** 5  
**Title:** Saffron Walden Town Centre Traffic Management Scheme  
**Author:** Jeremy Pine (01799) 510460

### **Summary**

- 1 This report recommends that Members ask Essex County Council to implement a proposal to increase the number of Blue Badge spaces within the Controlled Zone, subject to standard consultation procedures. It also recommends that the option of dedicating the Rose & Crown Car Park to Blue Badge parking on market days not be proceeded with. For information, the report also sets out progress on looking at the feasibility of pedestrianisation / semi-pedestrianisation proposals for the area around Market Place.

### **Background**

- 2 At the meeting of the Environment & Transport Committee on 2 March 2004, Members considered a report on a meeting of stakeholders in Saffron Walden to discuss the results of consultation exercises on traffic management within the town centre. Members resolved that the following actions be undertaken, and reported to the next meeting of the Committee:
  - The technical feasibility of forming additional Blue Badge spaces (people with disabilities) within the Controlled Zone as detailed in the report be investigated by Essex County Council
  - The District Council considers whether to dedicate the Rose and Crown Car Park to Blue Badge holders on market days
  - The Saffron Walden Town Centre Traffic Management Working Group be convened to consider feasibility options for pedestrianisation / semi-pedestrianisation of King Street and Market Place. The Working Group has now had two meetings, the last one being on 3 June.
- 3 The last of the 3 resolutions follows from Action P7.3 of the Quality of Life Corporate Plan, which requires the exploration of the use of innovative approaches to urban design and traffic engineering, such as Shared Space Zones, in existing urban areas. The Plan requires a preliminary investigation to be carried out in Saffron Walden by 30 June this year, with a detailed scheme (if appropriate) by the end of the year.

### **Proposals**

#### Blue Badge spaces

- 4 As requested, Essex County Council has looked at options for additional spaces, and these were discussed at the last meeting of the Working Group. The Group's favoured option is to use the two existing taxi bays on the east side of Market Street, providing two spaces. This would require relocation of the taxi bays, which could be either to one of a number of positions in the southern part of the High Street or repositioning to the south of the existing taxi bays. The Group felt that one replacement bay ought to be sufficient given the perceived level of demand. Consultation on these proposals will of course be required, including with the Council's Licensing Enforcement Officer.
- 5 An option to provide two spaces in front of the Library facing Market Place was not favoured by the Group, as it could make it difficult to manoeuvre into and out of the 3 adjoining free parking spaces in the centre of Market Place. Furthermore, these two spaces could be lost if any pedestrianisation proposals went ahead in the future, and would not be available on market days. The substitution of existing free spaces for Blue Badge bays in the centre of Market Place was also not favoured for the same reasons.
- 6 These proposal would bring about a modest increase in Blue Badge parking but are considered by the Group to be worthwhile, particularly as the Council will be able to enforce the existing spaces in King Street following Decriminalisation in October.

#### Rose & Crown Car Park

- 7 Boots plc owns the freehold of this car park, which is operated under agreement by the District Council. Whilst the Working Group felt that the freeholder might agree to additional Blue Badge parking within the car park (as it should not lose revenue) there would be a loss or revenue to the District Council through the reduction in the number of chargeable spaces. The Group felt that the extra Blue Badge spaces created in the car park would also not be as convenient as others in and around the Controlled Zone. An option to total dedication to Blue Badge parking on market days would be to increase the number of Blue Badge spaces permanently available on all days. This was also not favoured by the Group because the existing parking layout is quite restricted and further conflict within the car park could result.

#### Pedestrianisation / Semi-Pedestrianisation

- 8 The Working Group has informally looked at some initial options, which could enhance the value of the town as a tourist attraction and as a place to live and work. A feasibility study will be required, for which funding is currently not available. A bid for funding has been put to Uttlesford Futures and will be considered at its meeting on 21 July, but this requires justification on the wider benefit that the study would have to the District. If this bid fails, other funding options will need to be pursued. Essex County Council does not have the funds to carry out the study, although it does have a provisional allocation in the capital programme for 2005/6, and the following years, to look at some traffic management issues in the town. It would be preferable for any proposals to originate from local residents and businesses, which could then be evaluated and costed by the County Council. Any proposals would require



the agreement of the County Council as the local highways authority, and a key concern will be any effect on the strategic road network.

RECOMMENDATION that

- 1 subject to standard consultation procedures, Essex County Council be asked to provide 2 Blue Badge spaces on the existing taxi bay in Market Street, with either a single taxi bay relocated immediately to the south or to a position in the High Street, and
- 2 the proposal to allocate the Rose & Crown Car Park for Blue Badge holders on market days not be proceeded with by the District Council.

Background Papers: None

**Committee:** Transport & Highways  
**Date:** 21 June 2004  
**Agenda Item No:** 6  
**Title:** Uttlesford Cycle Network Plan – Progress Update  
**Author:** Jeremy Pine (01799) 510460

### Summary

- 1 This report follows the earlier one, which was presented to the meeting of the Environment & Transport Committee on 13 January 2004. At that meeting, Members resolved firstly to endorse the principle of two cycleway schemes proposed for Great Dunmow, and secondly that the Plan be reviewed and a report made to a future meeting of the Committee (Minute ET48). The report recommends that Essex County Council be asked to look at further options for a cycleway from Audley End station to Saffron Walden, and that Members agree to the rolling forward of the current Uttlesford Cycle Network Plan.

### Background

- 2 This report takes into account objective P9 of the Quality of Life Corporate Plan, which is to *support measures to discourage the use of the car in favour of supporting the use of public transport, cycling and walking*. Two actions under this objective directly relate to cycling. These are:
  - P9.3: Design and implement a 12 year programme to create a network of safe cycle routes and quiet lanes, starting from 30 May 2004, and

- P9.4: Create an effective cycle track between Saffron Walden and Audley End by 30 June 2004.

## **Progress**

- 3 Action P9.3:  
As previously advised, two Great Dunmow cycleways contained within the Plan have been included in the County Council's capital programme for the current financial year 2004/5. These would run from Windmill Close to Mill Lane across the Chelmer Valley, and from New Street to Tesco via High Fields, High Stile and Stortford Road.
- 4 Currently, Sustrans is working with Essex County Council on the setting up of National Cycle Network Route 16, which would run from Bishops Stortford to Witham, via Great Dunmow and Braintree, utilising remaining sections of the old railway trackbed where possible. The Windmill Close to Mill Lane cycleway would be a part of Route 16 and would therefore serve a dual purpose as a local link and part of the National Cycle Network at a section where there is no trackbed to follow. From Mill Lane, the preferred Route 16 west through Great Dunmow would be White Street, Market Place, Star Lane, Downs Crescent and the paths and quiet roads through Woodlands Park to the Tesco roundabout. Failing that, the option being considered as an alternative or second route would be White Street, High Street, New Street, High Fields (with a link via Woodview Road and a crossing of the old A120 to the Dunmow cutting for walkers only), High Stile, Stortford Road and improved off road paths to the Tesco roundabout. This alternative / second route would therefore take in the second of the cycleways, which would also be dual purpose in that event.
- 5 Action P9.4:  
Following the Committee's previous resolution on 10 September 2002, the earlier proposal for a Saffron Walden to Audley End cycleway (which was also included in the Plan) has been dropped from the County Council's capital programme and do not feature on any reserve list. Whilst the previous design work still exists, the local community did not support the scheme. Any new proposal will require prioritising against all other proposals in the County Council's capital programme. Currently, the County Council is not doing any work on this project.
- 6 A suggestion was made at the last meeting of the Uttlesford Transport Forum that traffic calming measures and speed restrictions should be introduced where cycling is dangerous, e.g. the section of road from Audley End station to Saffron Walden that does not have a footway. This would enable cyclists to use the existing sections of footway and the roadspace without further provision being required. The County Council has commented that the existing footway is only 1-1.5m wide and only on one side of the road and cannot constitute a cycleway. Even with a speed limit, such a narrow, unsegregated cycleway/footway serving both east and westbound movements would be unlikely to pass Safety Audit. If such a scheme had been possible, it would have likely been implemented by now.

- 7 It was agreed at the last meeting of the Forum that a meeting be arranged with all interested parties to review what had happened with the previous Audley End to Saffron Walden scheme and to look at options. The County Council has indicated that it is happy to be represented at such a meeting should Members agree to proceed with further proposals, and for subsequent design and costing to be undertaken. There is no likelihood of an effective cycletrack being implemented by 30 June 2004.

### **Review**

- 8 Although it is stated in the introduction to the Plan that it covers proposals up until this year, it is an evolving document that can be amended as new opportunities arise and/or changed circumstances dictate. In effect, therefore, it is not time-limited. The Plan does not include priorities or costing of the proposals contained within it, as these are subject to budget availability, as is subsequent phased implementation. However, all of the proposals within the Plan are considered to be either valuable in their own right or as part of a wider cycle network (e.g the two Great Dunmow schemes). All the proposals have been the subject of an initial survey for feasibility, but there may well be other factors preventing implementation, such as land ownership, and some proposals may be dependent upon other traffic control measures.
- 9 It is considered that it would be appropriate to roll the Plan forward until 2009 as many of the proposals contained within it have not been implemented, but would still be beneficial. Essex County Council feels it would be appropriate to seek to implement one proposal within the Plan for each of the next few years, but considers that Members should assist by prioritising the schemes in the Plan. The current priority in accordance with the QOLCP is the Audley End station to Saffron Walden cycleway. Officers will give further consideration to the other schemes contained in the Plan and prepare a report on a suggested prioritisation programme at a future meeting of this Committee.

### **RECOMMENDED that**

- 1 Members ask Essex County Council, in conjunction with relevant stakeholders, to consider alternative proposals for a cycleway from Audley End station to Saffron Walden.
- 2 That Members agree to roll the Uttlesford Cycle Network Plan forward until 2009.

Background Papers: Documents referred to in the report.

**Committee:** Transport & Highways  
**Date:** 21 June 2004  
**Agenda Item No:** 7  
**Title:** Local Service Agreement for the Highways and  
Transportation Service for Essex – Progress Report  
**Author:** Jeremy Pine (01799) 510460

### Summary

- 1 This report sets out the progress that is being made with the preparation of this agreement. The report seeks Members' endorsement of the matters that officers think need to be discussed at the forthcoming direct District and one-to-one meetings with Essex County Council.

### Background

- 2 Under the objective of developing integrated transport planning and management across Uttlesford, Action P7.1 of the Council's Quality of Life Corporate Plan originally required this agreement to be ready by 31 January 2004, with commencement due on 1 April 2004. These dates were in line with the timescale set by the ECC Cabinet Member for Highways and Transportation when he attended the meeting of the Environment & Transport Committee on 4 November 2003.
- 3 In a letter to this Council dated 17 February 2004, Essex County Council's Chief Executive advised that the preparation of the agreement had been put back by a year, and this will be reflected in the updated QOLCP. The reason for the slippage is that the original timescale was not realistic given the amount of work required to draw up the agreement. The letter states:

*"The new local service agreements, to be discussed and agreed, will replace the current arrangements for highways agencies and directly maintained districts. Therefore, in accordance with the resolution of Cabinet on 27 January, I am writing to give your Council formal notice of termination on 31 March 2005 of the Highway arrangements that exist between our two Councils. It is our intention to continue with negotiations for an agreement for Decriminalised Parking Enforcement separately from the new Local Service Agreement.*

*The existing agency arrangements will be replaced with a Local Service Agreement for Highways and Transportation services which will be within the broad principles agreed by the Essex Local Government Association at its meeting on 29 January 2004 and which will come into operation from 1 April 2005. The detailed content of the Local Service Agreement will be developed through discussions with your Council's members and officers over the coming year. I am confident that the new arrangements will bring about*

*significant improvements to the Highways and Transportation Service for the citizens and travelling public of Essex.”*

## **Progress**

- 4 The agreement is being drawn up via one-to-one sessions between County and District / Borough officers as required, but mainly via a joint officer working group comprised of one officer from each District / Borough and the County's project management team.
- 5 The initial working group meeting took place on 26 April, the second meeting being on 21 May. Further meetings have been arranged at approximate 6-week intervals until April 2005, to include the anticipated rollout period prior to the agreement coming into force. The next working group meeting is on 28 June, when it is expected that the County Council will present an updated schedule of the proposed division of responsibilities between the County and District / Boroughs. This updated schedule is being prepared for clarification, because of concerns expressed by some members of the working group that what is now being discussed differs from what had originally been suggested. A separate meeting with officers of all the direct Districts has been arranged for tomorrow (22<sup>nd</sup>), as it is clear that they have differing concerns to those of the agency District / Boroughs (see Paragraph 8 of this report). A further one-to-one meeting with the County Council has been set for 6 July. Currently, it is intended that the agreement should be finalised during September, after which County / District / Borough Member approval will be sought.
- 6 The aims of the new agreement are to:
  - Provide a seamless service to the public
  - Provide a more responsive service to meet the needs of customers
  - Improve the cost effectiveness, efficiency and the quality of the service
  - Improve decision-making and allow strategic and local decisions to be taken by those best placed to do so
  - Make best use of resources where the service is delivered by those best placed to do so
- 7 The working group is discussing a wide range of issues. The agency Districts / Boroughs have legitimate concerns over both the future role and location of their existing highways staff under the new agreement and the effect of any changes on their current levels of service. These concerns need to be resolved through the working group and, at the moment, an honest view is that this may not be easy or quick.
- 8 This District has no in-house highways staff. The agreement is therefore an opportunity for closer working with Essex County Council on highways matters and for more local accountability in decision making on local roads. In particular, your officers need to work with the County Council on the following main areas:

### How will the First Point of Contact Work?

It is intended that the agreement will be operated as the *Essex Highways Partnership*, via Centres of Excellence, to give a seamless service. A protocol for receiving and then forwarding highways complaints / requests that are made to this Council by whatever method needs to be drawn up. Front line staff will need training on how to do this, including use of IT.

#### Finalising the split between County Routes and Local Roads.

Following the Members' workshop in November of last year, no objections were raised in principle to the proposed split. The County Council has acknowledged that the split can be reviewed and adjusted as necessary in the future. Whilst the agreement will give a greater degree of local autonomy over local road decision-making, the County Council will retain a power of review over local road decisions that would have an effect on County Routes. It is not yet known how this review process would operate. This requires clarification

#### Technical support for decision-making

A named officer, employed by the County Council, would support the decision making process in each of the Districts / Boroughs. That officer could be full-time, could write reports, attend Committee meetings and give technical advice as required (e.g. to planning officers). The officer could at least be partly based in the District / Borough he or she serves. When the Planning Service relocated from Great Dunmow, the ability to seek informal advice on a daily basis from the Area Highway Office was reduced. "In-house" technical support would be welcomed by planning officers and would represent a service enhancement.

#### Decriminalisation of Parking Enforcement

Whilst this is a separate issue, the County Council will need to consult with Districts / Boroughs if it is proposing waiting restrictions on County Routes. The procedure for doing this requires specifying.

#### Committee vs delegated decision-making on Local Roads

At the last one-to-one meeting, the question was raised as to the level of decision-making that would be expected from this Council. ECC's Head of Highways and Transportation made it clear that this was a matter for District Members to decide for themselves. For instance, it may be that Members would wish merely to set the priorities for spending the Local Roads budget and delegate the rest to the Area Highways Manager. At the other extreme, they might wish to determine each individual scheme. Members are not being asked to make that decision now, as more information on likely workloads is required and will be requested from the County Council.

RECOMMENDED that Members endorse these points for discussion at the forthcoming direct District and one-to-one meetings with the County Council.

Background Papers: Quality of Life Corporate Plan

**Committee:** Transport & Highways  
**Date:** 21 June 2004  
**Agenda Item No:** 8  
**Title:** Forward Committee Programme 2004/5  
**Author:** Jeremy Pine (01799) 510460

### Summary

- 1 This report summarises topics which may be considered at forthcoming meetings of the Committee this financial year.

	<b>Thursday 16<sup>th</sup> September 2004</b>	
1	Highways Local Service Agreement update	JGP
2	Essex Local Transport Plan update	JGP
	<b>Thursday 11<sup>th</sup> November 2004</b>	
1	Highways Local Service Agreement update	JGP
2	Progress on the Quality of Life Corporate Plan	JGP
	<b>Thursday 13<sup>th</sup> January 2005</b>	
1	Essex Local Transport Plan	JGP
2	Highways Local Service Agreement update	JGP
3	Uttlesford Cycle Network Plan – prioritisation of remaining schemes	JGP
	<b>Thursday 10<sup>th</sup> March 2005</b>	
1	Highways Local Service Agreement update	JGP

RECOMMENDED that this provisional timetable be noted.

Background Papers: None