

Committee: Transport & Highways
Date: 10 March 2005
Agenda Item No: 4
Title: Presentation by the Saffron Walden Initiative
Author: Jeremy Pine (01799) 510460

Summary

- 1 As a result of funding obtained from Uttlesford Futures, the Saffron Walden Initiative (SWI) has carried out a study of town centre improvements that it believes could benefit pedestrians and cyclists.
- 2 The SWI has already given local publicity to the proposals resulting from its study, but has asked that it be able to present its proposals to Members of the Committee. The Vice-Chairman has agreed to this, and the presentation will take place at the meeting.
- 3 Members are requested not to comment on the merits or otherwise of the proposals at this stage. The reason for this is so as not to pre-judge the determination of or consultation on any Traffic Regulation Orders etc that might be required should the SWI's proposals subsequently be put forward for implementation in any form or extent. General comments can be made.

RECOMMENDED that Members receive the SWI's presentation and pass on any general comments of a non-judgemental nature.

Background Papers: None

Committee: Transport & Highways
Date: 10 March 2005
Agenda Item No: 5
Title: M11 Junction 4 to 14, Initial Route Management Strategy, January 2005
Author: Jeremy Pine (01799) 510460

Summary

- 1 This report summarises the route outcomes of the Highways Agency's Initial Route Management Strategy (IRMS) for the M11, and invites Members' comments upon them. These comments will then be forwarded to the Highways Agency as part of the current consultation process.

Background

- 2 This IRMS is one of a series of studies that the Highways Agency (HA) is undertaking for the entire trunk road and motorway network, identifying and collating existing problems and issues along the route, including future planning and development issues. The IRMS has been developed for the management, maintenance, operation and improvement of the M11, following a detailed study by consultants, Mott MacDonald, and an earlier round of engagement with stakeholders.
- 3 In the IRMS, 16 route outcomes have been identified. These set out what the HA will seek to obtain from the M11 over the 10-year lifespan of the IRMS. The outcomes have been developed to support the proposed land use development, route objectives and functions and address the problems identified. The outcomes as finally approved will be used by the HA to develop a Route Management Plan (RMP). The RMP will be reviewed regularly to monitor progress and ensure the outcomes are still appropriate.
- 4 The IRMS is now out on public consultation, with particular focus on the 16 route outcomes. The consultation period expires on 17 April this year. This Council has been invited to send its views to the HA. The County Council will be preparing a report for its Cabinet Member in due course.
- 5 The IRMS consists of two volumes. The main report (Volume 1) consists of an introduction, a route description, details of previous consultations, policy objectives, route function, a development control statement, route problems and performance, route outcomes and a strategy impact statement. Volume 2 contains relevant appendices, including an assessment of environmental and planning issues and a summary of comments received, both of which are

map-based. A summary leaflet on the consultation process has also been prepared by the HA, based on the 16 route outcomes.

Route Outcomes

- 6 In this section of the report, each of the 16 route outcomes will be set out, identifying the main issues and their effect upon Uttlesford. The precise wording of each outcome is in italics and underlined. Some of the outcomes do overlap.
- 7 *RO 1: Improve journey time reliability – London to Cambridge*
The IRMS proposes studies to identify appropriate schemes and measures to reduce congestion and improve journey time reliability. These could include demand and incident management and the provision of alternative route information when congestion has occurred. There could be a consultation on banning lorries from overtaking on uphill gradients and the provision of climbing lanes between J8 & 9 in advance of any widening that might subsequently be approved.
- 8 Following the publication of the results of the London to South Midlands Multi Modal Study, the Government has asked the Highways Agency to carry out further work on the widening of the M11 to dual three-lane standard between J8 & 9 and to bring forward proposals for entry into the Targeted Programme of Improvements in due course. Further widening to dual three-lane standard from J9 & 14 is also to be the subject of further work by the HA which, if taken forward, could be implemented about 2015.
- 9 *RO 2: Reduce accident clusters on the route with particular reference to junctions and known accident high risk sites*
The IRMS proposes studies to identify appropriate measures. Possible actions could include a safety review of all junctions and modification of entry and exit lanes. The M11 as a whole actually scores well in comparison to others in terms of accident rates per 100 million vehicle kilometres.
- 10 *RO 3: Investigate the provision of traveller care facilities on the M11 between J8 & 14*
The only service station on the M11 is Birchanger Green, on the SW side of J8. Motorists travelling southbound have no means of exiting between J10 & 8 – a distance of 30 miles, which is the longest on the British motorway network. The IRMS proposes studies to identify appropriate measures, which could include the provision of a Motorway Service Area (MSA) with HGV parking in association with developers and within current Government policies on MSAs. Any resulting application for planning permission would be determined on its merits in accordance with the provisions of the relevant Development Plan and any other material considerations. The HA is not responsible for providing, operating and maintaining MSAs, however.
- 11 On a related issue, there is some local support for reconfiguring J9 for full access, which is currently only available to motorists heading south or who

are travelling up from the south. There is also some support for the provision of a new junction north of J8 to increase local access to the motorway and to reduce pressure on surrounding villages.

12 *RO 4: Improve road user information*

The IRMS proposes studies looking at the introduction of further Variable Message Signs to provide earlier information on motorway incidents, improved CCTV coverage to monitor flow conditions and improved real time information on appropriate websites. However, gantry-style signs could be intrusive in the countryside.

13 *RO 5: Minimise the impact of the M11 on the natural environment*

The IRMS proposes studies to identify appropriate measures. A suggested action would be to minimise and mitigate disturbance to and protect and enhance the visual quality of the surrounding countryside. Other actions would include promotion of the HA's Bio-diversity Action Plans and collaboration with the Environment Agency to reduce water pollution from motorway drainage and spills. There are no Air Quality Management Areas between J5 to J14 because of the lack of residential development in close proximity to the motorway.

14 *RO 6: Minimise the impact of noise caused by the M11, with particular reference to areas suffering from high noise severity.*

Sections between J8 & 9 still have concrete surfacing, which have occasioned comments from Birchanger, Stansted Mountfitchet and Newport Parish Councils. The IRMS particularly singles out noise impact at Mountfitchet High School and at Burton End. Again, the IRMS proposes studies to identify appropriate noise reduction measures. Officers have previously been informed by the HA that half of the resurfacing will be undertaken in the financial year 2005-6 with the rest a year later. Birchanger Parish Council has requested extra motorway boundary landscaping.

15 *RO 7: Increased accessibility and minimise severance through the improved provision on Non-Motorised User infrastructure at junctions*

The main issue within Uttlesford, raised by Sustrans, is that the only way to currently cross the M11 at Bishops Stortford / Stansted Airport is using J8. Routes are required to the north and south of J8. To the north, an existing bridleway bridge could be improved; to the south the solution could be a footway under the M11. The IRMS proposes working with local authorities to undertake studies to identify appropriate measures. Work is already in hand under Sustrans' own initiative and via the Local Access Working Group of the Stansted Area Transport Forum (SATF).

16 *RO 8: Facilitate increased multi-modal transport integration in accordance with the 10 Year Plan for Transport*

RO 9: Investigate opportunities for incorporating additional public transport infrastructure in the M11 corridor

These outcomes can be considered together, because to a large degree the actions overlap. The IRMS again proposes to undertake studies to identify appropriate measures. The IRMS emphasises the importance of working with

local stakeholders, including BAA Stansted, County and District Councils, the Strategic Rail Authority and other public transport operators to increase modal transfer at the Airport. Work on this is already in hand via the various Working Groups of the SATF and via the pre-application discussions on the two further airport expansion proposals for which applications for planning permission are expected to be submitted. The continued participation of the HA in these Working Groups and discussions is both important and expected to achieve these two outcomes.

- 17 RO 10: Investigate improving access to the M11 from all existing junctions
See comments in Paragraph 11 of this report re improvements to J9.
- 18 RO 11: M11 Junction 4 – Work with Local Authorities to improve safety and reduce congestion at M11/A406 junction
This outcome has no effect on Uttlesford, other than to benefits its commuters who use this junction, which is with the North Circular Road.
- 19 RO 12: M11 Junction 7 – Work with Local Authorities to improve operation of the M11/A414 Junction
Essex County Council, which manages this junction, has identified that the main traffic flow through the interchange is London – Harlow, causing congestion at busy times. The grade separation of that movement is suggested by the County Council, along with an additional connection into the interchange from the west. Both Essex and Herts County Councils also promote the idea of a new junction north of Harlow, which could relieve the A414.
- 20 RO 13: M11 junctions 9 to 14 – reduce exit blocking on slip roads approaching Cambridge (peak periods)
The IRMS proposes studies to identify appropriate schemes to reduce exit queuing, including looking at the design of roundabouts and modifying exit lanes. Stop-start “shockwave” congestion affects J14 to J10 southbound during peak hours, leading to incidents and capacity reduction.
- 21 RO 14: M11 Junction 14 – short term improvements of junction to reduce congestion and weaving problems and improve safety
The IRMS proposes studies to identify appropriate schemes to improve the geometry of the junction, which suffers from congestion and accidents as a result of merging traffic from the M11, A14 and from Cambridge. Junction improvements are recommended in the Cambridge to Huntingdon Multi-Modal study. This would have no direct effect on Uttlesford other than to improve road conditions for its motorway users.
- 22 RO 15: To work with key stakeholders (including BAA, Local Authorities and the DfT) to ensure that with the increased growth at Stansted Airport, as suggested by the Airport White Paper, measures are implemented to accommodate development related traffic
RO 16: To work with key stakeholders (including Local Authorities, the Mayor of London and the DfT) to ensure that traffic effects of development along the London-Stansted-Cambridge-Peterborough corridor are minimised

These outcomes can be considered together, as they confirm the HA's commitment to being part of these extremely important discussions, which is what this Council would expect. In respect of RO 15, the IRMS will need to bear in mind the recent High Court judgement on the Airport White Paper.

Comment

- 23 The main emphasis of the IRMS is upon the undertaking of studies and working with stakeholders to promote the route outcomes. The working with stakeholders is welcomed, particularly in respect of RO 8,9,15 & 16, but Officers are concerned that timescales for the carrying out of the studies have not been given. The timeliness or otherwise of these studies could impinge upon the HA's ability to implement the route outcomes within the 10 year period of the final Route Management Strategy as agreed.

RECOMMENDED that Members pass any comments that they have on the IRMS to Officers so that they can be forwarded to the HA by the consultation period closing date of 17 April.

Background Papers: Highways Agency: M11 Initial Route Management Strategy, January 2005

**SAFFRON WALDEN LOCAL ROAD SAFETY ADVISORY COMMITTEE
held at COUNCIL OFFICES LONDON ROAD SAFFRON WALDEN on
5 JANUARY 2005 at 7.30pm**

Present:-

Mr K Nicholas – Ashdon Parish Council
Councillor Mrs C Bayley – Audley Ward Saffron Walden
Mrs A Kent – Birchanger Parish Council
Mr C Clarke - Elsenham
Mrs A Midgley – Hempstead Parish Council.
Mrs E Sanders – Littlebury Parish Council
Mrs C Hunt – Manuden Parish Council
Mr R Bowran – Newport Parish Council
Mrs T Fearnham – Newport Parish Council
Mrs L Ward – Newport Parish Council
Mr D Smith – Radwinter Parish Council
Councillor R F Freeman – Uttlesford District Council

Also present

Mr M Young – Chairman Road Safety Working Group

Officers in attendance:-

Mrs R Johnson – Road Safety Officer
Inspector Mark Harman – Essex Police Traffic Management Unit
Mr A Playle – Essex Police Traffic Management Unit.
Mrs C Roberts – Secretary.

SW241 ELECTION OF VICE-CHAIRMAN

RESOLVED that Mrs C Bayley be elected Vice-Chairman of the Road Safety Advisory Committee for the remainder of the municipal year.

Mrs Bayley then took the chair.

SW242 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor W F Bowker, Miss K Barwood, Mr P Hardy, Mrs M McDonald, Mr D Richardson and Mr C Stoneham.

Councillor Mrs C A Bayley wished Members a happy new year. She welcomed Mr M Young the Chairman of the Road Safety Working Group and informed the meeting that Councillor Bowker who was being looked after in Addenbrookes Hospital, was a little better.

SW243 MINUTES

The Minutes of the meeting held on 6 October 2004 were received, confirmed and signed as a correct record. Page 7

SW244

BUSINESS ARISING

(i) Minute No SW234 (iii) – Request for zebra crossing – Debden Road Saffron Walden

Councillor R F Freeman informed the meeting that the Saffron Walden Town Council was concerned to encourage provision of zebra crossings wherever necessary. It was hoped that one would cross Ashdon Road near the top of Chaters Hill, which could help some of the groups of school children in the Town. He added that the Town Council met Essex County Council Highways staff every three months to discuss such matters.

(ii) Minute No SW236 – Preferred Light controlled Junction

Mr R Bowran drew attention to the expression “Sparrows Hill, Newport, junction” which was incorrect and should read “junction of Wicken Road and the High Street.”

SW245

SECRETARY’S REPORT

(i) Saffron Walden Local Road Safety Advisory Committee Chairman

The Secretary circulated a card for Members to sign which she would send as soon as possible to Councillor Bowker at the hospital.

(ii) Future Location of Road Safety Function

The Secretary informed the meeting that correspondence had taken place with the Leader of the District Council and the Cabinet Member for Highways of the Essex County Council (copies were circulated at the meeting), and representations had been made to the relevant Transport and Highways Committee meeting by Mrs E Sanders expressing Members’ grave concern about the possibility of the Road Safety Function being moved away from Saffron Walden or indeed from Uttlesford.

It now seemed likely that the Road Safety base would be at Saffron Walden for at least the next three years.

The Chairman of the Committee proposed a vote of thanks to Mrs E Sanders for her excellent work in conveying the Committee’s views to those able to influence this matter. Mrs Sanders expressed her gratitude to Councillor Mrs Menell who had ably made supporting representations at the meeting of the Transport and Highways Committee, and to the Secretary who had marshalled the paperwork.

RESOLVED that the Committee’s thanks to Mrs Sanders, Councillor Mrs Menell and the Secretary be recorded.

(iii) Attendance at meetings of the Transport and Highways Committee

The Secretary informed the meeting that each of the Advisory Committees had been invited to send representatives to meetings of the Transport and Highways Committee.

RESOLVED that Councillor R F Freeman be appointed to attend meetings of the Transport and Highways Committee on behalf of the Advisory Committee with Mrs E Sanders as substitute.

(iv) Planning applications with road safety implications.

The Secretary had been asked to investigate how the Committee could ensure being able to send a letter of concern in relevant planning applications despite the speed with which these applications were presented.

The Secretary had raised this matter with the appropriate planning officer and it was hoped that better notice could be arranged. She agreed to report again on this matter to the next meeting of the Advisory Committee.

Councillor R F Freeman reminded Members that notice of all applications was supplied to the relevant Town or Parish Council. Mrs Sanders explained that issues had arisen on which it seemed important that a general road safety view be expressed.

(v) Request for zebra crossing – Debden Road Saffron Walden

The Committee considered further letters requesting a zebra crossing near the Borough Lane junction with Debden Road.

Members noted that the cost of providing a zebra crossing was from £15,000 to £25,000 but that the only other practical option was yellow lines, there being no room for a mini-roundabout and inappropriate conditions for cameras.

Rose Johnson added that it was difficult to find staff for pedestrian crossing control.

(vi) Liaison meeting on Local Service Agreement – 24 January 2005

The Secretary informed Members about this meeting and agreed to inquire whether an Advisory Committee Member could attend to monitor road safety aspects of discussion.

SW246

ROAD SAFETY OFFICER'S REPORT

The Road Safety Officer thanked the meeting for the support given to efforts to preserve the present location of Uttlesford's Road Safety Team for the future.

She described the delivery of theatre active road safety training to 1,076 students including, for the first time, some of years 5 and 6, and thanked Mr M Young the Chairman of the Road Safety Working Group, whose Committee had contributed essential funding for this exercise..

Press cuttings about the launch of the “Be safe be seen” campaign were circulated at the meeting.

Details were given of the varied school subjects being used as vehicles for introducing road safety at different school levels and the different activities devised for ensuring students’ involvement with the subject. It was hoped that a further speed enforcement exercise would take place, this time by the Rodings School.

Cycle maintenance and fault repair required much emphasis in the winter months, and the Road Safety Team directed its efforts at parents of child cyclists.

More walking ‘buses were being planned for Saffron Walden serving Dame Bradbury’s School and the Saffron Walden County High School. The Road Safety Officer hoped to obtain marshalling space at the Common Car Park.

She described the programmes of Road Safety lectures she was delivering to a wide variety of audiences, particularly informative lectures to HGV drivers on fatigue.

The seasonal Drink/drive campaigns were being carried out at the Tesco supermarkets and, for the first time at the Birchanger Service Station. In addition, 1,455 Drink/drive leaflets had been distributed to licensed premises with several hundred posters.

Fund raising would now begin in order to provide for the Motorwise courses which hopefully would be held later in the year.

The Chairman thanked the Road Safety Officer for her excellent report.

SW247

POLICE REPORT

Inspector Mark Harman submitted his report on road fatalities and injuries in the District.

There had been significant improvements in the processing of the data used in the report and it could now clearly be seen that there was an encouraging reduction countywide in the numbers of those killed or seriously injured compared with the same period last year, and particularly significant reductions in those figures for both Saffron Walden and the Motorway. This was probably a result of the poor summer.

Motorbike accidents again formed a disproportionate part of the statistics. The errors causing these accidents were rider errors rather than driver errors; more intensive activity was needed to improve this situation.

Inspector Harman described action taken targeting speeding, drink driving, eyesight testing and tacograph offences. He stressed that lack of seatbelts turned survivable accidents into fatal ones. Elimination of this offence alone would cause a major improvement in KSI figures.

He emphasised the usefulness of the Road Safety Officer's work in educating employers to provide roadworthy vehicles and in educating youngsters about speed at age 17 when the message would go with them throughout their driving career.

In answer to a question he asked Members to report any cases of street racing they encountered especially because of the danger to the young people involved in it.

SW248

AREA TRANSPORTATION MANAGER'S REPORT

The Essex County Council Area Manager's report was circulated and is annexed to these Minutes. Members agreed to refer any questions on the report to the next meeting of the Committee.

It was noted that the report referred to provision of yellow lines near the Borough Lane /Debden Road junction, and Members asked that the correspondents on this subject be informed of this.

Mrs E Sanders drew attention to the destruction of the verges by parked cars near the Audley End Ice House Gate and it was agreed that this would be taken up with the Town Council.

SW249

SPEED CAMERAS

Mrs A Midgley informed Members that Hempstead would shortly be making a request for speed cameras to go on the Area Manager's list of works.

Mrs A Kent reported an incident of determined vandalism to speed cameras at Birchanger.

Mr M Young said that he had found his visit to the Advisory Committee most interesting. He informed the meeting that Parishes would soon be able to buy mobile speed signs for from £600 to £700 each. They were solar powered, but this was not quite enough power to keep them going all day. In addition, he believed the District had been under-funded and he hoped to achieve provision of some speed activated signs by way of recompense.

Members were very pleased.

SW250

DATE OF NEXT MEETING

The date of the next meeting would be 2 March 2005.
The meeting ended at 9.12 pm.

LOCAL ROAD SAFETY ADVISORY COMMITTEE – AREA HIGHWAY MANAGER’S REPORT 6 DECEMBER 2004

Accident Remedial Sites

There have been no new accident remedial sites reported to the department since the last meeting.

The current position with the previous accident remedial sites reported at the last meeting.

- **A1060 junction with Sparrows Lane, near Hatfield Heath** – financial authorisation has been received and the measures ordered.
- **B184 Thaxted Road, junction with Water Lane, Wimbish** – site to be kept under review.
- **Debden Road/Mount Pleasant Road/Borough Lane, Saffron Walden** – financial authorisation has been received and the package of measures ordered. The extension of the double yellow lines proposed for Debden Road, south of Borough Lane will be included with a number of new requests to be formally advertised in the New Year.
- **Chaters Hill junction with Ashdon Road/Highfields, Saffron Walden** – there has been a delay in implementing the temporary build-out by the contractor it is reprogrammed for the beginning of January.

‘Safer Journeys to School Initiative’

Following the last series of meetings held with Wimbish, Radwinter and Manuden Primary Schools. The engineering measures being proposed for each of the schools are at the following stages:-

Manuden

- An estimate of cost has been completed for the footway improvements between the school and Pinch Pools Road and the proposed extension of footway at the junction of ‘The Street’ and Mailers Lane. A request for the financial authorisation has been requested. The work will take 3 to 4 weeks to undertake and it is scheduled to programme the works during the half term break in March 2005.

Wimbish

- The formal consultation for the introduction of speed cushions within Mill Road either side of the school has been passed to Legal Services for advertising.
- The widening of part of the footway in Mill Lane for the new walking bus route has been completed.

- The design for the introduction of a school zone with flashing amber lights for two of the approaches to the school has been finalised. The measures have been ordered and should be completed by February 2005.

Radwinter

- The design to introduce a school zone with flashing amber lights for the B1053 approaches to the school has been finalised. The measures have been ordered and should be completed by February 2005.
- The school are not pursuing the creation of a footway within the school grounds to a back gate providing a pedestrian link with East View Close following a decision taken by the School Governors due to lack of resources for a member of staff to man the gate entrance.
- Due to the above the Parish Council wish to pursue the introduction of a new footway along Water Lane to the junction with East View. The request is currently on the Locally Determined reserve list.

The current position with the other schools featured within the initiative is as follows:-

St Mary's CE Primary School, Castle Street, Saffron Walden

- An order has been placed for the 20 mph speed limit for Castle Street and currently waiting for the electrical connections to be undertaken so the road narrowing features can be installed.

St Thomas More RC School, South Road, Saffron Walden

- The zebra crossing for Peaslands Road has been ordered and the civil work has been completed; the installation of the light columns is still outstanding. The formal consultation for the introduction of speed tables within South Road has been passed to the County's Legal Section so the proposal can be advertised.

Little Hallingbury Primary School has joined the initiative and the first meeting with the working group took place last week.

Other Items

(GREAT DUNMOW) Boreham Court, High Easter

The request to extend the 30 mph speed limit further eastwards along Rehobeth Street has been passed to the County's Legal Section for advertising; it has been resolved to extend the existing speed limit by a maximum distance of 50 metres in accordance with the County's Speed Management Strategy with an 'after' speed survey being undertaken once the speed limit has been extended to gauge how successful the proposal has been in reducing vehicles speeds prior to the junction with Boreham Court. (a request made by Essex Police).

(GENERAL) VARIABLE MESSAGE SIGN TRIAL

The trial will be continuing at the following sites in:-

December

Birchanger village
Barnston – A130 Chelmsford Road

January

Great Hallingbury – Church Road (Outside the Village Hall)
Henham – High Street
Stebbing – The Downs and Warehouse Road

SAFETY CAMERAS

Two new mobile safety camera sites have been highlighted within Uttlesford they are:-

Stansted Mountfitchet – B1383 Cambridge Road within the existing 30 mph limit.

Little Hallingbury – A1060 Stortford Road within 30 mph limit.

The signing associated with the camera sites has been ordered and it is likely that these will be installed during the New Year with the sites becoming operational before the end of the financial year.

**DUNMOW LOCAL ROAD SAFETY ADVISORY COMMITTEE held on 7
FEBRUARY 2005 at COUNCIL OFFICES HIGH STREET
GREAT DUNMOW at 8.00 PM**

Present:- Mr P F Lewis – Chairman
Mr R Fox - Great Dunmow Parish Council
Mr J Gregory - Takeley Parish Council
Mr P Leeder - Thaxted Parish Council
Mr P Hardy - Area Manager Essex County Council
Transportation and Operational Services Department
Mrs R Johnson - Uttlesford District Council Road Safety Officer
Mr A Playle - Essex Police
Mrs C Roberts - Secretary

Also present:- Mr M Young – Chairman of the Uttlesford Road Safety Working Group.

DRS217 APOLOGIES

Apologies for absence were received from Councillor Mrs S Flack, Inspector M Harman, Mrs P Mugele and Mrs E Scott.

DRS218 MINUTES

The Minutes of the meeting held on 4 October 2004 were received, confirmed and signed as a correct record.

DRS219 BUSINESS ARISING

(i) Minute DRS 211 – Meetings of District Council’s Transport and Highways Committee

The Chairman informed the meeting that unfortunately due to unforeseeable circumstances neither he nor Mrs Mugele had been able to attend the last meeting of the District Council’s Transport and Highways Committee

(ii) Minute DRS 211 – Future location of Road Safety Function

In answer to a question Paul Hardy informed the meeting about the existing and proposed systems for managing Uttlesford Road Safety, and assured Members that the Road Safety Team would be housed in the Saffron Walden Council Offices for the foreseeable future. A rent had been agreed for the necessary office and storage space.

DRS220 **SECRETARY'S REPORT**

(i) Councillor W F Bowker

Members were informed that Councillor W F Bowker the Chairman of the Saffron Walden Local Road Safety Advisory Committee was improving and had been moved to the Saffron Walden Community Hospital. A card was circulated at the meeting for Members to send their good wishes to him.

(ii) Provisional meeting dates for 2004/5

The following dates were agreed for the next year's meetings of the Committee.

Monday 6 June 2005
Monday 3 October 2005
Monday 5 December 2005
Monday 6 February 2006

(iv) Invitation to attend future meetings of the Transport and Highways Committee of the District Council

Members were informed that the next scheduled meeting of that Committee was to be held on 10 March 2005 in the Dunmow Council Office Committee Room.

DRS221 **ROAD SAFETY OFFICER'S REPORT**

The Road Safety Officer described the latest delivery of the Drink Drive message at the Welcome Break Birchanger Service Station beside Junction 8 of the M11 where the public had shown great interest and support for the campaigns. An enormous amount of traffic passed through the Service Station and a huge number of leaflets had been handed out there. A substantial display had been provided with the presence of the Essex County Council exhibition trailer and the Essex Traffic Police and the Essex Fire and Rescue Service with their squad car and fire tender. Further campaign visits to this venue were planned for next summer.

She explained how the impact of safety campaigns was being prolonged in primary schools by loans of road safety resources so that teachers could continue the activities.

New walking 'buses were operating for Dame Bradbury School at Saffron Walden and the County Primary School at Felsted with twenty or more children in each 'bus.

Efforts were being made to fundraise for Motorwise but a setback had happened as regards possible funds from the High Sheriff's Award. The application literature for this award had not reached the relevant staff although it had been sent to the Council.

A repeat was to be done at Leaden Roding Primary School of the successful speed initiative carried out at Great Easton Primary School.

RESOLVED that the Secretary writes to the appropriate officer of the Council to express concern that the High Sheriff's award application date has been missed and to request assistance with making good to Motorwise the lost opportunity to raise funds.

DRS222 POLICE REPORT

Alan Playle explained that Inspector Mark Harman was involved in a complex traffic case so unable to attend. He submitted Inspector Harman's report on road fatalities and injuries in the District which showed encouraging reductions in the numbers of those killed or seriously injured compared with the same period in the previous year.

In March all units would focus on seat belt enforcement. There had been a significant rise in the number of those breaking the law. Since unrestrained drivers and passengers were much more likely to be killed in an accident, this area of enforcement provided the best potential for reducing KSI figures.

Members asked about other driving distractions and Alan Playle said that driving while holding a mobile phone was to become a three point offence soon. There was no specific provision for driving whilst eating a sandwich, but all such behaviour could amount to driving without due care and attention. He had never seen a satellite navigation system in accident statistics as a cause of an accident. Seat belt use however frequently affected the severity of accident results.

It was noted that a fatality had occurred at Barnston Bends. Paul Hardy said that there had been an increase in the traffic between Barnston and Ford End, and that probably the only remedy would be a revised HGV recommended route. He would be reviewing the effect of the existing advisory Lorry route in June.

Alan Playle commented that although the lorries were disliked for their size and their tendency to intimidate other road users, they received a worse press than they generally deserved. There were no lorry collisions, whereas there were hundreds of car collisions.

Mr Gregory, the representative for Takeley Parish Council, asked Members to note and congratulate the Area Manager on the improvements made on the B1256. cats eyes, hatching and a much improved surface which substantially reduced noise from cars. He also commented favourably on the work done to Takeley footpaths and the introduction of the walking bus in the village.

Members asked that their appreciation be recorded in the Minutes.

DRS223 AREA TRANSPORTATION MANAGERS REPORT

ACCIDENT REMEDIAL SITES

Paul Hardy informed the meeting that there had been no new accident remedial sites reported to the department since the last meeting.

OTHER ITEMS:

(GREAT DUNMOW) Boreham Court, High Easter

The request to extend the 30-mph speed limit further eastwards along Rehobeth Street had been formally advertised. It was hoped to re-locate the start of the speed limit by the beginning of March.

(HIGH RODING) B184 Dunmow Road / (GREAT CANFIELD) B184/ Bacon End Junction.

Following a site meeting with representatives from High Roding/ Great Canfield PC's, Mrs Flack CC and Mr Chambers CC it had been agreed to introduce a red anti-skid strip with the Slow carriageway markings on both approaches to the junction in addition to renewing the lines and red surfacing at the start of the 30-mph speed limit at either end of High Roding. Mr Hardy added that this was a very high speed, tree lined road where there had been some one-car accidents.

It was noted that deer were about near the roads in greater numbers than before, particularly near the B1256. The Area Manager explained in answer to a question that live deer should be reported to the Highways Authority. for action, dead ones to the District Council. He said signs could be provided giving a warning about the deer.

DRS224 SPEED LIMIT NEWBIGGEN STREET THAXTED

Mr P Leeder asked about extension of this speed limit to cover the recreation ground entrance, and the Area Manager agreed to investigate this.

DRS225 JUNCTION 8 – DELINEATION OF B1256

In answer to a question from Mr J Gregory the Area Manager said that the delineation of routes on the road surface was a matter for the Highways Agency.

DRS216 DATE OF NEXT MEETING

The date of the next meeting would be 6 June 2005.

The meeting ended at 8.55 pm. Page 19