

Local Highways Panel

District Scheme Validation Template

LHP Reference	LBRA212019
Date Submitted	
Version	Original
Author	Jennifer Boxall
Document Status	
Prepared by	Jennifer Boxall
Checked by	Dan Maclean
Authorised by	Justin Styles
Date Authorised	
Project Title	The Street, Gosfield – Traffic Calming – Safety Issues
Project Type	Walking
District	Braintree

Version number	Purpose / Changes	Author	Approver	Date approved
1	Original Issue	Justin Styles		

Contents

1.0 Existing Situation 3

2.0 Proposals 5

3.0 District Panels Prioritisation Matrix 8

1.0 Existing Situation (HLO to populate)

Identified Problems and Objectives of the Project

Councillor Siddal would like an investigation into extra traffic calming features following complaints from residents that speeding and bad driving close to the location of the school will eventually result in a fatality.

A speed and PV2 survey have recently been carried out and show the following. Even though there was not a speeding issue, the speeds were on the higher side of 30mph.

SPEED SURVEY

PROJECT	24545 GOSFIELD
SITE CODE	24545-01
LOCATION	ATC01 - A1017 The Street, Gosfield
LOC. DESC.	TP opp. primary school, 60m N of j/w Hall Dv
START DATE	Fri 10 Jan, 2025
END DATE	Thu 16 Jan, 2025 (inc.)
SPEED LIMIT	30mph
SURVEY TYPE	7-day ATC, 15min periods, 10 veh. classes



7-DAY AUTOMATIC TRAFFIC COUNT

A 7-day automatic traffic count on A1017 The Street, Gosfield, commencing Fri 10 Jan 2025, recorded a total of 64,617 vehicles. The posted speed limit of 30mph was exceeded by 51.4% of vehicles, and the seasonally adjusted, combined AADT value is 10,787 (see Equipment & methodology below).

SUMMARY

COMBINED NORTH- & SOUTHBOUND	
Total recorded volume	64,617
Avg daily volume (based on 7 days)	9,231.0
Average daily speed (7 days)	29.3mph
Average daily 85%ile (7 days)	34.1mph
AADT (annual average daily traffic)	10,786.8
AAWT (annual average weekday traffic)	11,768.4
Avg weekday volume (Mon-Fri, 24hrs)	10,072.2
Avg weekday speed (Mon-Fri, 24hrs)	29.5mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	8,384.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	29.0mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data, plus the Mon-Fri peak periods. Speeding vehicles are defined as those travelling 31mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND	
Total recorded volume	32,487
Avg daily volume (based on 7 days)	4,641.0
Average daily speed (7 days)	29.3mph
Average daily 85%ile (7 days)	33.5mph
% of vehicles exceeding 30mph	49.0%
Avg weekday volume (Mon-Fri, 24hrs)	5,097.8
Avg weekday speed (Mon-Fri, 24hrs)	29.5mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	4,320.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	29.1mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	33.0mph
AM avg peak vol period (Mon-Fri)	08:15 to 08:30
PM avg peak vol period (Mon-Fri)	15:15 to 15:30

SOUTHBOUND	
Total recorded volume	32,130
Avg daily volume (based on 7 days)	4,590.0
Average daily speed (7 days)	30.0mph
Average daily 85%ile (7 days)	34.3mph
% of vehicles exceeding 30mph	53.7%
Avg weekday volume (Mon-Fri, 24hrs)	4,974.4
Avg weekday speed (Mon-Fri, 24hrs)	29.5mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	4,063.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	28.8mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	33.3mph
AM avg peak vol period (Mon-Fri)	08:30 to 08:45
PM avg peak vol period (Mon-Fri)	15:45 to 16:00

PV2

The PV2 results show that the scheme does not qualify for a form of crossing.

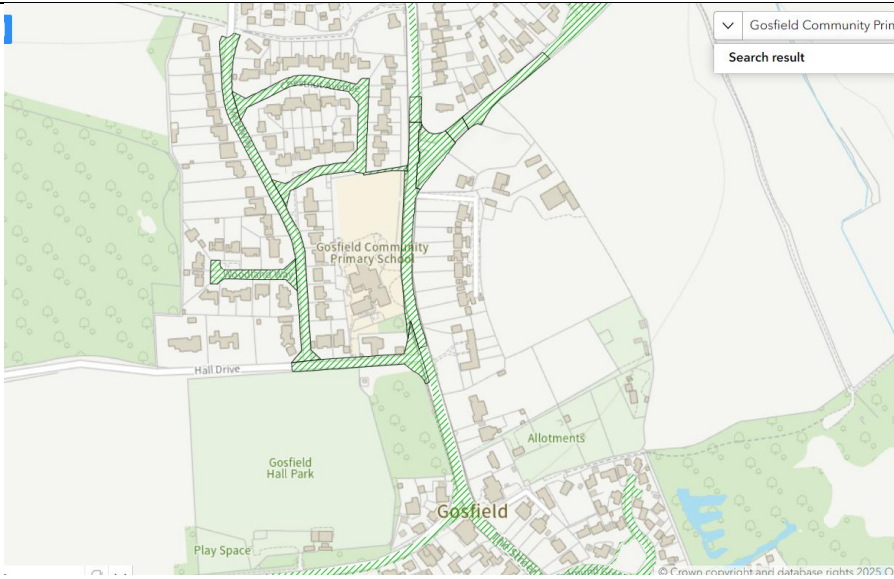
CDPV2 result

0.043 x 10⁸

Collision factor	1.000
Difficulty factor	0.753
Basic PV2	0.058
CDPV2	0.043

A new housing development has been built on The Street and this has seen an increase in drivers and footfall.

	<div data-bbox="469 280 1366 766"></div> <div data-bbox="469 784 1345 889"><p>The primary school sits just outside the village on a stretch of road which is between two bends and difficult for drivers to see until they are basically on top of it.</p></div> <div data-bbox="469 889 1366 1471"></div> <div data-bbox="469 1489 1342 1594"><p>An overhaul of the current signage and possible implementation of extra signage is needed to make drivers aware of the school and the bends approaching the school.</p></div>
<p>Identified Constraints</p>	<div data-bbox="469 1630 1059 1662"><p>Highway Boundary and land ownership checked?</p></div> <div data-bbox="469 1668 622 1700"><p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p></div> <div data-bbox="469 1720 1313 1751"><p>Is the scheme within the highway boundary or on land owned by ECC?</p></div> <div data-bbox="469 1758 622 1789"><p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p></div> <div data-bbox="469 1832 1337 1899"><p>Only land within the highway boundary or under the ownership of ECC will be considered acceptable to progress a scheme.</p></div>

	 <p>Does the scheme require a change to an existing Traffic Regulation Order? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>Does the scheme require the implementation of a TRO? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>
Third Party Checks (PM)	<p>Are the desired objectives of the scheme against policy? Where yes please state why. Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>Are the desired objectives of the scheme against guidance? Where yes please state why. Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>Does the desired scheme align with any other proposed works in that area? Where yes state the programme of work and timescales of the adjacent project. Checks required with Asset Management, Road Safety Engineering, Street Lighting, Passenger Transport, Public Rights of Way. Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>Are there any safety concerns regarding the desired scheme? Where yes please state why. Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>

2.0 Proposals (Design Team to Populate)

Identifying Options	<p>Site visited on Friday 14th March 2025 late morning when children in school. Weather conditions dry.</p> <p>Current school children signs are visible on both approaches. Sign on The Street near Church Road would benefit from subplate stating 'School', as it's currently missing and would provide consistency with the other approaches.</p>
----------------------------	--

Road markings in the area have faded, including the School Keep Clear markings in front of the school. The area would benefit from being refreshed, although following a discussion with Network Assurance, the existing SKC markings on the A1017 The Street should not be in place, as the front of the school is not used by parents/children for access. Instead, access is gained from Hall Drive. Refreshment, therefore, should only be in Hall Drive, from junction with A1017 to Meadway.

It was also noted the existing dropped kerb outside the school entrance has tactile paving, however, this is not mirrored on the other side of the carriageway. Due to the presence of access gates into the playing field/cricket ground, it is recommended to remove the tactile paving and reinstate to asphalt footway, retaining the dropped kerb. Tactile paving to be removed indicated below in red:



Refer to Recommended Solution and Estimated Costs below.

Objectives against Solutions

Objectives	Do Nothing	Do Minimum	Option 1	Option 2

Indicative Costs

	Design	Construction	Risk	Total
Do Nothing				
Do Minimum				
Option 1	£5,000	£5,000	£1,000	£11,000

Indicative Timescales

Milestone	Do Nothing	Do Minimum	Option 1	Option 2
Design				
Construction				

Risks	<table border="1"> <tr> <td colspan="2" data-bbox="494 280 566 315">Do Nothing</td></tr> <tr> <td data-bbox="494 315 566 351">1.</td><td data-bbox="566 315 1291 351"></td></tr> <tr> <td colspan="2" data-bbox="494 351 566 387">Do Minimum</td></tr> <tr> <td data-bbox="494 387 566 423">1.</td><td data-bbox="566 387 1291 423"></td></tr> <tr> <td colspan="2" data-bbox="494 423 566 459">Option 1</td></tr> <tr> <td data-bbox="494 459 566 495">1.</td><td data-bbox="566 459 1291 495"></td></tr> </table>	Do Nothing		1.		Do Minimum		1.		Option 1		1.	
Do Nothing													
1.													
Do Minimum													
1.													
Option 1													
1.													
Impact of No Funding													
Recommended Solution	Total scheme for new sign sub-plate, lining refresh along Hall Road and removal of tactile paving and footway reinstatement.												
Delivery Method	Direct Delivery												

3.0 District Panels Prioritisation Matrix (HLO and Design Team to populate)

Question	Score	Justification
Does the scheme address known safety issues?	1	<i>(Based on the latest accident data available at the time of review 0 – no evidence provided, 1 – some anecdotal evidence, 2 – anecdotal evidence with photographs, 3 – existing accident data available which shows a moderate improvement to safety, 4- existing accident data available and shows an improvement in safety, 5 – existing accident data available and shows the scheme addresses all concerns)</i>
Does the suggested scheme increase safety for highway user groups?	1	<i>(Cumulative scoring 0-5. Is it near a school, or on a route used by cyclists, will the scheme reduce help reduce vehicle speeds, add others as appropriate up to a maximum of five with 1 mark each).</i>
Does the scheme contribute positively to sustainable transport, public transport, or health?	1	<i>(Cumulative scoring 0-6. Does the scheme increase the use of non-motorised forms of transport – 2 marks. Does the scheme provide easier access to public transport – 2 marks. Does the scheme encourage an uptake in healthy activities such as walking or cycling – 2 marks)</i>
Does the scheme have demonstrable local support?	1	<i>(Demonstrates evidence of discussion and consultation to provide the confidence that the scheme will progress without objections – 5. Some related evidence of support implied but further consultation needed – 3. No evidence of discussion or evidence of support locally – 0).</i>
Does the scheme lead to any localised environmental improvements?	0	<i>(Anticipated improvements in air quality, reduction in noise pollution, reduction in vehicles speeds, add others as appropriate up to a maximum of five with 1 mark each).</i>
Affordability	3	<i>(1 – low affordability as the option is outside the available budget or has risk values that cannot be managed sufficiently to reduce their likelihood, 2 – moderate affordability as the scheme is inside the available budget but the values of risk has the potential to exceed budget, 3 – high affordability as the scheme is inside the available budget and risks are acceptable due to their management).</i>
How deliverable is the scheme?	4	<i>(How deliverable is the scheme perceived to be based upon the application and evidence provided. 5 – Very easy to deliver with no unknown, 4 – easy to deliver with minimal unknowns, 3 – Some unknowns that will need to be established during the design stage, 2 – hard to deliver due to lack of supporting evidence, 1 – very hard to deliver with significant unknowns and lack of supporting evidence, 0 – not possible to deliver.</i>
Total Score	11	Red – total value less than 7 Amber – total value between 7 and 20 Green – total value of 20+