

# Great Waltham Parish Council

April 19<sup>th</sup> 2022

Agenda Item: Review the Parish Council's position on the need for traffic calming measures for Ford End and discuss the actions taken to date



Review the Parish council's position on the need for traffic calming measures for Ford End and discuss the actions taken to date

## Scene Setting

- ▶ Reason for the meeting
- ▶ Objectives of the meeting
- ▶ Format - presentation followed by public questions
- ▶ Parish Council debate

### •Reason for the meeting

- Ford End traffic calming issues have been a recurring item at parish council meetings over recent years and the parish council have decided that the subject should be reviewed

### •Objectives of the meeting

- Inform the meeting about Ford End traffic issues
- Summarise the issues and successful initiatives
- Share information and data
- Gather feedback

### •Format

- Begin with a presentation. The presentation is intended to remind councillors and inform members of the public of the work that has been carried out

- The presentation will be followed by public questions

### •Parish Council debate

- The parish council will debate and agree what should happen next

# The Problem

- ▶ Great Waltham Parish Council first asked for speed limits in the parish in the early 1930's
- ▶ The subject of traffic calming and highways related issues in Ford End has been a regular feature at parish council meetings over the years and continues to be so
- ▶ Numerous changes have happened over the years but residents concerns still remain

## THE PROBLEM

In preparation for this presentation I read back through around 150 documents dated between 2008 and 2016. These ranged from minutes of parish council meetings, e-mail correspondence between GWPC and Essex Highways and all of the associated reports and attachments. I didn't have access to anything before 2008 but I have no doubt that there would have been a considerable number. Similarly I haven't counted the number of references since 2016 but it is very likely there would be a similar number.

My point is probably the most important one I need to make. There is a substantial amount of evidence that the parish council have not stopped making requests and representations to Essex Highways to make improvements to road safety through Ford End village. There are a number of reasons why we haven't achieved as much as we had hoped which will become evident as we go through the presentation.

Anyone who has lived in Ford End for a long time will recall a number of changes that have happened over the years but the problems associated with road safety still remain:

- Initially with the introduction of a 40mph speed limit
- Around 19 years ago plans were drawn up for a by-pass
- Re-classification from an A road in 2007 - formerly the road was designated as the A130 and was changed to the B1006 when the A130 from Gt Dunmow to Braintree was opened
- Introduction of the 20mph speed limit, previously it was 40mph
- Not to read out but for reference if needed:
- The following are just a few examples that I took from looking back through old records:
  - 2006
    - PC applied to the Essex County Council - £1 million bonanza for Highways Projects for traffic calming measures including gateways for Ford End Village.
    - PC was notified that Barnston PC had applied for a weight restriction on the B1006
  - 2009
    - PC was informed that schemes requested in 2008 were being considered:
    - Highways 'roundabouts' with priority give way markings.
    - Widening of Footway in Ford End
    - A request for a 20mph speed restriction past the school was not included for consideration
    - PC reported the increase in traffic towards Gt Dunmow and Highways agreed to investigate the signage at Sheepcotes roundabout.
  - 2010
    - Ford End school informed the PC of their concerns regarding speeding traffic and their intentions to make and hang a banner from the school fence appealing to drivers to slow down
    - In a meeting between Highways and the PC Highways confirmed they could not impose a weight limit on the road.
    - At the same meeting the PC were shown plans of changes to signage at Sheepcotes roundabout to deter large vehicles using the road, installation of village gateways at both ends of the village and the installation of vehicle activated signs.
  - 2011
    - The PC were informed that the new signs for Sheepcotes roundabout would go ahead
    - Highways installed traffic control lights on the bridge as a result of safety concerns regarding its condition. It was found that although there was evidence of damage in some areas it was not structurally unsound.
    - Highways repeated again that the road could not have physical traffic calming features
  - 2012
    - It was reported that a village gateway had been installed at the southern end of the village and a request was made for the same to be installed at the northern end
    - Residents voiced their concerns regarding a proposed traffic scheme plan and made a number of additional suggestions
    - PC received information on Highways proposals for Ford End for signage and vehicle activated signs. The PC asked why they didn't go further and Highways repeated again their intention to keep the road unchanged.
  - 2013
    - Residents had the opportunity to view highways proposals for Ford End at the village hall
    - A request was received to add M11 signage to Sheepcotes roundabout
    - The local highways panel recommended spending £5,000 towards a feasibility study looking at traffic calming measures for Ford End
    - PC received the report which included proposals for countdown markers at each end of the village, a VAS, a road island on the hill and a mini roundabout at Church Lane with traffic islands on the approach.
    - A copy of the traffic calming proposals were delivered to every household.
  - 2014
    - PC were informed that the improvement scheme had been approved for 30mph countdown markers, additional signs, VAS's & mini roundabout.
    - PC informed the improvement work would go ahead in 2015
  - 2015
    - The village gateway at the northern end of the village was installed
  - 2016
    - The PC was informed that the mini roundabout would not go ahead but highways would issue a new report
    - A public meeting was held in the village hall
    - Ford End Traffic Committee was formed
    - Planting flowers feature in the Dunmow Broadcast
    - Highways issued a report in response to issues raised at the public meeting
    - Joint working between the traffic committee and the PC resulted in Highways carrying out three feasibility studies - 20mph outside the school, island refuge opposite the school, 40mph buffers at both ends of the village.
    - PC informed that the Cllr would not approve countdown markers
  - 2017
    - Highways issued another Technical Review
    - An update was delivered to every household
    - Ford End Road Traffic Committee presented Highways with another report detailing high risk hotspots
  - 2018
    - It was reported that Highways would install variable/advisory 20mph speed limit and wig-wags outside the school
  - 2019
    - Cllr Kevin Bentley agreed to support average speed camera
    - PC submitted a request to plant flowers around the village sign
    - Village survey confirmed 97% support for ASK
  - 2021
    - Cllr Bentley confirmed his support for ASK and offered support to secure funding
    - Cllr Bentley's replacement, Cllr Scott confirmed his support for the project
    - Ford End was visited by Cllr Scott
    - Ford End visit by MP Kemi Badenoch

• Issues continually raised by residents include:

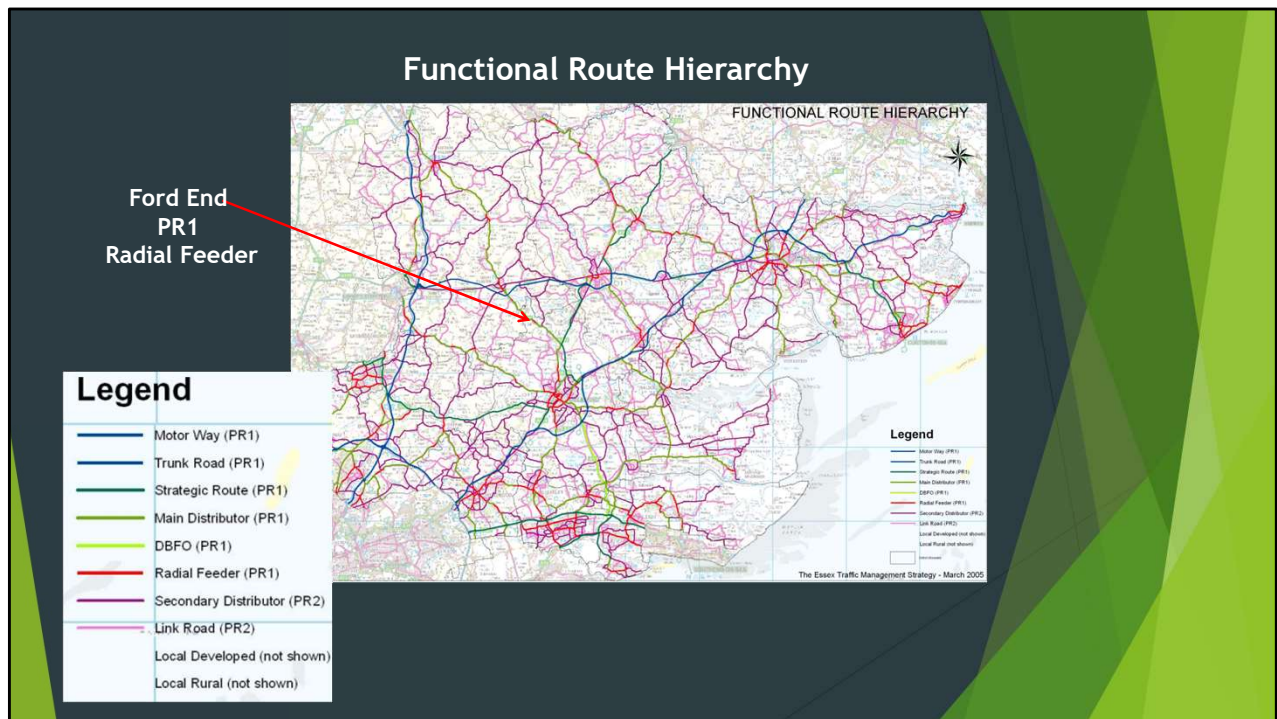
- Speed of traffic
- Volume of traffic
- Proportion of HGVs
- Absence of safe crossing points
- Adequacy and maintenance of footpaths

## The Challenge

- ▶ Essex Highways state that the B1008 is strategically important in the road network and as such they will not support any measures that will impede the flow of traffic or cause it to take an alternative route
- ▶ Priority Route 1 (PR1)
- ▶ Width of carriageways through Ford End
- ▶ Insufficient line of sight for some proposals

### •THE CHALLENGE

- Essex Highways state that the B1008 is strategically important in their road network and as such they will not support any measures that will impede the flow of traffic or cause it to take an alternative route
- The B1008 is Priority Route 1 (PR1)
- There is insufficient road width and line of sight distances through the village for some physical traffic calming options



Essex Highways designates routes according to their importance

B1008 through Ford End is designated as a PR1 route (radial feeder indicates it is a final journey route into or out of town centres)

PR1 policy: It is essential that traffic on these routes remains free flowing, that they are maintained to the highest standards, and that unnecessary obstructions are removed promptly.

The B1008, shown on the plan as a PR1 also extends through Gt Dunmow (as far as Little Easton) and into Chelmsford (as far as the Police station) Incidentally, there are weight restriction on both routes and numerous traffic calming measures along Broomfield Rd.

**For reference only:**

**•Priority 1**

•Inter-urban routes – routes which link towns and cities together and to the Trunk Road network, for example A130, A120, A414, A127 (Green) These routes will carry large volumes of high speed traffic through and around Essex. It is essential that traffic on these routes remains free flowing, that they are maintained to the highest standards, and that unnecessary obstructions are removed promptly.

•Radial-feeder routes – final journey route into or out of town centres, for example, A129, A1016, A138, A1114, B1008 (Red) These routes feed traffic to and from the inter-urban routes (to their final destination) and carry large volumes of traffic during the peak hours when people are trying to access/leave town centres. They will normally be developed areas in towns and village centres. It is essential that traffic on these routes remains free flowing, that they are maintained to the highest standards, and that unnecessary obstructions are removed promptly. They will normally have car park guidance systems and traffic signals to aid the flow of traffic and manage areas of conflict between the different modes and hierarchies. Therefore it will be necessary to check and, if required, adjust the systems regularly.

## Essex Traffic & Speed Management Strategy

- ▶ Produced in 2005 - **The Essex Traffic Management Strategy** document contains Essex County Council's traffic management strategy for Essex roads for the next 20 years.
- ▶ 3.3.1.9. We will, as outlined within the Speed Management Strategy, keep the identified Priority One County Routes free from physical speed reducing measures unless required to reduce the speed of vehicles through towns and villages, but only with the approval of the Cabinet Member for Highways & Transportation.
- ▶ Produced in 2010 - **The Essex Speed Management Strategy** is designed for use by all those involved in Speed Management to offer clear and consistent parameters for the setting of speed limits in Essex.
- ▶ Traffic calming measures for speed management The Highways (Traffic Calming) Regulations 1999 (SI 1999 No.1026) provide a range of measures such as build-outs, pinch-points and chicanes, islands, rumble devices,

Highways have two policy documents that relate to the road.

**The Traffic Management Policy** includes a section that states that 'physical speed reducing measures can be introduced on PR1 routes where speed is an issue.' Highways have accepted that speed is an issue in Ford End, evidenced by the steps they have taken over recent years and the support they have given to more recent initiatives

An example is the 20mph variable advisory speed limit outside Ford End school which was approved by the Cabinet member against his officers recommendations

**The Essex Speed Management Strategy** details traffic calming measures that could be considered. Many are not suitable for the narrow carriageways and limited line of sight through the village

## What evidence do we have? Is there a traffic problem at all?

- ▶ Based on the number of deaths and absence of serious accidents over the last 5 years there is a view within Essex Highways that there is not a traffic problem in Ford End - or at least it is not any worse than many roads in the rest of the county
- ▶ 'balancing the need to travel with the need to improve the quality of life'
- ▶ 'most importantly it recognises the importance of taking into account the views of local citizens in determining an appropriate limit for their community.'

Highways are correct in saying that there is a lack of death and serious injury data to make the case for traffic calming measures through Ford End.

However, there are many examples around the country of Local Authorities listening to community concerns and implementing safety measures before accidents occur.

The introduction to the Speed Management Strategy makes reference to 'balancing the need to travel with the need to improve the quality of life' and, 'most importantly it recognises the importance of taking into account the views of local citizens in determining an appropriate limit for their community.'

## Engagement

- ▶ Ford End Road Traffic Committee was formed following the 2015 Village Design Statement Survey
- ▶ Objective of the group was to reduce the speed and weight of vehicles travelling through Ford End village and to provide safe crossing places
- ▶ 2016 Public meeting held in the village hall with 80+ attendees
  - ▶ ECC Highways attended

The Village Design Statement Survey carried out in 2015 highlighted a number of resident concerns:

- The speed of vehicles using the B1008 through Ford End,
- The number of large vehicles that continue to use the road and
- The absence of safe crossing points throughout the village.

- The Ford End Road Traffic Committee was formed as a result of seeing the feedback

- In 2016 a public meeting was held in the village hall, attended by over 80 residents and two representatives from Essex Highways

- For reference if needed:**

- Residents of Ford End were asked if they would like to see traffic calming solutions at Ford End. 62% of respondents stated they would.

- 68% were in favour of narrowing of the main road at each end of the village (i.e. chicanes)

- 64% were in favour of Zebra crossings on main road.

- 62% were in favour of further speed restrictions.

- A further question stated, as a pedestrian, do you feel safe walking on the pavements on the main road? 80% of respondents stated that that do **not** feel safe walking on the pavements on the main road.

- 38% of respondents included additional comments specifically related to the need for traffic calming measures in Ford End.

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- The additional comments made particular reference to three issues – firstly, the speed of vehicles using the B1008 through Ford End, secondly, the number of large vehicles that continue to use the road and thirdly, the absence of safe crossing points throughout the village.



- One respondent commented: 'We have to try and walk to school across the main busy road at rush hours with a buggy and 3 children, (from our house) there is no path or pavement to walk on to get to school and cross the road safely.'

## Successes & Actions

- ▶ Residents should form a speedwatch group
- ▶ Residents should plant flowers to add to the village appearance
- ▶ Offer of meetings with Essex Highways
- ▶ 40mph buffer zone at the Chelmsford end of the village
- ▶ Resurfacing at site of regular accidents
- ▶ 20mph variable advisory speed limit outside primary school
- ▶ Awaiting confirmation of 40mph buffer at Gt Dunmow end of the village

But - the traffic problems still exist

### Following the public meeting a number of measures have been tried:

- Speedwatch group set up by volunteers who continue to carry out regular speed checks at points through the village
- The parish council applied for and was granted permission for residents to plant wildflowers in the area around the village sign
- From 2016 to the present time meetings have taken place at intervals with the lead members for Highways, initially with members of FERTC and then by members of the parish council
- Requests for physical traffic calming measures have not been supported – build outs, chicanes, raised kerbs, crossing points – due to insufficient road width and lack of clear sight
- A request was also made for 30mph countdown markers leading into the village but these were turned down

The parish council has made applications for improvement to the Local Highways Panel,

some of which have been successful – 40mph buffer zone Chelmsford End, resurfacing at accident site, 20mph variable/advisory speed limit outside the school

More recently the previous and current lead members for Highways have supported the parish councils proposal for traffic calming – an Average Speed Camera system.

## What does the data tell us?

Comparing April 2021 7-day Automated Vehicle Count (ATC) with November 2015:

- ▶ 9.2% drop in total number of vehicles (60,346 cf. 66,394)

Proportionally:

- ▶ 4.1% fewer cars (84.7% cf. 88.3%) in 2021 compared to 2015
- ▶ 25.7% more goods vehicles, inc. HGVs (13.7% of total cf. 10.9%) in 2021 compared to 2015
- ▶ 38,006 vehicles were travelling at 30 mph or more - 6.8% increase (63.0% cf. 59.0%) over the 7 day period
- ▶ 14,763 vehicles were travelling at 35 mph or more - 36.1% increase (24.5% cf. 18.0%) over the 7 day period
- ▶ 4,444 vehicles were travelling at 40 mph or more - 116.0% increase (7.4% cf. 3.4%) over the 7 day period
- ▶ Annual extrapolation assumption = 231,088 vehicles go through Ford End exceeding the 30 mph speed limit by at least 10 mph.

The most recent traffic data we have was taken in 2021.

The measurements were taken outside Ford End school and would have included periods when the 20mph advisory speed limit was in operation.

This period also coincided with the on-going covid situation where many people were travelling less and working from home

However, compared with the 2015 data a number of observations can be made:

1. Over the 7 day period there was 9.2% drop in the number of vehicles compared to 2015 – 60,000 compared to 66,000 showing a 4% reduction in the number of cars
2. There was an increase of nearly 26% in goods vehicles compared to 2015. This includes the largest road vehicles (1.8%), the 3, 4, 5 & 6 axle articulated vehicles – totalling 836 vehicles over the 7 days
3. There was a 6.8% increase in the number of vehicles travelling at 30mph and above – in total around 38,000 over the 7 days
4. There was a 36% increase in the number of vehicles travelling at 35mph or more – in total just under 15,000 over the 7 days
5. There was a 116% increase in the number of vehicles in the number of vehicles travelling at 40mph or more – in total nearly 4,500 over the 7 days
6. Extrapolating the 7 day data over the year over 230,000 vehicles are likely to have passed through Ford End in excess of 40mph

**For reference only:**

4.1% fewer cars (84.7% cf. 88.3%) compared to 2015. Yes. In April 2021 = 51,137 of 60,346 total (84.7%) compared to November 2015 = 58,643 of 66,396 total (88.3%). Using absolute numbers = 12.8% fewer cars physically (51,137 compared to 58,643). However the point being highlighted is that there are fewer cars as a proportion of the total.

25.7% more goods vehicles, inc. HGVs (13.7% of total cf. 10.9%) compared to 2015. Here the absolute numbers have increased (7,237 vehicles in 2015 compared to 8,287 in 2021 = 14.5%), hence the much higher proportional increase (25.7%) on a reduced total. Basically, a mix change where an overall total decrease masks an increase of 14.5% in absolute goods vehicles numbers. Overall suggestion is more goods vehicles on the road at a time when pandemic-related car usages declined (perhaps making the deliveries for things that people would historically have bought themselves via a car journey).

38,006 vehicles were travelling at 30 mph or more - 6.8% increase (63.0% cf. 59.0%) During the 7 day period? Yes, so here in November

2015 39,201 of 66,396 vehicles (or 59.0%) of total were 30 mph or over, compared to 38,006 of 60,346 in April 2021. Therefore, the absolute numbers are down by 3.1%, but as proportions of the respective totals are up 6.8%.

14,763 vehicles were travelling at 35 mph or more – 36.1% **increase** (24.5% cf. 18.0%) During the 7 day period? Same logic here, but both absolute and proportion numbers are up. November 2015 absolute number is 11,967 compared to 14,673. Absolute numbers (+22.6%) and proportions of total (+36.1%) both increase.

4,444 vehicles were travelling at 40 mph or more - 116.0% **increase** (7.4% cf. 3.4%) During the 7 day period? Same as above. November 2015 absolute number is 2,251 compared to 4,444. So absolute number up by 97.4% with proportion of total up 116.0%.

Annual extrapolation assumption = 231,088 vehicles go through Ford End exceeding the 30 mph speed limit by at least 10 mph. Observation here is that extrapolation doesn't take account of presumably significant number of repeat offenders.

## Is the problem Speed or Weight?

April 2021 Automated Vehicle Count (ATC) 7 day Summary :

- ▶ Avg. 9,383 vehicles each weekday passed through Ford End
  - ▶ 60,346 total for the week extrapolates to 3.1 million annually
- ▶ Over the 7 days 8,287 (13.7%) were goods vehicles, including 910 HGVs
  - ▶ Avg. 167 HGVs each weekday
- ▶ Total 8,287 goods vehicles extrapolates to 430,924 annually
  - ▶ Of which 47,320 will be HGVs
- ▶ HGVs can assist in slowing overall traffic speed
- ▶ Would a weight restriction improve or worsen the situation?

• Goods vehicles and HGV's make up for around 14% of vehicles passing through Ford End each day This percentage includes all vehicles other than vehicles classified as cars – from 2 axle trucks and buses to six axle articulated vehicles

Avg. 9,383 vehicles each weekday passed through Ford End

**60,346 total for the week extrapolates to 3.1 million annually**

Over the 7 days 8,287 (13.7%) were goods vehicles, including 910 HGVs

**Avg. 167 HGVs each weekday**

Total 8,287 goods vehicles extrapolates to 430,924 annually

Of which 47,320 will be HGVs

• Even at lower speeds goods vehicles present a hazard to pedestrians, in part because of the condition, the narrowness, and in some places the absence of pavements alongside Main Rd

- They can assist in slowing other traffic speed
- For that reason would a weight restriction improve or worsen the situation?

## Essex Highways Position

- ▶ They do not support any physical traffic calming measures that impedes the flow of traffic or causes it to take an alternative route
- ▶ They do not support a weight limit

BUT

- ▶ They stated they would not object to Average Speed Cameras (ASC)

•Highway's have consistently stated they would not support a measure that impedes the flow of traffic or causes vehicles to take an alternative route – but this could be authorised by the lead member for Highways – permitted in the Essex Traffic Management Strategy Policy

•They have stated that because of the roads importance they do not support a weight limit

•Highways do not object to measures that ensures traffic travels within speed limits and therefore would not object to an average speed camera system

**•Following is taken from technical note using 2015 data for reference only:**

Up to date ECC Highways data for the B1008 through Ford End village is not available but information provided in the TECHNICAL NOTE – Ford End, Chelmsford, issued in 2016 by ECC Highways quotes historical traffic survey data detailing the volume, speed and make up of traffic over three previous surveys. In one survey approximately 63% of vehicles exceeded the 30mph speed limit. Based on the quoted ECC figure of approximately 10,500 vehicles per day this would equate to over 6,600 vehicles per day exceeding the speed limit. There are two points of note: Firstly, the report quotes a lower percentage based on the assumption that only vehicles travelling in excess of 35mph would receive a Police prosecution. It is the opinion of GWPC and FERTC that this is a discretionary power belonging to the Chief Constable of Police and has no relevance to road safety. Secondly the surveys were conducted on or near to a double bend with two junctions – a slower section of road.

A 7-day automatic traffic count on B1008 Chelmsford Rd, Ford End, commencing Sat 03 Dec 2016, recorded 34,726 vehicles travelling southeast bound and 35,844 northwest bound vehicles. This equates to 70,570 vehicles passing through Ford End village during the seven day period – an average daily volume of 10,081 vehicles per day. The report stated that 11.5% of the total number of vehicles were LGV and HGV's which equates to an average of 1160 LGV & HGV vehicles passing



through Ford End village each day. 201 of these vehicles were recorded as being HGV articulated vehicles – 2% of the total.

## Average Speed Cameras (ASC)

- ▶ We worked with manufacturers to determine the cost of ASC
- ▶ Equipment costs and highways installation costs totalled £150K revised to £128k inc VAT
- ▶ Cllr Bentley agreed to match fund the project if the Parish Council could raise the remaining 50% of the cost
- ▶ Parish council set aside £10k and looked for ways to raise the remainder

- Initial costs were calculated to be £150,000. The parish council challenged the cost and worked with the manufacturer to arrive at a revised cost of £128,000
- Cllr Bentley agreed to fund the design stage of the project which has since confirmed the projects viability
- The Local Highways Panel initially agreed to fund 50% of the cost
- The parish council set aside £10,000 towards the project
- Residents came forward offering contributions
- A number of grant applications were made to various sources – National Lottery, Road Safety Charities etc – None were successful
- Cllr Bentley offered introductions to large organisations – then Covid struck and sponsorship options disappeared
- Cllr Scott has looked into ECC budgets to make up the shortfall
- Supported by the Essex Safer Roads Partnership
- Supported by the Head of Essex Roads Policing
- Although initially supported for 50% funding by the LHP this scheme is no longer in their list of

funded projects and would need to be re-submitted for consideration

## Issues taken up by Parish Council

- ▶ Condition of the bridge
- ▶ Condition of pavements through village
- ▶ Condition of drains along Main Rd
- ▶ Damage and fly tipping in Dunmow Lane
- ▶ Footpath to Dunmow Lane
- ▶ Footpath to Kings Farm
- ▶ Reinstatement of M11 & HGV signs at Sheepcotes roundabout
- ▶ Quiet lane status for Ringtail Green

**Since 2016 the parish council have debated a number of highways related issues in and around Ford End. Many proposals have been taken forward to highways via the Local Highways Panel**

In 2018 two members of the road traffic committee provided photographic evidence to Highways showing structural damage to the underside of the bridge (culvert) at the bottom of the hill thought to be caused by the increase in weight and traffic using the route. Highways responded by saying they trusted their engineers assessment of its condition and they would repair the bridge if or when it became unsafe

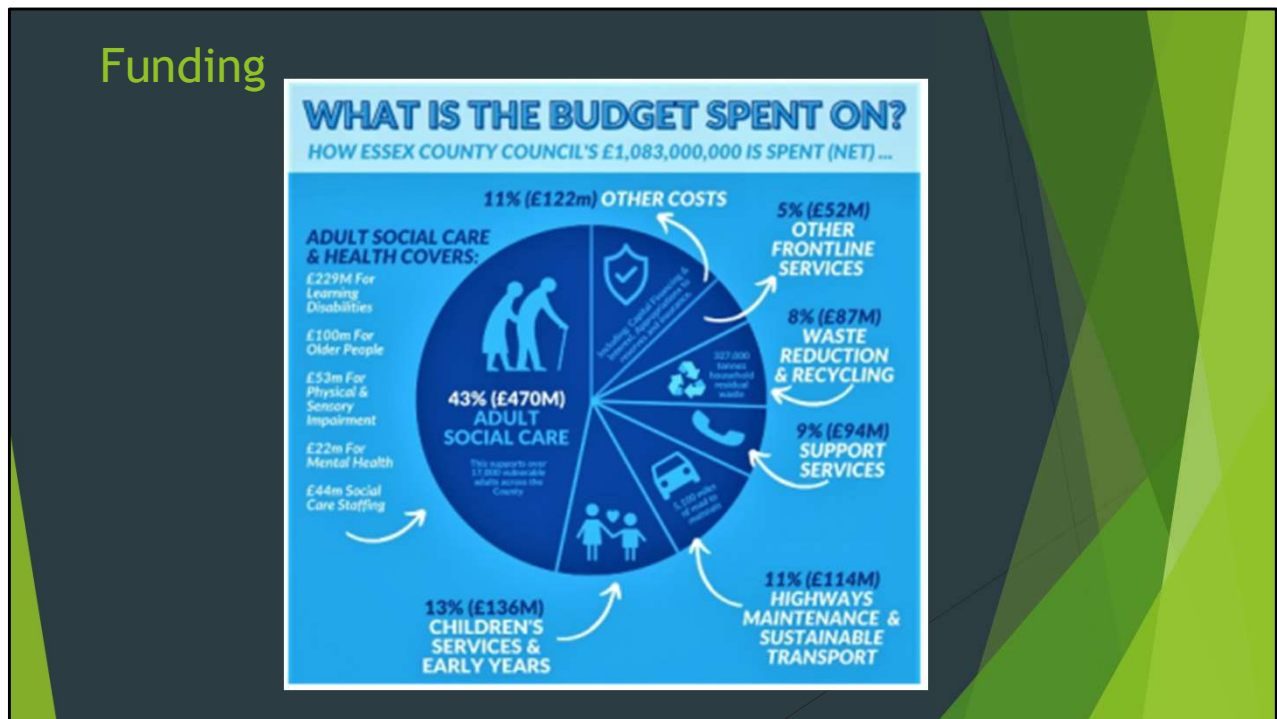
•Loss of M11 signs. In 2014 the parish council applied through the local highways panel to have additional signs fitted at Sheepcotes roundabout that directed HGV's to use the A131 and A120 to access the M11. In the more recent improvement works the signs were removed because they no longer conformed with Highways signage policy.

•Changes to village gateways when the 40mph improvement works took place, the new ones are less imposing than the originals

•Still waiting on a decision for the 40mph buffer Gt Dunmow end

- Additionally members of the parish council have met with members from Barnston parish council to discuss a joint approach that would address the problem in both villages
- Councillors have met with Cllr Scott in Ford End and separately with our MP Kemi Badenoch
- An application for 40mph extension or Quiet Lane status for Ringtail Green was made. Highways carried out an ATC and stated the volume and speed of traffic didn't support the application. GWPC challenged and resubmitted the application which was not supported at the LHP committee
- Residents have complained that their properties are damaged by the vibrations caused by HGV's. Highways responded by saying Ford End isn't alone with this problem and that they would deal with any insurance claims they receive.

## Funding



In 2022/23 Essex County have allocated a budget of £114,000,000 to highways maintenance and sustainable transport

While the highways budget is very sizable, 11% of the total, it covers many areas - potholes, road resurfacing, bridge repairs, road sign repairs, car park repairs, Public Rights of Way cutting and repairs, Road Safety, Footpaths (i.e. pavement repairs), Winter Gritting and salt provision to PCs, Passenger Transport and Home to School transport.

Local Highways Panels are funded separately – from a budget of £6.4 million the Chelmsford LHP is allocated £700k. Considering the number of applications submitted each year it is always over subscribed and decisions are taken based on population rates, risk and benefits.

### Reference if needed:

The £114M Highways Maintenance and Sustainable Transport revenue spend (11% of the budget) is an annual spend to cover all Highways maintenance - potholes, road resurfacing, bridge repairs, road sign repairs, car park repairs, Public Rights of Way cutting and repairs (including rails/footbridges), Road Safety, Footpaths (i.e. pavement repairs), Winter Gritting and salt provision to PCs, Passenger Transport (mainly bus locator signs, and some subsidised buses) and Home to School transport (i.e., daily transport of entitled children who get free transport if more than 3 miles from their nearest school).

The LHP budget is a capital spend separate from this. The base amount is £4M across the whole County, but this year it was topped up by a further £2.4M. It is not evenly spread. There is a formula used, which includes length of roads and population in an area. Chelmsford, being one of the bigger area, gets the largest amount - £700K of the £6.4M. (Chelmsford is the wider definition - the whole City Council coverage, so it extends as far

north as North End, and as far south (and including South Woodham Ferrers) - so quite an extensive area.

Doing some maths, you can see how widely spread the budget is. There are around 1.5M people in Essex, so the £6.4M equates to around £4 per person. So if you think of the GW parish as 1,000 houses, so about 2,400 people, that equates to an allocation of £9,600. Do the maths for Ford End and its £1,600. To put that in perspective, the northern 40mph is forecast at £10,500.

## Summary

- ▶ Parish Council has responded to every request to address traffic related issues in Ford End
- ▶ Highways has supported some proposals
- ▶ Cost remains the biggest obstacle
- ▶ Match funding for expensive projects does not appear to be an option
- ▶ Will the Chelmsford North East by-pass help?

It is well documented that the Parish Council has responded to every request to address traffic related and highways related issues in Ford End

Highways has supported some proposals – the 40mph buffer at the Chelmsford end of the village – 20mph advisory variable limit outside the school – part resurfacing of the road, VAS's in three places

However, cost remains the biggest obstacle and there are insufficient funds to cover every request

Match funding for expensive projects does not appear to be an option as the PC found out with the average speed camera project

•Will the Chelmsford North East by-pass help?

•Many vehicles use the B1008 instead of the A120/A131 towards Chelmsford because it is a well known route which existed before the new section of A120, sat nav's will direct drivers to use the shortest route and the distance is shorter and saves time. While the North East by-pass is seen as a solution to reduce traffic flow in Chelmsford it is unlikely to improve the number of vehicles using the B1008. It will remain the shorter route to and from the junction at Gt Dunmow (approx 5KM) and will still be the most direct route for sat nav's



- Highways have not proposed any measures to discourage vehicles using the B1008 to access Chelmsford or the North East By-pass
- A120 junction at Gt Dunmow to the new by-pass roundabout using the A120 and A131 will be 12.5 miles – approx 14mins
- A120 junction at Gt Dunmow to the new by-pass roundabout using B1008 and A131 will be 7.2 miles – approx 12mins
  
- The route to Chelmsford and the A12 will still be shorter and quicker using the B1008
  
- Despite securing over £250 million pounds in funding for the north east by-pass and new rail station project no measures have been planned to make the B1008 a less attractive route
  
- Highways have not proposed any measures to persuade drivers to use the longer route

## What happens next?

- ▶ GWPC have repeatedly requested traffic calming measures for Ford End village
- ▶ Highways have supported some measures but have the problems of speed and weight of traffic and the lack of safe crossing points been addressed?
- ▶ Does the B1008 through Ford End village meet Highways requirements for a PR1 route?
- ▶ Is the B1008 suitable as a relief road or an alternative route for the A120?

As far back as 2008 Highways have consistently stated that they will not introduce any measures that will impede the flow of traffic or cause it to take an alternative route.

The Parish Council have tried numerous times to convince them differently but have the objectives to reduce the speed and weight of vehicles travelling through Ford End or to provide safe crossing places been achieved?

Highways insist that as a PR1 – a route of strategic importance they cannot introduce traffic calming measures although they are permitted within their own policies.

Given residents views on the road is the B1008 through Ford End village suitable for the purpose Highways want to use it for – is it suitable as a PR1?

The parish council can accept Highways position that it is not any worse than many other roads in the county and that there are insufficient funds to meet everyone's wishes or it can continue to press Highways for improvements and look for ways to achieve that objective.

