

Great Waltham Parish Council

April 19th 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



Scene Setting

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

The Problem

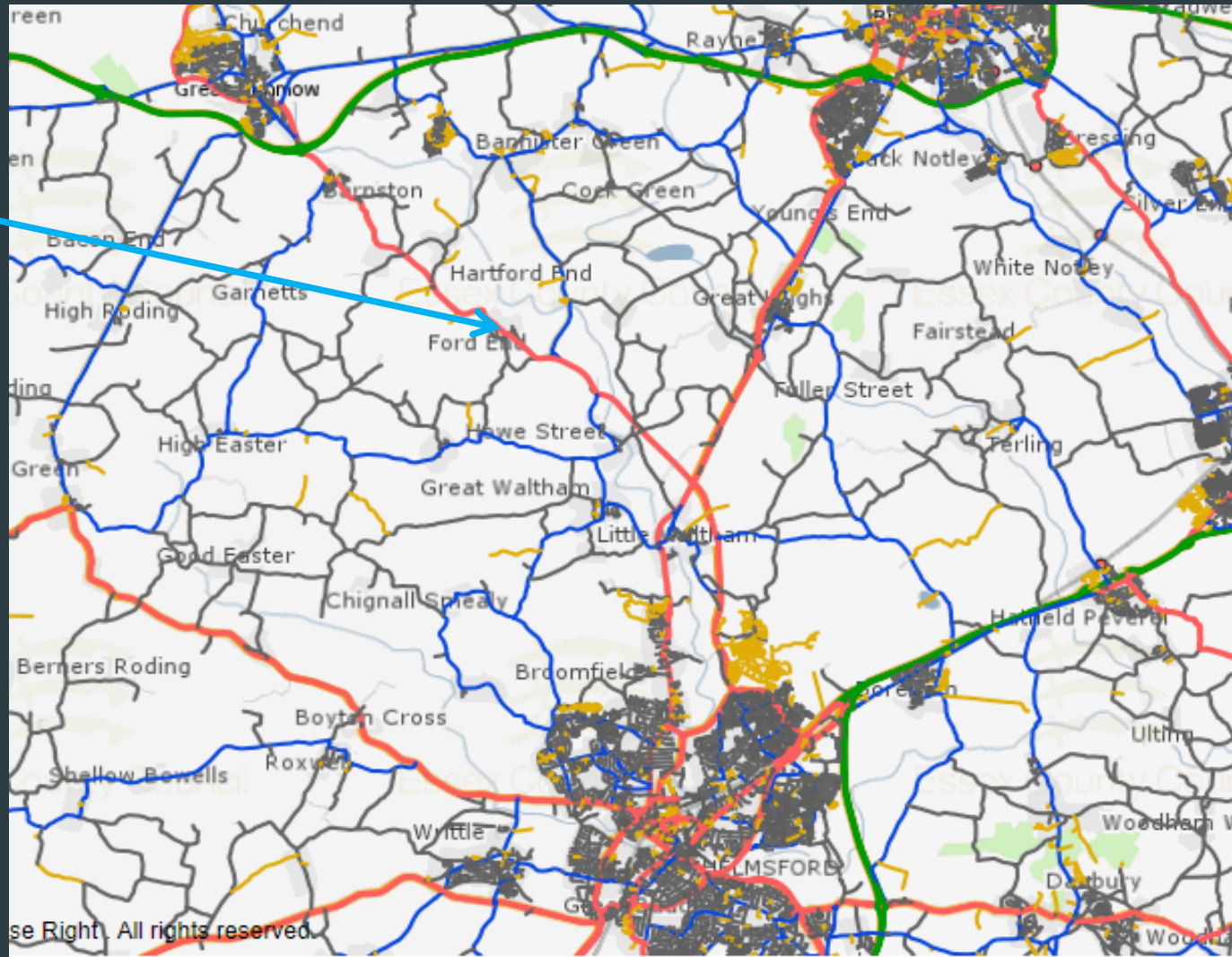
- ▶ Great Waltham Parish Council first asked for speed limits in the parish in the early 1930's
- ▶ The subject of traffic calming and highways related issues in Ford End has been a regular feature at parish council meetings over the years and continues to be so
- ▶ Numerous changes have happened over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

The 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

Functional Route Hierarchy

Ford End
PR1
Radial Feeder



Map

Key

- National Highways Road
- Priority 1 (PR1) Road
- Priority 2 (PR2) Road
- Local Road
- Private Road
- Remote Footway
- Private Footway

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,

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

- ▶ Essex Highway's acknowledge there are traffic issues in Ford End, however, they prioritise improvements according to risk and accident data
- ▶ '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.'

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

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
- ▶ 40mph buffer zone at the Dunmow end of the village is in the LHP funded list for 2022

But - the traffic problems still exist

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.

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?

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)

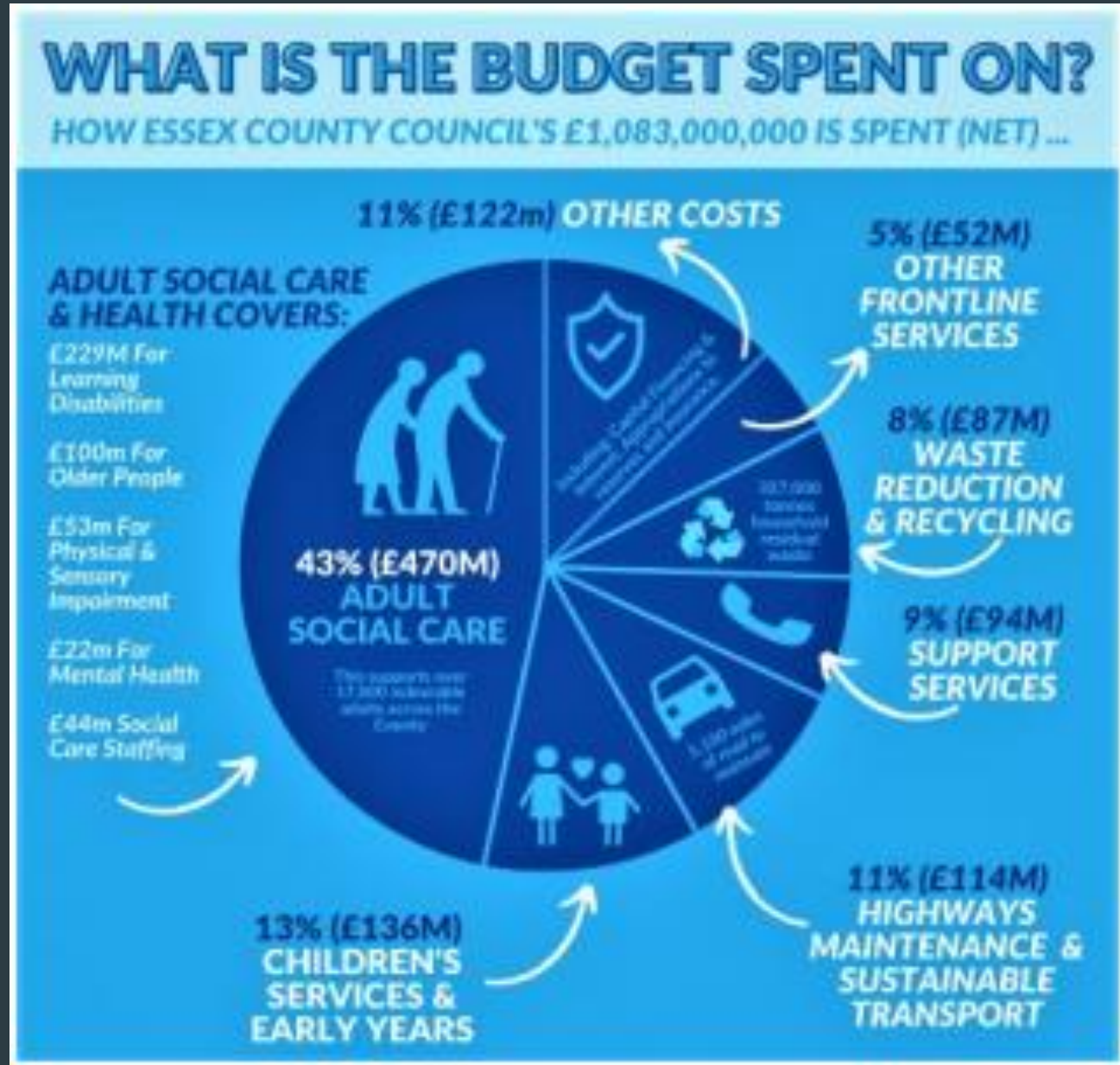
Average Speed Cameras (ASC)

- ▶ 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

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

Funding



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?

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?



Questions