

**HARLOW DISTRICT
LOCAL HIGHWAY PANEL – 14 MARCH 2011
REPORT BY: LOCALISM AND CUSTOMER SERVICE TEAM
ESSEX COUNTY COUNCIL**

2011/12 Programme of works

Purpose of report

- To provide sufficient information on schemes so that decisions on local priorities can be made.
- Members are invited to offer suggestions and requests for future works.

Background

At the last meeting of the Panel, Members were requested to feedback comments on the maintenance and traffic improvement proposals presented. The responses are shown within Appendix A, pages 16-21.

The budget allocations for the 2011/12 financial year have not yet been disclosed.

Capital Programme

Maintenance

Of the responses received, two were concerned with Maddox Road. The road as a whole would score a priority 3, but there are definite areas of defects that in isolation would be priority 2. The appropriate treatment for the defective areas is joint repair / lateral patching. Unfortunately, joint repairs scheme cannot be met by the capital funding for Harlow in 2011-12. However, the concerns have been passed to the Maintenance Team and they will endeavour to address the issues through revenue funding. However, this will be for isolated areas, rather than the whole road.

One response was for Park Lane (part near dip) – this is on the list and has been highlighted as a proposal by Officers to include in the programme

The Officers' provisional programme for maintenance in Harlow has been amended since the last meeting of the Panel, following recent amendments in terms of the target levels for different maintenance methods and it currently stands as follows:

Carriageway Resurfacing		Priority
Haydens Road/Third Avenue Roundabout	£49,496.00	1
Tripton Road (Second Ave end 200m)	£63,920.00	1
Watlington Road (No.32-No.50)	£8,084.00	2
Altham Grove (100m first section only)	£11,110.00	2

Carriageway Surface Dressing

Moor Hall Road	£22,747.00	2
Broadley Road	£32,158.00	3

Carriageway Microsurfacing

Park Lane (part near dip)	£21,432.00	2
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Footway Refurbishment

Southern Way (isolated sections)	£31,099.00	1
East Road (isolated sections)	£20,210.00	1
Carters Mead	£48,880.00	1
Church Road (adjacent woods)	£30,234.00	1
Manor Road (No.9-No.29)	£48,715.00	3
Church Langley Way (isolated sections)	£8,340.00	3
The Drive	£32,900.00	2
Howard Way (Momples Rd sth to bus stop)	£18,800.00	2
Millfield	£5,170.00	2
The Maples (first section right hand side)	£24,440.00	2
Cawley Hatch	£17,860.00	2
Paddock Mead (isolated sections)	£41,360.00	2
Linford Close	£25,380.00	2

Footway Slurry Sealing

Great Leylands	£2,538.00	3
Little Pynchons	£3,313.00	3
Tysea Road	£6,956.00	3
Paddock Mead (part)	£2,632.00	3

Traffic Improvements

Currently, information on the budgets and schemes considered for traffic improvements in the coming year have not yet been disclosed, but may be available at the time of the meeting.

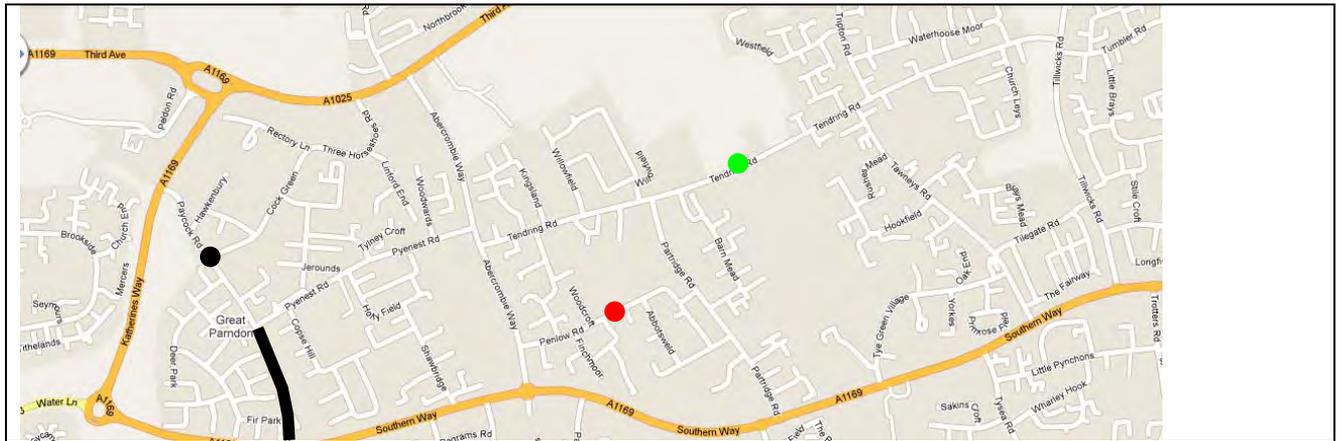
Highway Localism Initiative

Locally Determined Revenue Budget (LDB)

Members are asked to consider the following schemes. A summary is provided below:

	Location	Scheme	Cost
1.	Hamstel Road	Pedestrian crossing	£25,000
2.	The Stow	Pedestrian crossing	£25-30,000

It may be worth the Members considering the following schemes together, due the proximity of the requests:



3.	Kings Moor Road	—	Traffic calming measures	£50-70,000
4.	Three Horseshoes Road and Paycock Road	●	Mini roundabout	£50,000
5.	Abbotsweld	●	Pedestrian crossing	£25,000
6.	Tendering Road (St Luke's School)	●	Zebra crossing	£25,000
7.	Moor Hall Road		Vehicle Activated Sign	£10,000
8.	Junction of Sheering Road and Churchgate Street		Improved signage at junction and traffic mirror	
9.	Church Langley Way and Kiln Lane		Pedestrian crossing	£5-15,000
10.	Harberts Road and Northbrooks junction		Signage and marking upgrade	£3,000
11.	Fourth Avenue junction with Hodling Road and Helions Road		Pedestrian crossing	£15-200,000

1. Hamstel Road	Pedestrian crossing	Indicative costs: £25,000 (for a zebra crossing)
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Comments received: *Very dangerous area especially for residents visually or physically impaired, plus children /elderly. Pedestrian crossing would be most economical way of providing safe route.*

Of the responses received from Members (Appendix A, pages 16-21), one pertained specifically to this traffic scheme. It is suggested that this should be top of the list.

This was promoted for preparatory work utilising the £2,500 made available to the Panel and as such, a pedestrian survey is currently underway at this location. The findings of which, will provide a sound assessment of the viability of a social crossing at the site and provide recommendations on the most suitable crossing to be located here. The final datasets will show the speed and classified volume of traffic flows, a classified count of crossing pedestrians within approximately 100 metres of the sites, and comparative data between traffic and pedestrians.

Previously a petition with 325 names has been received by ECC from the patients of the Addison Health Centre and Princess Alexandra Hospital. The petition requests the provision of a pelican crossing in Hamstel Road.

In terms of accident data, there have been three collisions; One serious and two slight. These were near the junction with Fourth Avenue and did not involve pedestrians.

It is observed from recent site visits, that pedestrian and traffic flow is consistent throughout the day.

Although a social crossing would ideally be sited at the current crossing point shown in the photo below, due to its proximity to the access of the ambulance station, this would need to be reviewed. It may be more advisable to relocate the crossing a little further towards Rectory Wood and install pedestrian guardrails at the existing crossing point, thus directing the flow towards the crossing.



2. The Stow (between Nuffield Health Centre and St Andrews Church)	Pedestrian Crossing	Indicative costs: £25-30,000
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This is a scheme that is supported by Mark Hall and Netteswell Community Association and Nuffield House User Group and St Andrews Church.

This was promoted for preparatory work utilising the £2,500 made available to the Panel and as such, a pedestrian survey is currently underway at this location. The findings of which, will provide a sound assessment of the viability of a social crossing at the site. The final datasets will show the speed and classified volume of traffic flows, a classified count of crossing pedestrians within approximately 100 metres of the sites, and comparative data between traffic and pedestrians.

Officers are aware that development work may take place in the vicinity in the future and would like to investigate what impact this will have on the surrounding network before this scheme is pursued.

From recent observations, there does not appear to be a high volume of pedestrian flow crossing here. In addition, siting the crossing may be difficult (see photo below). To place a crossing in this vicinity will see the reduction of 2 parking spaces on each side of the road, to accommodate such a feature. This would displace 4 cars to other areas within The Stow.



3. Kingsmoor Road	Traffic calming measures	Indicative costs: £
<p>It was felt, in the feedback received, that this should remain a high priority.</p> <p>The applicant states that this is the crossing point for three schools and that recent speed watch, has recorded speeds of 50mph.</p> <p>A Vehicle Activated Sign has been installed and the road has been resurfaced and re-lined under the 2009/10 programme of works. This is further to improvements installed in the 2008/09 programme of works, under Sites of Concerns identified by Parishes.</p> <p>The provision of traffic calming is not simple, as legislation needs to be considered. For example, there is a requirement of natural calming measures, such as sharp bends or road junctions, to reduce vehicle speeds prior to the commencement of any unexpected physical measures in the road. In line with the County's revised Speed Management Strategy, alternative non-physical measures should be considered in the first instance. These might include Community Speedwatch, road safety activity or arrangement of parking. Physical measures each have their own drawbacks including increased localised noise, visual impact on the street scene and an impact on parking and bus services.</p> <p>A route study of Southern Way is being undertaken currently, the findings are to be presented to the HSGTB at its March meeting, and thus it would be advisable to wait for implementation of the recommendations presented for impact on the local area, before reviewing such a location. Subsequent to this, Officers would recommend that a speed data survey be undertaken, at a value of approximately £350. This would provide an indication of whether speeding is occurring along this stretch, or whether volume of traffic is causing the perceived increased in speed of the traffic.</p> <p>Consideration should also be given to the other requests received in the area.</p>		



4. Three Horseshoes Road and Paycock Road	Mini Roundabout	Indicative costs: £50,000
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It was felt, in the feedback received, that this should remain a high priority.

Traffic flow and volumes are light here due to the residential location.

The vehicle activated sign just beyond the junction, would need to be removed or relocated. Further to this, parking restrictions would be required in the area, in addition to a street lighting upgrade. Deflection features would also be required, in order to direct the flow around the roundabout, rather than straight over, as per the current traffic flow. This would bring about some traffic calming also.

A route study of Southern Way is being undertaken currently, the findings are to be presented to the HSGTB at its March meeting, and thus it would be advisable to wait for implementation of the recommendations presented for impact on the local area, before reviewing such a location. Consideration should also be given to the other requests received in the area.



5. Abbotsweld	Pedestrian crossing	Indicative costs: £25,000
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This scheme was reported at the last Panel meeting and Members may wish to also consider this as a high priority.

Problems experiences with children crossing the road by the school, now that the lollipop lady has gone and parking is so bad.

Officers have not identified, nor received any previous requests for such works. The existing traffic calming (pedestrian guard rails, zigzag and 'School Keep Clear' and other associated road markings and signage) was previously carried out to engineer the safe routing of the parents and school children to the School Crossing Patrol site and to deter cars from stopping outside the school for pick up and drop off purposes. The longer term impacts of the relocation of the Passmores School to its new site along Tracey's Road in September 2011 should also be considered.

A pedestrian survey should be undertaken to ascertain the requirements of a crossing at this location. It is perceived that a zebra crossing, located at the existing build-out outside the school entrance could be accommodated and would require upgrading the street lighting and installation of the lining. However, Members may wish to regard the other requests in the area at other schools, to consider the impact.



6. Tendering Road (St Luke's School)	Zebra crossing	Indicative costs: £25,000
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This scheme was reported at the last Panel meeting and Members may wish to also consider this as a high priority.

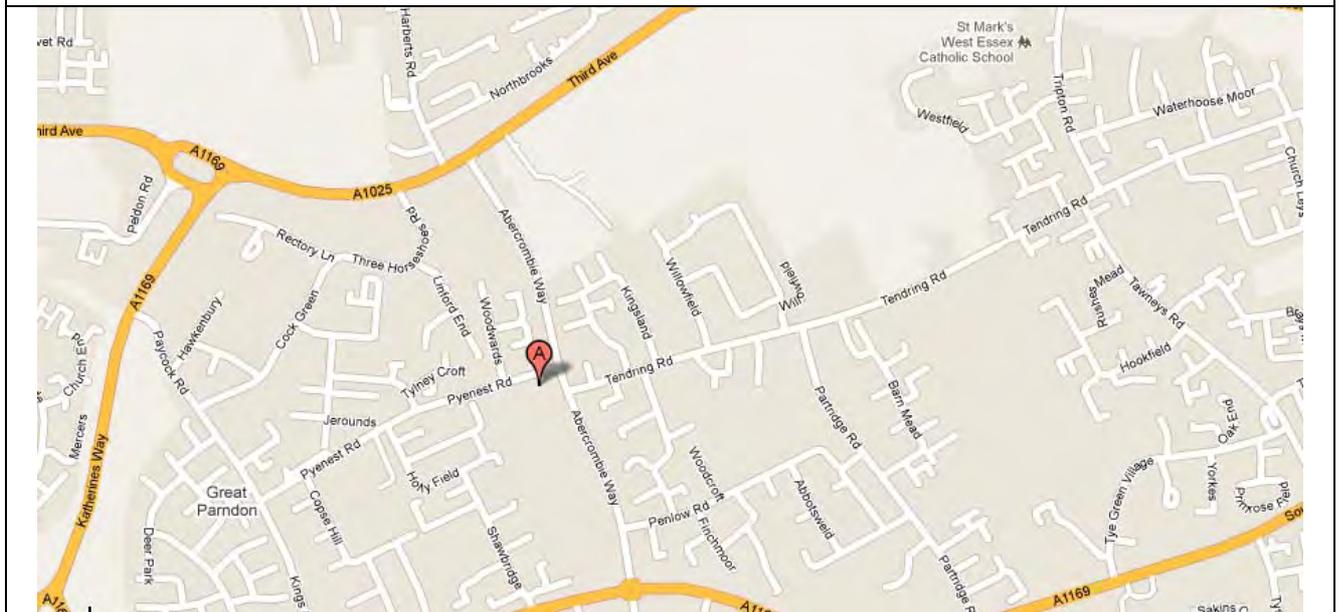
Since the lollipop lady has been removed, concerns have been raised for the safety of children crossing this road. A zebra crossing would service the pre-school turning out mid morning and for the afternoon children going in around lunchtime. Tendering Road is a fast road.

To determine the suitability and viability of a crossing, the locations are assessed through pedestrian counts, traffic flows; vehicle speeds and the personal injury accident record the proposed site. The site is also assessed to meet the design criteria pertaining to footway widths, forward visibility and proximity to junctions. The perceived need for a crossing facility and its likely cost effectiveness are also carefully considered.

Within Pyenest Road, there has been one recorded injury accident, although this was not directly outside the school.

Following the recent concerns that have been raised with Officers, additional road safety training is being provided by the Road Safety Team. This team also advise that it maybe possible to explore the option of re-locating some of the parking away from Pyenest Road into Woodward's where there are very few cars parked and there is an existing link that leads to Pyenest Road.

Consideration should also be given to the other requests received in the area.



7. Moore Hall Road, Churchgate Street	Vehicle Activated Sign	Indicative costs: £10,000
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When Members were asked to consider the £2,500 funding available and discussed in the report for the 2010/11 programme, this scheme was raised for consideration.

Officers presume that the requirement for the vehicle activated signage is within the more residential area of the stretch of road, and that this will be direction of flow of traffic into Churchgate Street, in order to capture the drivers entering from the national speed limit into the 30mph restriction.

However, due to the existing profile of the road, it may be difficult to site the sign sufficiently. If Panel Members are minded, some investigation work can be undertaken, to an approximate value of £350 to ascertain whether an appropriate location can be found and the speeds are in accordance with the requirements set out.



8. Junction of Sheering Road and Churchgate Street	Make the priority of the junction clearer through signage	Indicative costs: £
<p>Churchgate Street Residents Association has written to the Chair of the Panel (see Appendix A, pages 22-23). They have considered the requests previously presented within Churchgate and consider this scheme as a high priority.</p> <p>The applicant states that the priority of this junction has been changed and is not clear. The 'natural' layout is opposite to the actual right of way and hence accidents result.</p> <p>The appropriate signage is currently in place and to current standard. Officers have requested, however, that the maintenance team attend to refresh the white lining at this junction.</p> <p>In terms of the request for the mirror, if it is to be placed on the public highway, it must conform to strict Department for Transport criteria. Before an application can be considered it must be established that the site is in a rural location with a proven personal injury accident record directly related to a lack of visibility.</p> <p>Some of the factors included when considering an application include:</p> <ul style="list-style-type: none"> • the site must be rural or semi-rural where traffic on the main road is travelling at speed; • mutual visibility is virtually nil (i.e.: the driver of the vehicle leaving the property and the driver of the vehicle on the main road cannot see each other's vehicle until they are almost next to each other); • an improvement scheme is not possible; • visibility cannot be improved by the removal or setting back of fences, hedges, wall or trees; • the speed limit is above 30 mph and a mirror would serve a single property; • the mirror's effectiveness in all weathers; • difficulty by a driver in judging both the speed and distance of reflected vehicles; • problems with glare or sunlight; • damage by accident or vandals; • cleaning of the mirror. 		
<p>The Highway Authority may consider applying to the Department for Transport for authorisation of a mirror. Nevertheless, the Department for Transport stresses that mirrors should not be regarded as substitutes for normal good practice based on the provision of adequate levels of mutual visibility. The County's stance on mirrors is that they are sited off the highway (on private ground) and subject to the landowner's agreement.</p> <p>If the DfT gives consent for a mirror to be installed, it will initially be for 12 months only, to ascertain the decrease in accidents and driver behaviour.</p>		

9. Church Langley Way and Kiln Lane	Pedestrian crossing	Indicative costs:£5-15,000
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It was felt, in the feedback received, that this should remain a high priority.

We have received requests historically for improving the pedestrian facilities at this location.

A pedestrian crossing would be more suited for this location; however, the results of a pedestrian survey would better determine this. Nevertheless, there is an existing refuge close to the roundabout. If the requirement were to locate a crossing further away from the roundabout, consideration would need to be taken to relocating the bus stop and the costs associated with this.

Members may wish to consider increasing the length of existing timber fencing, to better manage the control of pedestrian flow, this would cost in the region of £5,000.

In terms of accident data, there has been one collision in Kiln Lane, near the roundabout, which was classified as slight and involved one vehicle and a cyclist.



10. Harberts Road and Northbrooks junction	Signage and marking upgrade	Indicative costs: £3,000
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It was felt, in the feedback received, that this should remain a high priority.

This is both a historical request and was also suggested for the use of the £2,500, but the works required (i.e. the consultation and legal process of implementing a traffic regulation order, cannot be met by this budget).

It is suggested that 'no waiting at any time' restrictions are put in place at the junction and opposite the junction, in addition to the signage to accompany this. However, on recent site visits, there is no perceived parking problem at this junction.



11. Fourth Avenue junction with Hodling Road and Helions Road	Improvements for pedestrians	Indicative costs: £15,000 or £200,000
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It was felt, in the feedback received, that this should remain a high priority.

A pedestrian survey would need to be undertaken at this location. The findings of which, will provide a sound assessment of the viability of a social crossing at the site. The final datasets will show the speed and classified volume of traffic flows, a classified count of crossing pedestrians within approximately 100 metres of the sites, and comparative data between traffic and pedestrians.

Due to the existing 40mph limit, a zebra crossing would not be viable option, as this would not meet current guidelines set out. Thus, consideration would need to be given to a puffin crossing (approximately £200,000) or a pedestrian refuge island (approximately £15,000). However, it could be argued that the pedestrian flow is inconsistent and thus, the cost of such a crossing would need to be considered against the number of residents who may use the crossing.

Careful consideration would need to be taken to the location of the crossing, and this may not meet the current desire line. The crossing would need to be located at least 17m from an existing junction to meet current guidelines.



Churchgate Street Residents Association

See letter to the Chair of the Panel, Appendix A, pages 22-23.

In terms of the 20mph zone request by the residents association, this would need to be considered as part of the speed management review. Essex County Council is currently formalising the way in which all speed limit requests are now assessed. The need for this formalisation is in light of the publication of the document by the Department for Transport (DfT) Circular 1/2006, Setting Local Speed Limits, which asks all Highway Authorities to review the speed limits on all their A and B roads, and implement any necessary changes by 2011. Additionally, this document also provides Highway Authorities with new guidance on assessing and thus setting local speed limits.

In response to the new guidance within this document, Essex County Council has recently published a new speed limit policy in the form of the Essex Speed Management Strategy to take account of the changes in speed limit guidance from central government.

To date, Essex County Council has completed a data-gathering exercise. This data will be used to ascertain whether speed limits across the County are in accordance with, above or below the guidelines in the DfT Circular. This review will be carried out in a phased approach. The review has commenced with consultants, working on behalf of ECC, assessing all A and B classified roads. The next phase will involve Essex County Council Officers undertaking a review of village speed limits to identify which current limits are again in line with, above or below the guidelines in the DfT Circular. Therefore, all historical and new requests for speed limits received by the Local Highways Offices will be assessed as part of this ongoing review and in accordance with the Essex Speed Management Strategy. Regrettably, speed limit requests that are not related to village limits will not be looked at until later so that we can meet the requirements set out by the DfT.

The second phase of the review will be to look at all of the lengths identified in the review for a lower limit that are outside the village envelope. The final element of the review will be to look at all other requests that we have received and review these against the new Speed Management Strategy. New speed limits and extensions to existing speed limits will be implemented in line with available budgets and in agreement with the Local Highways Panel who will prioritise programmes of work.

With regard to the weight restriction request, the existence of a particular Weight Restriction does not impose a blanket ban on vehicles over a particular weight for access purposes. This is because there are limited exemptions to Weight Restriction Orders, in order to allow access to collect or deliver goods, or carry out maintenance. As the majority of these vehicles require the use of this road, a restriction of this type would not be appropriate for this stretch of road. It may be possible for the installation of 'Unsuitable HGV' signs, however it must be considered whether this will have any impact and whether the drivers of the 'unsuitable' vehicle already know the route and will continue to use it. Officers are aware of some concerns with development work, which may increase the level of HGV vehicles. These concerns need to be raised through the planning process.

Should Members wish to obtain accurate traffic flow data, this would cost in the region of £350 and would need to be funded by the Locally Determined Revenue budget, as detailed above. A decision will need to be made by Members of the Panel, whether they would wish to proceed with this.

Conclusion

Members are invited to discuss the report and put forward any comments pertaining to current works and programming. Members are also requested to comment on proposals put forward.

APPENDIX A

Councillor	Location	Comment	
Danvers	Maddox Road	ECC will inspect. Localism Panel to consider if priority	A/B/C
Hulcoop	Hamstel Road	High Approved (32) Reserved List	D

Hdc members

Page 3 of 3
APPENDIX A

28/1/11

*.email to all members

Cc: Tony Hall; Cath Shaw; Joe McGill; Andre Ferreira
Subject: Harlow Highways Localism Panel

Please find attached a report that was presented to the Harlow Highways Localism Panel on Monday 24 January 2011.

As part of the Localism Initiative, the Highways Panel is tasked with prioritising and overseeing District wide highway improvement schemes and influence the timetable of works carried out by the Highways Rangers.

The Locally Determined Revenue Budget funds both the Highways Rangers and Local Highways Panel approved schemes and a breakdown of the 2009/10 budget is shown in the attached document at Appendix C (for your information).

Highways budgets for 2011/12 are currently unknown. Appendix D (of the attached document) outlines a proposed programme of road/ footway maintenance schemes for 2011/12. Appendix E provides a "reserve" list. Together, the two appendices provides Members with an overview of all the traffic improvement requests that have been received by ECC Officers for the Harlow District.

All Harlow District Council Members are asked to consider the attached document and feedback any comments to me by no later than 4 February 2011 so that I can advise the ECC Officers and the Chairman of the Panel, Tony Hall.

The Localism Panel, which is meeting again in late February/early March 2011, will then finalise a set of proposals for 2011/12.

Regards

Jane Smith
Corporate Support Officer - Governance
Chief Executive's Office
Harlow District Council
Civic Centre
Water Gardens
Harlow
Essex
CM20 1WG

01279 446057

Alternative Contact: Jo Maskell 01279 446055

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Clir Danvers

To: Jane Smith
Subject: RE: Harlow Highways Localism Panel

Hi Jane

Maddox Road and Park Lane have road surfaces that would do justice to a third world country – are they to be included in these plans?

Regards Mike Danvers

From: Jane Smith
Sent: 28 January 2011 09:22
To: Harlow DC Members
Cc: Tony Hall; Cath Shaw; Joe McGill; Andre Ferreira
Subject: Harlow Highways Localism Panel

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Regards

Jane Smith
 Corporate Support Officer - Governance
 Chief Executive's Office
 Harlow District Council
 Civic Centre
 Water Gardens
 Harlow
 Essex
 CM20 1WG

01279 446057

Alternative Contact: Jo Maskell 01279 446055

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(B)

From: Rosa Tanfield Highways Liaison Officer [Rosa.Tanfield@essex.gov.uk]

Sent: 28 January 2011 10:12

To: Jane Smith

Cc: Tony Hall

Subject: RE: Harlow Highways Localism Panel

Hi

Park Lane (part near dip) is on the list and has been highlighted as a proposal by Officers to include in the programme. However, Maddox Lane is not. I will get an Officer to inspect it, but Members would need to consider if it is a higher priority than those that are highlighted on the sheet.

Many thanks,

Rosa Tanfield

Highway Liaison Officer
Highways & Transportation West Area Office
Environment, Sustainability & Highways

Essex County Council | telephone: 0845 6037621 | email: Rosa.Tanfield@essex.gov.uk



Please consider the environment before printing this e-mail

From: Jane Smith [mailto:jane.smith@harlow.gov.uk]

Sent: 28 January 2011 09:52

To: Rosa Tanfield Highways Liaison Officer

Subject: RE: Harlow Highways Localism Panel

Rosa

Can you advise me on this please?

Jane Smith
Corporate Support Officer - Governance
Chief Executive's Office
Harlow District Council
Civic Centre
Water Gardens
Harlow
Essex
CM20 1WG

01279 446057

Alternative Contact: Jo Maskell 01279 446055

From: Mike Danvers

Sent: 28 January 2011 09:51

C

From: Mike Danvers**Sent:** 29 January 2011 11:29**To:** Jane Smith**Subject:** RE: Harlow Highways Localism Panel

Hi Jane

Many thanks for taking this up. Maddox Road is on a major bus route. It is in a very poor state of repair. Despite being patched up it needs to have a new tarmac surface. 60 years on since the Development Corporation laid down the original concrete road it is showing its age. Estate roads in Epping and Loughton are Ok so why not in Harlow? Are we getting a fair allocation of resources from Essex.

Regards Mike Danvers

From: Jane Smith**Sent:** 28 January 2011 10:19**To:** Mike Danvers**Cc:** Tony Hall**Subject:** FW: Harlow Highways Localism Panel

Morning Mike

Please see below the response I have received from ECC Officers.

I will add Maddox Lane to the list I am compiling and the Localism Panel will consider it when it next meetings in Feb/March.

Regards

Jane Smith
Corporate Support Officer - Governance
Chief Executive's Office
Harlow District Council
Civic Centre
Water Gardens
Harlow
Essex
CM20 1WG

01279 446057

Alternative Contact: Jo Maskell 01279 446055

From: Maggie Hulcoop
Sent: 04 February 2011 09:45
To: Jane Smith
Subject: RE: Harlow Highways Localism Panel
H Jane - here are my thoughts on Reserve List proposals

Appendix E - High Approved road changes in Hamstel Road [Pedestrian crossing] my top priority site. Very dangerous area especially for residents visually or physically impaired plus children/elderly. Pedestrian crossing would be most economical way of providing a safe route.

Other roads/locations listed on pages 15/16 I feel should be seriously considered [High Approved]. Exception being Harlow Common [Potter Street] Flashing controls are being sited by Ken Brown Motors and monitoring should then be introduced to see if new Flashing control system improves Potter Street.

Old Harlow- Churchgate Street and Mill Lane Field are already being reviewed as part of the area parking review.

Maggie

From: Jane Smith
Sent: 28 January 2011 09:22
To: Harlow DC Members
Cc: Tony Hall; Cath Shaw; Joe McGill; Andre Ferreira
Subject: Harlow Highways Localism Panel

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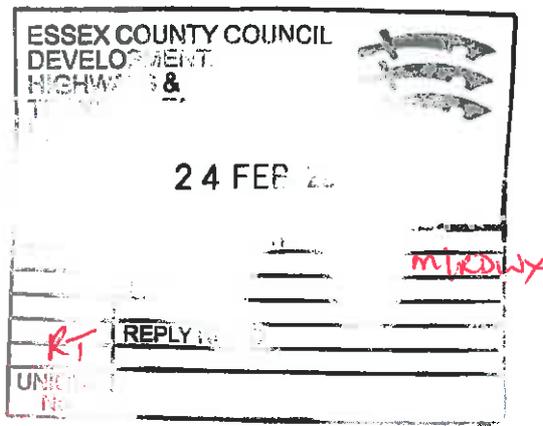
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Water Gardens
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Essex
CM20 1WG

01279 446057

Alternative Contact: Jo Maskell 01279 446055



Churchgate Street Residents Association,
 1, Church Mill Grange,
 Harlow CM17 0LX
 17-2-11

Dear Mr Hall,

My colleague David Bracey and I attended your January 24th meeting of the Localism Panel as representatives of Churchgate Street Residents Association. I write this letter with reference to the workplan to which Rosa Tanfield spoke at that meeting.

In the 'Traffic Improvement Requests' (Appendix E), Churchgate Street features at points 3, 22 and 23. These items appear there from suggestions made by the local Neighbourhood Action Panel before the Residents Association (RA) was established.

The RA has now had time to consider these improvement requests. We have consulted the residents and businesses within Churchgate Street, including the church, hotel and two schools and have now agreed on traffic improvements which the village wishes to see on the plan. I spoke to Rosa Tanfield and she advised that I seek to place the matter on the agenda for the Localism Panel meeting of 14th March.

In brief, we would wish items 3 (disabled bays) and 22 (car park) removed from the plan; item 23 regraded as 'High' priority for safety reasons and the following two items added if appropriate:

- a) 20mph zone for the entire village of Churchgate Street with accompanying warning and monitoring signage –High to Medium on grounds of safety.
- b) Repainting of zigzag lines outside Churchgate School as a matter of urgency – High (Rosa Tanfield advised that this could simply be added to the maintenance schedule and did not need to appear on the plan).

Furthermore, following consultation, the RA feels that there is enquiry, fact-finding and data-gathering work to be carried out. We are happy to carry out some of this work under the stewardship of Essex/Harlow Councils. The RA considers the following 3 points should have priority:

- a) Many letters relating to weight restriction in Churchgate Street have passed between local representatives and Councils for many years. All shades of 'resolution', each often contradicting the previous one, have been offered. We need to sort out the truth of these 'resolutions'.
- b) Current traffic flow and usage of Churchgate St needs to be factually established in order to inform future planning. My colleague, David Bracey is in contact with ECC on this matter.
- c) Projection work for the traffic implications of the proposed construction of 1200 houses across the road from the village should be carried out.

I wasn't quite sure of the process for moving these matters forward and seek your guidance as to best way to do so.

Yours sincerely,

Colin Black

tel. 320121

For Rosa TANFIELD

Highways Liaison Officer

Copy of letter sent to Councillor Tony Hall, Localism Panel, Harlow District Council.

(Copies also sent to Cllr Muriel Jolles, Old Harlow Ward and Jane Smith, Ch Exec's Office)