

Highways Report July 2021

South Woodham – Burnham Rd

This is a page from the SWF Proposed Neighbourhood Plan. Despite local opposition and objections from residents on the Dengie, whoever prepared the plan seems to have stitched us up by accepting the road will 'require(s) slowing of traffic'.

NORTHERN GROWTH AREA CONNECTING ACROSS BURNHAM ROAD



Options

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| 1. Deliver a new ring road and downgrade existing road? | 1. Has merits, but ruled out through Local Plan |
| 2. Bridge across Burnham Road? | 2. Has merits, but retains vehicular priority rather than creating a place for people, and has added costs |
| 3. Transform Burnham Road into a central street? | 3. Strongest placemaking response, requires slowing of traffic and proactive encouragement of other travel modes |

Whatever we do, I think unless ECC Highways step in, we will find the 'urban street' blocks exit from the Dengie. A large expanse of housing will simply be plonked down between us and the A130.

Maldon Rd/ Church Rd junction

A resident has asked me what ECC plans to do about growing rush hour queues coming into Burnham from the Maldon Rd. The resident quoted queues going back to Woodfords which I personally have not seen. The resident also asked if 106/CIL could be used.

As far as I know, ECC has no plans at all - Councillor Stamp has confirmed that no survey has been done. Previous local ideas have involved a roundabout but that means uprooting the tree and as traffic from the right would still have priority, it wouldn't help. Changing traffic priorities making the traffic free flow from Maldon Rd to Station Road would back up traffic going north and move the problem of getting into Burnham onto Southminster Rd. And we still have the problem of an

accident on the Railway Bridge potentially cutting us off from civilisation. Discussion would be welcomed.

Providence Car Park

As suggested at the last meeting, I tried to get some priorities for the suggestions from Russell Cavanagh. I was intrigued to find that instead of a risk assessment he had been asked simply for 'signage recommendations'. In view of the previous discussions, this much lower spec surprised me.

However, Russell prioritised his suggestions as follows – his comments in red.

* It is suggested that clear signage be displayed designating one way in and one way out for vehicles

- * Designate the 'Way In' from Ship Road – 'IN ONLY' signage required (High)
- * Designate the 'Way Out' onto providence – 'OUT ONLY' signage required (High)
- * Traffic direction of flow arrows should be marked on the ground (Low)
- * The parking space demarcation lines require repainting as does the yellow hatching for the public entry route at the far end of the car park (Medium)
- * As the car park may be used as a walk through by the public maximum speed signage should be displayed '5 mph' on entry (Medium)
- * Caution signage 'pedestrians' should also be displayed on entry as there is a blind bend when cars are parked on the inside bend with traffic flowing to oncoming pedestrians walking into/through the car park (High)

I was still concerned about the risk of cars turning the wrong way onto Ship Rd – a 'no left turn' sign would look odd next to a no exit sign. Russell subsequently emailed me as follows.

Having looked on Google maps and what I can remember when I visited, I can see/remember the natural way into the car park is on Providence – I would make this entry the way in and display 'IN ONLY' signage and make the exit on Ship Road and have 'OUT ONLY' signage displayed leading onto Ship Road.

I can see your point regarding drivers possibly turning left when coming out onto Ship Road so would suggest leaving signage stating 'NO LEFT TURN' on the exit of the car park.

I hope this clarifies things. Like I said the brief we were given was to review the signage for the car park. I would be more than happy to return and write you a car park risk assessment however this would have to be at additional cost.

I think we need to discuss a way forward.

Yellow lines corners of the Leas, Glendale Rd and Glebe Way

Adrian Rayner was on holiday and I no longer have a working phone number for him. Correspondence with SEPP has been unsatisfactory. The idea was that SEPP might have an idea of the appropriate parking restrictions needed and could guide us on consultation required. Councillors Cole and Munford may have their own comments.

Whole town traffic survey

The draft minutes seem to suggest that SEPP would carry out a town wide traffic flow survey. Councillor Stamp was to put in a Member's enquiry at ECC. I am not sure however that it would have been done by SEPP as opposed to ECC Highways. The minutes also suggest that Adrian Rayner would be asked to look at the South Ward. My recollection is that Adrian was to be consulted on the Leas, Glendale Rd and Glebe Way, and that the whole town traffic survey would concentrate on the South Ward, not SEPP.

Road Safety advice

I hope members will not mind me sending the fowling email to Adam Pipe of the Safer Essex Roads Partnership

Dear Adam

I am the Burnham Town Council member with responsibility for Highways. Increasingly traffic flow is getting more congested, roads are becoming one way because of parked cars.

Increased parking restrictions are probably not the answer except in specific small areas but is there a service available that would look at traffic flow in the town as a whole?

Suggesting schemes to the Local Highway Panel doesn't seem the way forward either as we don't have the expertise to know what would be best.

We get many requests for extra yellow lines, 20 mph speed limits and new one-way systems.

Do you have any ideas how we could get a whole town traffic review?

We also have a car park in Providence and would like a risk assessment on entry and exit from a road safety point of view. Do you have any suggestions?

Burnham simply wasn't built for the number of cars we have and with 1000 new homes it will only get worse. I know our roads are safer than Maldon's and Chelmsford's in statistical terms but that doesn't seem to reassure residents.

However, Adam's reply tends to suggest that ECC is concentrating on speeding issues which is not our main problem, but that our route for a traffic survey is either through ECC, or private consultants. Does Councillor Stamp have any further information on ECC's review?

Good afternoon Cllr Calver and thank you for your e mail.

Knowing the area well I can see that rapid growth that you refer to.

The Highway Authority, Essex County Council, is the responsible authority for the setting of restrictions on the highway including speed limits and no waiting restrictions. We remain a statutory consultee within any proposals put forward.

Essex County Council is currently conducting a review of two strategies that govern their route hierarchy and speed limit setting. Both will see a dramatic departure from current policies and will result in lower speed limits on local urban and rural distributor roads. This will present the Police service with challenges on enforcement.

Essex County Council will also be adopting a “Safe system Approach” starting in April 2022 and this project will look at a higher level of route treatment on preventative measures to reduce casualties including new speed limits and higher levels of enforcement.

Sadly I am unable to provide you with any staff that can provide a direct Traffic Management Plan for the Town but I am confident a number of consultants exist and may be able to assist.

Kind regards

Adam