

Quendon Preliminary Highways Scheme

THIRD DRAFT

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Appendices

- Appendix 1:** Proposed 40mph Speed limit south of Quendon (Public Notice and Plan)
- Appendix 2:** Traffic Survey Data
- Appendix 3:** Highways Land Ownership

Appendix 4: Stage 1 Safety Audit [to be added]

Appendix 5: Communication with Essex Highways [to be added]

Drawings

6481-001B (lay-by south of village to south of Bluebell Drive)

6481-002B (south of Bluebell Drive to north of Village Hall)

6481-003A (north of Village Hall to Wisteria House)

6481-004A (Wisteria House to north of Waterbutt Cottages)

6481-005 (north of Waterbutt Cottages to north of village)

1. INTRODUCTION

1.

- 1.1 Railton TPC Ltd is instructed by Quendon and Rickling Parish Council to prepare a preliminary design of potential highway works to the 1.2km section of the B1383 through Quendon. The work is facilitated through funding secured by the Parish Council from a local developer.
- 1.2 The design work has been undertaken in collaboration with SMA Consulting Engineers.
- 1.3 The work is informed by discussions with representatives of the Parish Council, a site visit undertaken on 04 April 2020 and initial discussions with Essex County Council Highway Authority (Essex Highways).
- 1.4 The study area comprises the B1383 from a point south of Ventnor Road, south of the village to a point north of 'Goddens', the most northerly dwelling in the village.
- 1.5 At this stage there has been no work to establish the possible locations of buried services that may constrain the works. However, possible works have been designed to minimise the potential for and extent of conflict with underground utilities.
- 1.6 The key concerns raised by the local community comprise highways safety issues related to speeding traffic and vehicles overtaking within the 30mph zone and the severance effect of heavy traffic flows on the B1383 that make it difficult for pedestrians, particularly vulnerable groups including those with mobility impairments to cross the road at key points.
- 1.7 The extent of works seeks to strike a balance between the achievement of demonstrable benefits for the local community and keeping within a budget that could realistically be met by contributions from local developments or modest additional funding from other sources.
- 1.8 The following sections are included:
 - Introduction
 - Existing Highway Conditions
 - Scheme Objectives
 - Proposed Highway Works
 - Safety Audit

- Cost Estimate
- Next Steps
- Conclusion

2. EXISTING HIGHWAY CONDITIONS

Location

- 2.1 Quendon is located on the B1383 approximately 10km north of Bishops Stortford and 10km south of Saffron Walden:

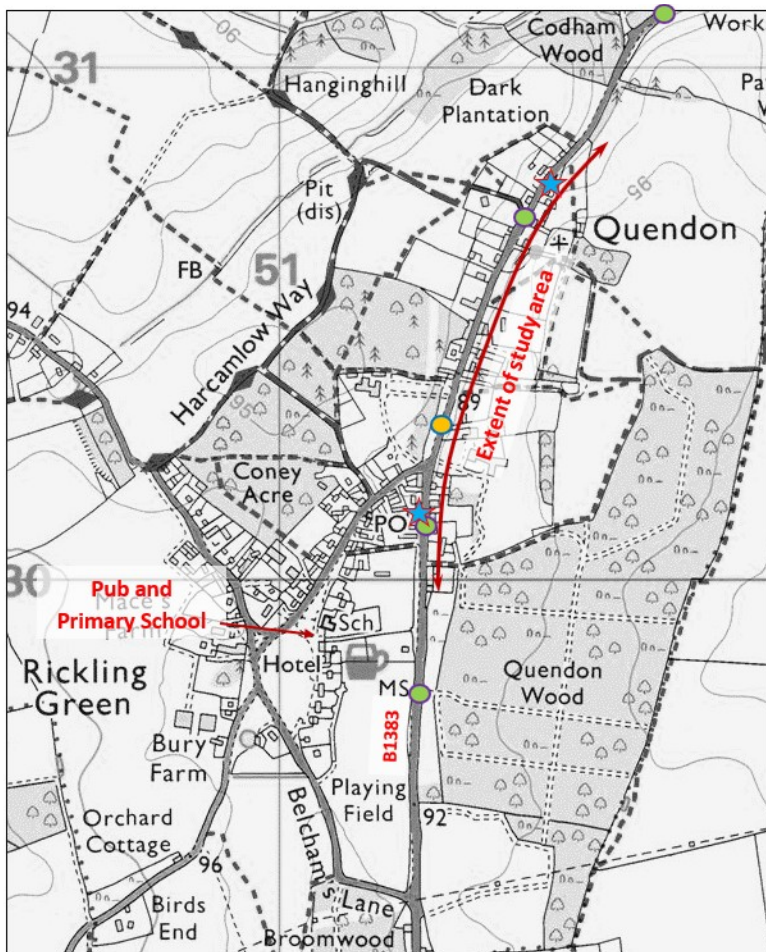
Figure 2.1: Location Plan






- 2.2 The B1383 fulfils a strategic function within the Essex road hierarchy. To the south it passes through Stansted Mountfitchet and connects with the A120 north of Bishops Stortford. It then continues south into Bishops Stortford. The A120 connects with the M11 at Junction 8, approximately 2km east of the B1383. The A120 is a major east-west route and forms part of the Strategic Road Network (managed by Highways England) east of the M11.
- 2.3 To the north, the B1383 passes through the village of Newport and then passes approximately 2km west of the centre of Saffron Walden. It continues north to Great Chesterford from where it is possible to access the A11 to the north which in turn connects with the M11 south at Junction 9 and the M11 both north and south at Junction 10, another 5km to the north.

- 2.4 Given that the M11 does not provide easy or convenient access between Bishops Stortford and Saffron Walden, the B1383 carries a significant amount of traffic between these two centres as well as providing a route for traffic travelling north and south to and from local villages.
- 2.5 The study area is shown in more detail on the following map. Quendon itself has a linear form. Rickling Green that effectively merges with Quendon is located to the west of the B1383 and contains the Cricketers Arms pub and Rickling Primary School:

Figure 2.2: Local Area



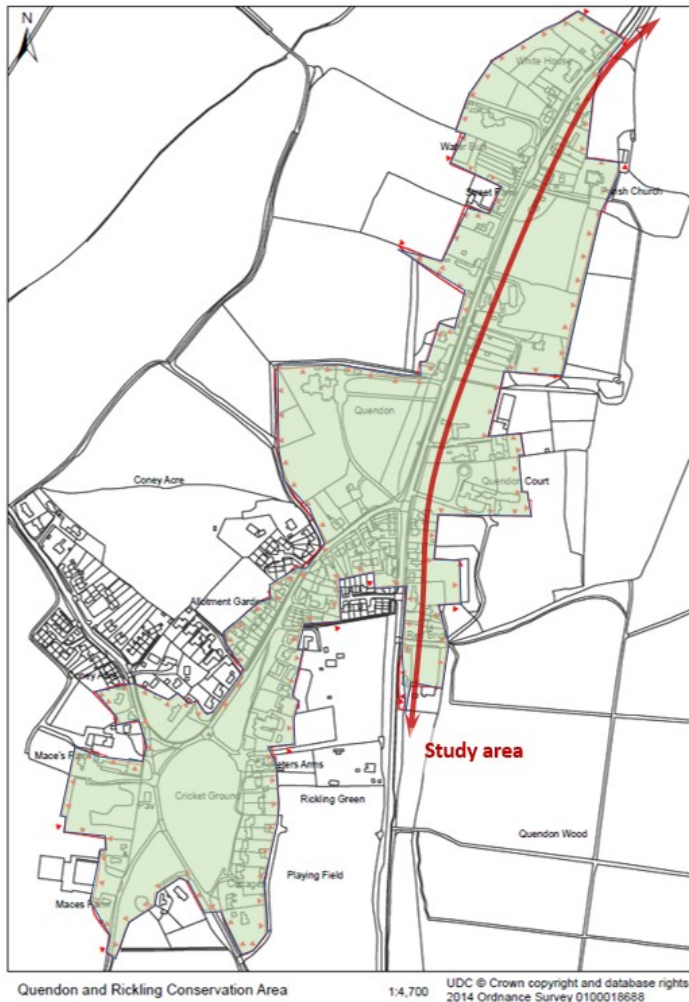
-  locations of ATC traffic surveys
-  location of community speed watch surveys
-  location of 30mph variable message signs (VMS)

- 2.6 The plan also shows the locations of traffic surveys undertaken in recent years and the locations of variable message signs (VMSs) at the north and south of the village. These are discussed below.

Conservation Area

- 2.7 Large parts of Quendon and Rickling lie within a Conservation Area. The extent is shown on the following plan in green:

Figure 2.3: Quendon and Rickling Conservation Area (shown in green)



- 2.8 It can be seen that the study area corresponds very closely with the extent of the Conservation Area. The area is therefore sensitive both to the adverse impacts of traffic travelling along the B1383 and potentially also to the adverse impacts on the character and nature of the Conservation Area of possible measures that might be proposed to reduce the impact of traffic. The potential conflict between the goal of improving traffic conditions and the goal of minimising impact on the Conservation Area is discussed further below. It should be remembered that the presence of fast-moving traffic and potentially dangerous manoeuvres such as overtaking through the village themselves adversely affect the character of the Conservation Area.

Description of B1383

- 2.9 Just under 1km of the B1383 through the village is subject to a 30mph speed limit. This extends from a point to the south adjacent to the bowling club, just north of the existing Quendon Village sign and gateway feature to a point north of the bend adjacent to 'Goddens'. The speed limit is 50mph both north and south of the village.
- 2.10 The locations of two VMSs are shown on **Figure 2.2** above. The signs show approaching drivers when they are exceeding the 30mph speed limit. The northern VMS is located approximately 175m south of the start of the 30mph speed limit. It was not operational at the time of the site visit (April 2020). The southern VMS is located outside the Village Hall approximately 100m north of the start of the 30mph speed limit.
- 2.11 Very little street lighting is provided within the study area amounting to four or five lanterns generally attached to other street furniture such as telegraph poles.
- 2.12 Measurements undertaken on site indicate that the B1383 through Quendon has a width varying between 6.3m and in excess of 8.4m. The road has a width generally between 6.5m and 7.0m. A wider section is present in the vicinity of the Village Hall and Rickling Green Road and also in the vicinity of Waterbutt Cottages. It is pertinent to note that the widest sections of the B1383 are generally in those locations where pedestrian crossing demand is at its greatest and where bus stops are located.
- 2.13 The road is generally marked out as a single carriageway with a central broken white line. There are two exceptions. The first is in the vicinity of the village hall where a short section of central hatching with a width of 0.8m is provided offering a limited central refuge for vehicles turning right into Hallfield. The second is in the vicinity of the bend at the north of the village (north of 'Goddens') where double solid white lines are provided prohibiting overtaking where forward visibility is restricted. There are no other signs, road markings or physical features that deter or prohibit overtaking through other parts of the village.

Proposed 40mph Traffic Regulation Order

- 2.14 Essex County Council has approved a Traffic Regulation Order (TRO) to introduce a 40mph speed limit on the section of the B1383 south of Quendon from a point approximately 130m south of Ventnor Road, north to the southern extent of the existing 30mph speed limit zone.

- 2.15 Given that this TRO has already been subjected to consultation and has been approved by Essex Highways, it has been allowed for in the design of the proposed scheme as described below.

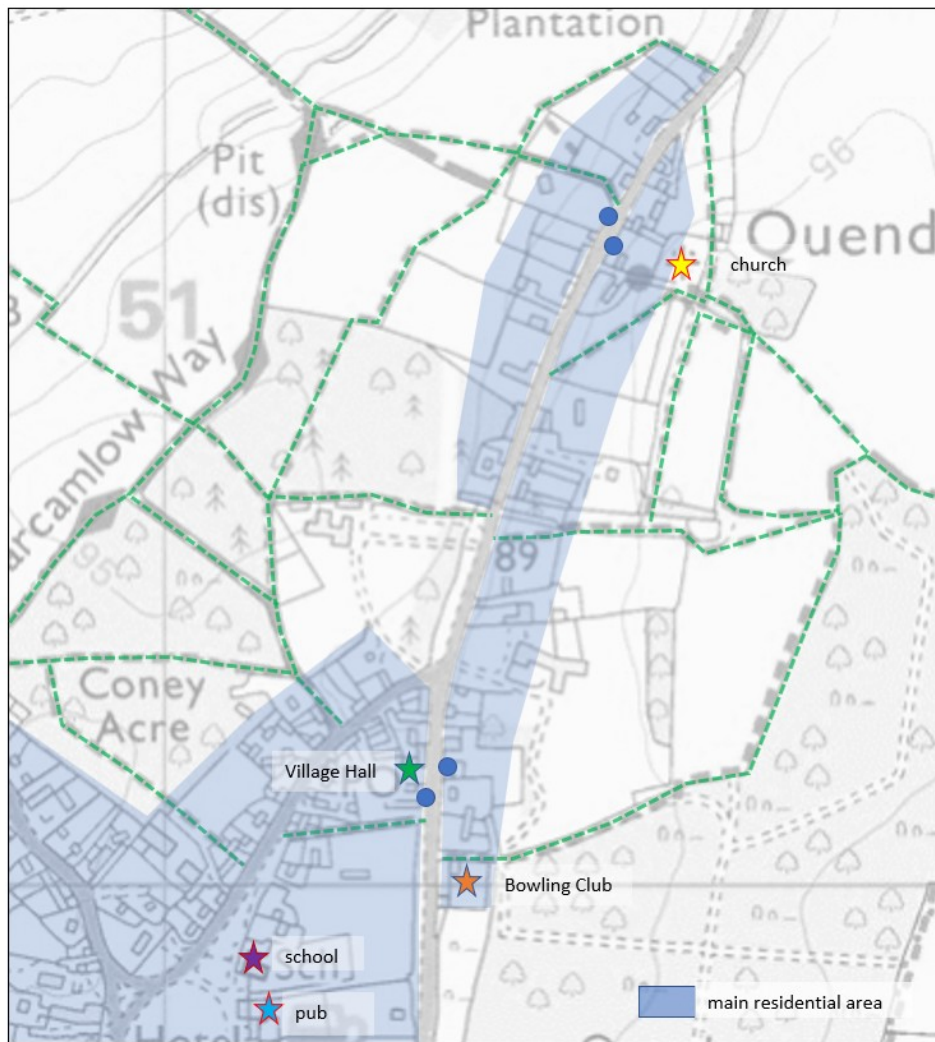
Parking

- 2.16 There are no parking restrictions along the B1383 through Quendon. There is, however, generally an absence of on-street parking since most dwellings and facilities are provided with off-street parking.
- 2.17 There are 6 dwellings located along an approximate 100m section of the B1383 opposite the church drive that have no off-road parking provision. The footway on the western side of the road in this area is wide (varying in width between 2.7m and 6.1m) allowing residents to park their cars on the footway while leaving some free width for pedestrians to pass. Although residents generally park considerately, the amount of free width varies depending on the size of vehicles, the ability of drivers to manoeuvre successfully in the presence of often heavy flows of passing traffic and the amount of free space available when a driver seeks to park. There is clearly some inherent risk to pedestrians in vehicles manoeuvring on the footway, particularly if manoeuvres are undertaken hastily or under pressure as may be the case when the B1383 is busy.
- 2.18 It is understood that residents are reluctant to park on-street due to the risk of vehicles being damaged by fast moving passing vehicles. The risk is increased by a significant number of HGVs using the road.
- 2.19 Residents also park their cars in the two bus lay-bys opposite and immediately to the north of the houses with no off-street parking provision. Vehicles sometimes pull partly or wholly onto the footway behind the bus lay-bys, presumably to allow buses some scope to pull off the main carriageway when cars are parked. There does not appear to be any significant enforcement of the normal prohibition of parking within the bus laybys, or at least a general perception that penalties will not be forthcoming.

Local Facilities and Key Pedestrian Routes

- 2.20 Pedestrian desire lines are related to the relative locations of where people live and where they want to go. The following plan summarises the main areas where people live and the various main destinations:

Figure 2.4: Facilities and Rights of Way



2.21 The majority of dwellings are located to the west of the B1383 but a significant minority of dwellings are located to the east. There will, of course, be some movement of people between dwellings east and west of the B1383. Any bus users will be required to cross the B1383 as part of either their outward or return journey. The plan shows bus stops located close to the Village Hall to the south and near the church to the north. The key facilities within the area are the church, the Village Hall, the school, pub and Bowling Club. These facilities are located both east and west of the B1383. There are numerous public rights of way within the study area. Many of these are used as circular routes for recreational purposes or to walk dogs. There are clearly many opportunities for walkers to use routes both east and west of the B1383 who will cross the road twice on each trip.

2.22 New housing developments have either been constructed or are currently under construction south of Quendon (Ventnor Road, Bluebell Drive and at Land east of Foxley House Way opposite the Bowling Club, also accessed via Bluebell Drive). These

developments have effectively extended the southern limit of the built form of the village on the western side of the B1383 by around 200m to the south.

Existing Provision for Pedestrians

- 2.23 There are currently no facilities provided along the B1383 through Quendon to assist pedestrians in crossing the road.
- 2.24 It has been noted above that the B1383 is at its widest where crossing demand is likely to be at its greatest.
- 2.25 Footways are provided along one or both sides of the B1383 in most of the study area. There are, however, some areas where footways are narrow or in very poor condition.
- 2.26 The site visit revealed a section of footway at the south of the study area where footways are very narrow, provided only on the eastern side of the B1383 and in poor condition as illustrated in the following photograph:

Photograph 2.1: Narrow Footway south of Bluebell Drive looking North



- 2.27 Residents living in dwellings on both Ventnor Road and Bluebell Drive are not currently provided with any footway on the western side of the B1383 that they could use to access facilities within the village. They are required to cross the B1383 and use the footway on the eastern side that has a width of between 0.8m and 1.0m and, as shown in the above photograph, is in very poor condition. A committed footway link through these developments and a short length of new footway on the western side of the B1383 will, however, provide residents in the new housing with a good quality route to

and from areas to the north. No improvements to crossing facilities on the B1383 are proposed.

2.28 The poor quality, narrow footway on the eastern side of the road is located within a 50mph speed limit zone. The risk of working within close proximity to fast moving traffic prohibits any maintenance of the existing footway (including the cutting back of vegetation) by the Parish Council. All works must be undertaken by specialist contractors approved by Essex Highways who are required to comply with relevant safety procedures. This is a frustration for members of the local community and the Parish Council who are willing to contribute towards maintaining the quality of pedestrian provision by, for example, cutting back overhanging vegetation.

2.29 There is another section of narrow footway on the western side of the B1383 to the north of the straight section of road north of Rickling Green Road. This is shown in the following photograph

Photograph 2.2: Narrow Footway outside Wayside Cottage looking South



2.30 The footway outside Wayside Cottage, Wysteria House and The Lilacs has a width of 1.1m. This makes it very difficult, if not impossible for pedestrians to pass one another without one person stepping into the carriageway. The risk is increased by the presence of the relatively long straight section of the B1383 to the south that has the effect of encouraging increased northbound vehicle speeds. The risk is not only to pedestrians but also to drivers emerging from the driveways of the dwellings who have extremely restricted visibility to the south due to the presence of high hedges tight

against the back of the footway. It was noted during the site visit that these hedges are already very closely trimmed.

2.31 Although footways are wider in the vicinity of Waterbutt Cottages, the lack of off-street parking leads to residents parking their vehicles on the footway. This can lead to limited width available for pedestrians as illustrated on the following photograph:

Photograph 2.3: Cars parked on Footway at Waterbutt Cottages (looking North)



Existing Traffic Flows

2.32 Traffic survey data, collected between 2017 and 2018 at the four locations shown on **Figure 2.2**, have been supplied by Essex Highways. Details are provided in **Appendix 2**. The surveys took the form of automatic traffic counters (ATCs) that were in place for at least a week in each case.

2.33 The following table summarises the traffic flows at the four locations:

Table 2.1: Traffic Flows on the B1383 (total vehicles)

Location	Weekday (24 hrs)		
	NB	SB	2-way
north of Quendon	5,088	5,267	10,355
at church access	5,126	5,207	10,333
at Village Hall	4,952	5,200	10,152
south of Quendon	4,863	4,983	9,846

2.34 It can be seen that on a weekday there are around 10,000 vehicle movements on the B1383 through Quendon, split fairly evenly between north- and southbound movements.

2.35 The following table summarises the percentage of HGVs recorded at the various survey sites:

Table 2.2: % HGVs on the B1383 (7-day)

Location	Weekday (24 hrs)	
	NB	SB
north of Quendon	7%	8%
at church access	3%	3%
at Village Hall	7%	7%
south of Quendon	8%	8%

Note: HGV defined as vehicles with lengths of 5.5m or more

2.36 The surveys generally recorded HGVs as comprising between 7% and 8% of all vehicles. The survey at the church access appears to have mis-recorded vehicle categories since the results do not agree with the results obtained at the three other sites and there is no obvious reason why there should be any significant change in HGV traffic on a section of the B1383 between other survey sites.

2.37 In addition to standard large HGVs, the B1383 also carries large agricultural vehicles and equipment at regular albeit infrequent intervals. The requirement to maintain access for these vehicles makes it necessary to ensure that no physical constraints are imposed that might make it difficult, impossible or unsafe for such vehicles to use the road. Initial discussions with Essex Highways indicate that any measures that are designed should not restrict the width of running lanes to less than 3.0m at any point.

Speed of Vehicles on the B1383

2.38 The following table summarises the recorded vehicle speeds at the four traffic survey sites. The speeds are expressed as 85th percentile wet weather speeds as is standard practice. The speeds quoted are essentially those exceeded by one standard deviation of the population:

Table 2.3: 85th Percentile speeds (mph)

Location (speed limit)	7- day		
	NB	SB	2-way
north of Quendon (50mph)	52.5	57.7	55.1
at church access (30mph)	31.0	31.5	31.3
at Village Hall (30mph)	38.2	40.4	39.3

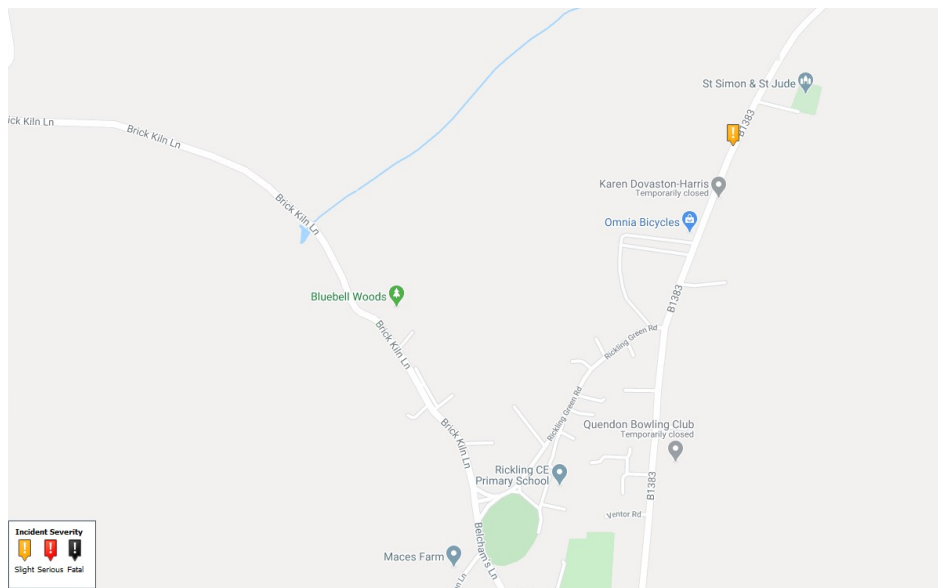
south of Quendon (50mph)	51.1	50.4	50.7
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- 2.39 The survey data show vehicle speeds north of Quendon to be significantly in excess of the 50mph speed limit. South of Quendon recorded speeds are slightly in excess of 50mph. Within the 30mph speed limit zone vehicle speeds are recorded as significantly over 30mph in the vicinity of the Village Hall and slightly over the speed limit in the vicinity of the church access.
- 2.40 One of the key locations where local people have concerns about vehicles travelling at excessive speed and overtaking inappropriately is along the straight section of road north of Rickling Green Road. There have been no ATC surveys in this location. The local community has, however, undertaken its own surveys of traffic speeds in this location (shown on **Figure 2.2**) between 2018 and 2020. The survey data are included in **Appendix 2**.
- 2.41 The data that have been collected do not record all vehicles, only those travelling in excess of 35mph. Unfortunately, given the information that is available, it is not possible to compare the overall distribution of vehicle speeds at this location with the recorded speeds elsewhere.
- 2.42 All sources of information show that there are currently significant numbers of vehicles exceeding the speed limit through Quendon.

Personal Injury Accidents

- 2.43 The Crashmap database has been interrogated to identify the number of personal injury road traffic accidents (PIAs) that have occurred over the past 5 years.
- 2.44 The data indicate that there has been one PIA on the B1383 through Quendon over the most recently available 5 year period:

Figure 2.5: Personal Injury Road Traffic Accidents (PIAs) (2015-2019)



2.45 Although the record of PIAs does not indicate a specific highway safety issue, an absence of PIAs does not, necessarily indicate an absence of highway risk. The data that are available on vehicle speeds indicates that drivers are currently behaving in a manner that is inappropriate in a village setting. Further, PIA data do not provide any insight into the extent of the severance or pedestrian amenity effects of heavy, fast moving traffic flows.

Highways Land Ownership

2.46 Information has been requested from Essex Highways regarding the extent of highway maintainable at the public expense. This information is attached as **Appendix 3**. The information is important since it defines the area where works are potentially feasible without the need to obtain third party land. The implications of the information are discussed further below in the context of the possible highways scheme.

2.47 Scrutiny of the highways land ownership information indicates that, in some locations, works have been undertaken on highway land to enhance the accesses of dwellings or to provide parking opportunities. Potential measures have been designed to avoid areas where highway land is not easily available or would lead to significant conflict with existing accesses or parking.

2.48 In some areas, on-site measurements are not entirely consistent with dimensions scaled off from Ordnance Survey (OS) mapping. Where there is disagreement, on-site measurements have been adopted and base mapping amended accordingly. Amended kerb lines are shown on the scheme drawings discussed later in this report.

3. SCHEME OBJECTIVES

3.1 Discussions with the local community indicate that the key issues comprise safety concerns related to the speed of traffic travelling through the village and the behaviour of some drivers who seek to overtake within the 30mph speed limit area, pedestrian amenity and severance concerns related to the problems that people face crossing the road in some locations and the management of parking in the vicinity of Waterbutt Cottages.

3.2 On the basis of the stated concerns of the local community and the review of existing conditions described in the previous section, the objectives of the work are defined as follows:

Objective 1: Reduce vehicle speeds through the village, particularly in the vicinity of the Village Hall;

Objective 2: Reduce inappropriate overtaking manoeuvres through the village, particularly on the straight sections of road in the vicinity of the Village Hall and north of Rickling Green Road;

Objective 3: Facilitate pedestrian crossing particularly in the vicinity of the Village Hall and the church;

Objective 4: Improve parking arrangements for residents of Waterbutt Cottages to reduce conflict between pedestrians and vehicles;

Objective 5: Improve footway provision where footways are currently narrow and/or in poor condition;

Objective 6: Review the extent of the 30mph speed limit to the south of village in light of recent developments.

4. PROPOSED HIGHWAY WORKS

Preliminary Comments

Average Speed Cameras

- 4.1 It is conceivable that average speed cameras could be introduced through Quendon. Research and evidence indicate that average speed cameras would be effective in moderating vehicle speeds and reducing accidents¹. Permanent average speed cameras are not currently used in Essex although discussions with Essex Highways indicate that their use is currently being considered. Many other counties have adopted the technology e.g. Sussex, Hertfordshire Dorset, Surrey, Bedfordshire, Cumbria. If a decision to introduce the necessary supporting infrastructure is taken, sites are likely to be selected on a county-wide priority basis. There has been no work at present to establish where the Quendon site would be on a priority list.
- 4.2 Given the uncertainty about the feasibility and likelihood of average speed camera technology being available in Essex in the near future, the proposed scheme is based on conventional physical highway works, signage and road markings.
- 4.3 It should be noted that average speed cameras have the benefit of minimising the extent and intrusiveness of street furniture and works that can have an undesirable impact on sensitive conservation areas such as the one through Quendon.

Guiding Principles

- 4.4 The scheme has been developed in pursuit of the objectives identified above but with attention paid to the following principles:
- Works are all contained within the existing boundaries of the highway to avoid the need for any third party land;
 - Where possible, narrowing of the existing highway is identified on just one side of the road to minimise the need to adjust kerb lines;
 - The length of physical works has been kept to a minimum to minimise costs;
 - Although the scheme will have some impact on the street environment within the conservation area, attention has been paid to keeping this to a minimum;
 - The scheme has been designed to allow partial or phased implementation if resources are limited. Priority can be given to specific areas if there is a need to do so;

¹ Owen, Ursachi and Allsop(2016) Effectiveness of Average Speed Cameras in Great Britain, RAC Foundation

- Impact on existing infrastructure has been kept to a minimum to reduce costs;
- Efforts have been made to maximise the benefits of individual elements of the scheme. For example, where the existing carriageway is narrowed to reduce vehicle speeds, this also serves to widen the footway to improve safety and amenity for pedestrians and to improve visibility for vehicles emerging from driveways.

The Scheme in Detail

4.5 The proposed works are shown on **Drawings 6481-01B, 02B, 03A, 04A and 05**. These illustrate the proposed scheme in sections moving from south to north. The existing extent of highways land is shown on the drawings as a blue line. As described above, where on-site measurements have been made and do not coincide with OS mapping, the map features have been amended to reflect on-site conditions. The drawings are considered in turn below.

Drawing 6482-01B (lay-by south of village to south of Bluebell Drive)

4.6 As described above, a TRO to reduce the speed limit on a section of the B1383 from 50mph to 40mph south of the existing limit of the 30mph speed limit has already been the subject of consultation and has been approved by Essex Highways. It is reasonable to consider a scheme that incorporates this speed limit change into the wider measures to reduce vehicle speeds along this section of the B1383. In practical terms the prior approval of this scheme is likely to reduce the timescale for implementing the scheme as a whole and it is understood that funding for the TRO is currently available from existing highways budgets. It would also be an efficient approach to be able to implement the 40mph TRO and then, if necessary, implement other measures at a later date without minimal need to amend physical features and signage associated with the 40mph speed limit.

4.7 The Drawing shows the introduction of the 40mph speed limit at a location just to the north of the existing lay-by. To the north of this a strip of coloured surfacing is shown reducing the perceived width of available carriageway but still allowing 3.0m north and southbound lanes. This central strip continues to a point north of Ventnor Road at the northern extent of the Drawing.

4.8 In relation to the existing narrow footway on the eastern side of the B1383, the reduction of speed limit to 40mph will allow the Parish Council to undertake routine maintenance such as clearing overhanging vegetation when this is required.

4.9 The inset shows an alternative approach that involves moving the change in speed limit (50mph to 30mph) approximately 300m to the south to reflect the fact that the built-up

area of Quendon has extended south with the development of housing as far as Ventnor Road. The change from 50mph to 30mph would be consistent with the approach that is currently adopted at the northern edge of the village.

- 4.10 The change in the speed limit will require a Traffic Regulation Order (TRO). There will be a cost attached to this (cost to be confirmed but typically around £3,000) and the change would be subject to consultation with the Highway Authority, bus operators and emergency services.
- 4.11 The drawing shows an indicative village gateway feature and road markings to alert drivers to the change in speed limit. The markings include yellow 'countdown' bars that are typically used to alert drivers to the fact they are passing from a higher speed to a low speed road environment. Central coloured surfacing is proposed north of speed limit change. The width of the coloured surfacing would allow each through lane to be maintained at a minimum of 3.0m.
- 4.12 In relation to the existing narrow footway on the eastern side of the B1383, the reduction of speed limit to 30mph will allow the Parish Council to undertake routine maintenance such as clearing overhanging vegetation when this is required.

Drawing 6482-02B (south of Bluebell Drive to north of Village Hall)

- 4.13 If the 40mph scheme is adopted, the existing southern extent of the 30mph zone will be retained. The drawing shows the reinforcement of the existing gateway features with 'dragons' teeth' road markings, coloured surfacing and a speed limit roundel.
- 4.14 The section of the B1383 between the Bowling Club and the Village Hall is a key location for pedestrian crossing due to the presence of houses, facilities, bus stops and rights of way on both sides of the road. Despite this, it is considered that a signalised crossing point would be inappropriate due to the high vehicle flows and a level of pedestrian demand that is low in absolute terms. The density of development and the presence of numerous driveways and access points makes it extremely difficult to locate a central pedestrian island. To provide a pedestrian island would require significant kerb realignment and the associated construction of new carriageway at the expense of footways and verges and would result in an overall increase in the width of carriageway, something that is not desirable in this location.
- 4.15 Road narrowings are proposed in two locations; just to the north of the Bowling Club access and approximately 60m to the north of the Village Hall. It has not proved possible to identify a crossing closer to the Village Hall itself without adverse impact on existing driveways and accesses. Each crossing comprises kerb build-outs on both

sides of the carriageway to reduce the overall road width to 6.0m: a reduction of around 0.25m of each side of the road. Dropped kerbs with tactile paving are provided both sides of the road. Bollards would be provided either side of the crossing points to alert drivers of the crossing point and the localised reduction in carriageway width. The bollards would not need to be illuminated.

4.16 Central hatching, potentially reinforced with coloured surfacing, could be provided down the centre of the carriageway between the two crossing points.

4.17 No change to the location of the VMS outside the Village Hall is shown. However, it may be appropriate to relocate this further south to alert northbound drivers earlier of the sensitivity of the area that they are approaching. It is proposed to discuss this issue further as the scheme develops.

4.18 The inset shows the proposed arrangement if the 30mph speed limit were extended to the south. Since the gateway feature and the supporting road markings would be provided further to the south there would be no features immediately adjacent to the Bowling Club. To the north of the Bowling Club the proposed scheme is identical to that proposed if the 40mph speed limit change were introduced.

Drawing 6482-03A (north of Village Hall to Wisteria House)

4.19 To the north of Rickling Green Road it is proposed to introduce central hatching with coloured surfacing down the centre of the road to reduce running lane widths to 3.0m in each direction. Overtaking manoeuvres could be physically prevented along the southern section through the introduction of a kerbed central island with a width of 1.2m. If illuminated bollards are required to ensure that the physical structure is clearly visible at night, it is possible that the feature would not be acceptable due to its impact on the Conservation Area. Bollards with reflecting surfaces rather than internal illumination are used in other similar locations. The acceptability of the feature will be discussed with Essex Highways and the safety merits or otherwise of illuminated and non-illuminated bollards will be explored further through the safety audit process. If the central island is found to be unacceptable, then it can be removed from the scheme without prejudicing the ability to implement other measures.

4.20 It is proposed to widen the narrow footway on the western side of the B1383 outside The Lilacs, Wisteria House, Wayside Cottage and The Priory to 1.8m (an increase of around 0.6m) to improve provision for pedestrians and increase visibility for vehicles emerging from driveways. The widened footway will also serve to reduce the overall carriageway width to 6.0m.

4.21 Dropped kerbs and tactile paving are proposed to facilitate pedestrians crossing at the southern end of the section of widened footway, in the vicinity of public rights of way on either side of the road. Coloured surfacing could be introduced to strengthen the physical presence of the crossing and deter excessive vehicle speeds.

Drawing 6482-04A (Wisteria House to north of Waterbutt Cottages)

4.22 A further carriageway narrowing is proposed outside the Norden, potentially with coloured surfacing. The existing carriageway, measured at around 6.7m in width would be narrowed by around 0.35m on each side retaining a 6.0m carriageway width. The arrangement shown relies only on white lines and coloured surfacing and does not include any kerb realignment. This approach is less costly than kerb realignment but will have a greater impact in visual terms and may be considered less desirable than kerb realignment within the Conservation Area.

4.23 A number of measures are proposed in the vicinity of Waterbutt Cottages. Kerb build-outs are proposed on both sides of the road at the southern end of the cottages to constrain the overall carriageway width to 6.0m. To the north of the build-out on the western side of the road the build-out will form the southern end of a designated parking area that utilises part of the existing carriageway and part of the existing footway. This will require the setting back of existing kerbs closer to the cottages but will allow all vehicles to be parked without the need to mount the footway. Pedestrians will be provided with a greater width of footway than is currently available in places due to the presence of the parked cars.

4.24 Three options for arranging parking are shown. The first comprises a formalisation of the current parallel parking arrangement. This is able to accommodate 8 standard sized cars. The width of available footway at the northern end of the parking area is sufficient to allow a section of angled or perpendicular parking. These options are shown in the insets on **Drawing 6482-04A**. The second, perpendicular option maximises parking providing 12 spaces. This option facilitates the forward manoeuvre into the spaces for southbound vehicles but requires that vehicles reversing out of the spaces to travel north to cross partly into the southbound carriageway. The third option, the angled parking has been designed to allow southbound vehicles to turn directly into the spaces and back out to travel in a northerly direction without encroaching onto the southbound carriageway. The arrangement accommodates 10 cars in total.

4.25 It is expected that a preferred option will be identified through discussions with Essex Highways and following the comments emerging from the safety audit.

4.26 It is noted that some highway land has been used by local residents for planting. It is likely that a small area that currently accommodates grass and flowers may need to be reduced in size or returned to footway if either of the angled or perpendicular parking options are adopted.

4.27 It is proposed to retain the existing bus lay-bys. It is noted that highway land on the eastern side of the B1383 north of the bus lay-by has been used to provide driveways and parking areas for local residents. No alterations are proposed in this area to avoid potential adverse impacts on those currently utilising highway land for access and parking purposes.

Drawing 6482-05 (north of Waterbutt Cottages to north of village)

4.28 Further central hatching is proposed to the north of Waterbutt Cottages. The existing VMS is proposed to be retained.

4.29 The existing transition from 30mph to 50mph is proposed to be retained. The enhanced gateway features and supporting road markings used at the southern limit of the 30mph speed limit area are proposed to be repeated in this location. The gateway feature on the western side of the road may need to be designed so as to be compatible with the steep embankment set back a little way from the edge of the carriageway.

5. SAFETY AUDIT

4.30 A Stage 1 Road Safety Audit (RSA1) has been undertaken for the proposed works.

The RSA1 is attached as **Appendix 4**.

4.31 [comment]

[It is proposed to agree with Essex Highways the most appropriate way of undertaking the Safety Audit]

6. COST ESTIMATE

- 6.1. [It is proposed to prepare a preliminary high level cost estimate broken down into discrete sections.]

7. NEXT STEPS

- 7.1. The proposals have been subject to consultation within the Parish Council but will be made available more widely within the Parish for comment.
- 7.2. The proposals have been submitted to Essex Highways for comment. Relevant communication is attached as **Appendix 5** [to be added].
- 7.3. The highways works would either be undertaken by the Highway Authority, or if undertaken by other parties, would be subject to S278 Agreement that allows works on the highway.
- 7.4. The change in speed limit, if part of the scheme, would require a traffic regulation order (TRO) that would be subject to consultation. The consultation would include the police, emergency services and bus operators as well as local residents and businesses that are potentially affected by the proposed changes.
- 7.5. [further detail to be added following further discussions with Highway Authority]

8. CONCLUSION [TO BE UPDATED – SEE SECTIONS 5-7]

- 8.1. Railton TPC Ltd is instructed by Quendon and Rickling Parish Council to prepare a preliminary design of potential highway works to the 1.2km section of the B1383 through Quendon. The work is facilitated through funding secured by the Parish Council from a local developer.
- 8.2. The work is informed by discussions with representatives of the Parish Council, a site visit undertaken on 04 April 2020 and initial discussions with Essex County Council Highway Authority (Essex Highways).
- 8.3. The key concerns raised by the local community comprise highways safety issues related to speeding traffic and vehicles overtaking within the 30mph zone and the severance effect of heavy traffic flows on the B1383 that make it difficult for pedestrians, particularly vulnerable groups including those with mobility impairments to cross the road at key points.
- 8.4. This report includes an assessment of existing conditions along this section of the B1383 including a review of the road's role within the wider road hierarchy, accident records, traffic flow levels, vehicle speeds, the locations of local facilities, existing provision for pedestrians and pedestrian desire lines, parking demand, the extent of highway land and environmental constraints (Conservation Area).
- 8.5. The scheme objectives are identified as the following:
 - Objective 1:** Reduce vehicle speeds through the village, particularly in the vicinity of the Village Hall;
 - Objective 2:** Reduce inappropriate overtaking manoeuvres through the village, particularly on the straight sections of road in the vicinity of the Village Hall and north of Rickling Green Road;
 - Objective 3:** Facilitate pedestrian crossing particularly in the vicinity of the Village Hall and the church;
 - Objective 4:** Improve parking arrangements for residents of Waterbutt Cottages to reduce conflict between pedestrians and vehicles;
 - Objective 5:** Improve footway provision where footways are currently narrow and/or in poor condition;
 - Objective 6:** Review the extent of the 30mph speed limit to the south of village in light of recent developments.

- 8.6. A preliminary design of the proposed scheme is shown on **Drawings 6481-01B, 02B, 03A, 04A and 05**. Commentary of the various proposed features with particular attention given to the above scheme objectives is provided in **Section 4** of this Report.
- 8.7. At the southern end of the village two options are explored: the first incorporates the approved 40mph speed limit change for a section of the B1383 immediately to the south of the existing 30mph zone, the second is based around extending the existing 30mph zone to a point to the south of the recently constructed housing at Bluebell Drive and Ventnor Road.
- 8.8. To the north of Rickling Green Road two alternatives are presented: with and without solid kerbed islands to physically prevent overtaking manoeuvres. The acceptability of kerbed islands will depend on whether the necessary bollards would need to be illuminated and if so, whether such illumination would be acceptable at this location within the Conservation Area.
- 8.9. At Waterbutt Cottages three options are presented for rationalising parking provision. These have different implications in terms of the number of parking spaces provided and in terms of vehicles manoeuvring into and out of the spaces.
- 8.10. The preliminary scheme will be subject to review by Essex Highways, further consultation with local residents and Safety Audit. It is expected that a preferred scheme will emerge from these next steps.
- 8.11. The scheme is not currently funded (apart from the approved 40mph speed limit change at the southern end of the village). It is possible that the scheme could be implemented in stages as funding becomes available.