

Scheme Request Form For LHP

Requests can only be submitted to the Highways Liaison Officer by the relevant County Councillor. However, District / Borough / City Councillors, Parish / Town Councils and Residents Associations can complete the form and pass to the County Member to then pass to Officers.

Name of County Councillor submitting request	Division	Parish/Town	Road Name	Location	Date Submitted
Lewis Barber	Rural North	Dedham	Multi	Refer to document and Map	Click or tap to enter a date.

What is the problem that has resulted in this request? (Please mark all relevant boxes)

- Speeding
- Difficulty crossing the road
- Congestion
- Other
- Lack of footway
- Parking
- Signage

Cont.

Details

What is the problem that has resulted in this request? -

Development of new housing in Tendring DC has led to a vast increase in Traffic passing through Dedham in order to access the A12 at Birchwood intersection and Stratford St Mary. (Gun Hill is also an access point but is not as significant as the other two.) With the increase in volume of traffic there has been a huge increase in speeding and dangerous driving on Dedham's rural lanes. (Please see supporting evidence from Community Speedwatch figures in Appendix C). The rural lanes were not built to withstand the increased volume of traffic and there has been a deterioration in the road surface with more pot-holes and sides of lanes collapsing

What is the preferred solution?

Proposed Local Highways Plan for Dedham

Proposed Action	Location	Reason
<u>30 MPH EVERYWHERE WITH PARISH BOUNDARIY</u>	Everywhere with exception of 20 is plenty zone (or 20 mph limit.) This would mean reducing the 40mph limit on Long Road West and Grove Hill	Existing limits are erratic and confusing. Many drivers are not aware of what the limit should be (why 30 in some residential areas and not others.) The 40 mph zones have a direct effect on speeding in the neighbouring 30 mph zones. Many rondels missing, damaged or not visible, thus further creating confusion. Many of our lanes do not have pavements. It is not ecologically sound that residents are forced into their cars rather than cycling or walking because of fears for their safety. We also believe that Long Rd West (LRW) meets the criteria for a 30-mph limit as set out on Page 14 of the Essex Speed Management Strategy (2006) as there are more than 11 houses within 350 metres, the traffic generator being the increased development in Tendring. LRW also presents an additional safety issue in that it runs directly east west meaning that driving eastwards in the morning and westwards in the evening drivers are blinded by the sun. This was reported in Police Incident EP-20200616 as a significant factor in the accident that took place on 16/012020.
<u>20 MPH IN VILLAGE CENTRE</u>	High Street Mill Lane Brook Street/Crown Street	Many pedestrians crossing the High Street- there is no zebra crossing. Parking in centre reduces pedestrians' visibility to motorists. Mill Lane is needed to access village from car park and the river. In places Mill Lane is not wide enough for cars to pass but this does not deter them causing significant danger to pedestrians. Brook Street and Crown Street need to be crossed to reach the school. Speeding traffic and the fact that visibility is reduced by parked cars means that

		more parents drive their children causing dangerous parking in and around Parson's Field. We believe that this is neither ecologically sound, sustainable or good for the health of our children
<u>ATCs</u>	<p>PR1 Routes Birchwood Road Ardleigh Road (though I believe this has been completed fairly recently) Mill Lane Coggeshall Road Stratford Road</p> <p>Rural Lanes Long Road West Grove Hill Castle Hill Bargate Lane</p>	<p>When we met with Jon Simmons he agreed to put ATCs on the PR1 routes into Dedham. There are in fact five In addition, DPC will fund four extra ATCs on Rural Lanes and hotspots identified by our Community Speed Watch and feedback from our residents. This will of course be subject to council approval at our next full meeting in October-but this will not be an issue.</p>
<u>JUNCTION PRIORITY AND CONTROL</u>	<p>Dedham Heath. Junction of Long Road West and Coggeshall Road/Castle Road Junction at Ardleigh Rd/Long Rd West Junction at Ardleigh Rd/Birchwood Rd</p>	<p>At present the priority is for Long Road West (classified as a rural lane) above the PR1 route into Dedham (Castle Hill/Coggeshall Road). This has created confusion and resulted in many accidents (as yet minor and not always reported to the police). It also encourages speeding along Long Road. We would also like Highway engineers to look at ways of slowing traffic at two other junctions. Long Road West/Ardleigh Road and Ardleigh Road/Birchwood Road</p>
<u>VAS</u> We would like to see movable VAS largely in line where the ATCs will be placed.	These should largely be in line with where the ATCs will be placed	We believe that the more friendly "Smiley Face" VAS would be more appropriate in Dedham. They should be moveable details to be discussed with Highways engineers.
<u>TRU CAM OR AVERAGE SPEED</u>	Long Rd	We believe that either or these would be suitable for controlling speed along Long Rd. The road is straight and there is visibility for over one mile. In fact in the 1920's it was used for speed time trials and the Luftwaffe bombed it during WWII mistakenly thinking it was an American airfield. Although there is

<u>CAMERAS</u>		resistance to TruCam it is used elsewhere in Essex (Maldon), average speed cameras although not traditionally usually used in rural areas would provide an excellent alternative. We believe these should be seriously researched and considered as a cost effective to Speeding on Long Rd
<u>RUMBLE STRIPS</u>	On PR1 route entrances to village. Plus Long Rd (West in particular) and Grove Hill	We are aware that these are not popular with Essex Highways and would like to discuss alternatives with the Highways engineers. We have also looked at these for the entrances to the village and Long Rd West and Grove Hill but realise that these are not always popular with residents. We would therefore like to discuss the options of “quiet” rumble strips.
<u>GATEWAYS</u>	Ardleigh Road Coggeshall Road Bargate Lane Mill Lane Birchwood Road Stratford Road	As Dedham is a series of hamlets it is not always clear to drivers that they are entering the village or indeed an AONB. We therefore propose a series of Gateways (that make it look as if the road is narrowing wherever possible) on the PR1 entrances to the village. This will include signage along the lines of “Welcome to Dedham an AONB. Please respect our speed limits”, the Speed Limit, and be painted white to be more visible There are some existing Gateways but these are neglected and not very visible and in the case of Coggeshall Road completely overgrown.
<u>ROAD NARROWING</u>		DPC feels that some areas of the village would benefit from the road being narrowed by using one or more chicanes Bargate Lane would benefit from this as it suffers from drivers using speeds far beyond safe for the condition of the road. There are numerous small collisions most of which are not reported. It would also limit the use of the lane by articulated lorries who are currently directed there by SatNavs. Mill Lane may also benefit from this, and it would also enable pedestrians from the car park to safely cross to the only pavement on the other side. Coggeshall Rd may also benefit from chicanes at the entrance to the village.
<u>PROTECTED RURAL LANE STATUS</u>	Bargate Lane East Lane Manningtree Road	We would like to discuss the options for granting this status to some of our lanes.
<u>COMMUNITY SPEEDWATCH SIGNS</u>	We like these to be installed at the village Gateways	Our Community Speed Watch is extremely active and has more than doubled its membership in the last 3 months-an indication of resident’s concerns. Bearing in mind that drivers can only be reported for travelling at over 36mph in a 30mph zone most recently in one week they reported 144 drivers to the police

What is to be achieved by the suggested solution?

It is hoped that Dedham will become the first village in the Rural North to have a totally integrated Traffic Management System. We have looked at the village as a whole (rather than isolated problem” hot spots”) in order to avoid moving the problems from one area to another. We aim to produce a model for the rest of the country that reflects what a modern forward-thinking Council can achieve with environmental and sustainable principles and resident’s safety at its heart.

What is the area of concern? (Provide accurate location details, a map is preferred.)

Please attached Outline Map

Cont.

What evidence is there of the need for a scheme at this location?

(This can be provided through either a Parish Plan, survey, questionnaire, copy of letters received, photos, etc.)

Please see
Appendix A showing missing/damaged or removed street signs
Appendix B which shows most recent Community Speed Watch figures.
Appendix C containing correspondence from 2020-2021 from residents
expressing their concerns

Please forward the completed form to
Local.HighwayPanels@essexhighways.org

Email must be titled – District/Scheme Request/Road Name