TRANSPORT AND WORKS ACT 1992
TRANSPORT AND WORKS ACT (APPLICATIONS AND OBJECTIONS PROCEDURE) RULES 2006 (SI 2006/1466)
ESSEX COUNTY COUNCIL STATEMENT OF CASE IN RELATION TO
THE APPLICATION FOR THE NETWORK RAIL (ESSEX AND OTHERS CROSSING REDUCTION) TRANSPORT AND WORKS ACT 1992 ORDER.

Introduction

This statement provides Essex County Council's (ECC) criteria for objecting to the Network Rail (Essex and others crossing reduction) Transport and Works Act 1992 Order (the Order).

Structure of this Statement

The appendix and references detailed in the Documents section comprise supporting documentation and website links including Network Rail's (NR) consultation plans showing their proposals including alternative routes which have additionally been annotated with ECC comments, and separate ECC plans illustrating the negative effect of each closure proposal on the public's access to and enjoyment of the surrounding Public Rights of Way (PROW) network and showing the status of the highways used for NR's proposed alternative routes, as well as other relevant documentation.
ECC's case is set out under a series of headings below.

Objection to the granting of the Order

In consideration of the closures presented in the Order ECC gave careful consideration to each proposal and undertook inspections of ten of the crossings proposed for closure as well as the proposed alternative routes* before reaching the decision to object to the nine proposed crossing closures at eight locations listed below, which were then formally adopted as ECC's objections to specific crossing closures at a meeting of the full council. ECC also undertook Road Safety Assessments of the proposed road/verge alternatives proposed by the Order making authority, NR, who have advised that their own Road Safety Audits are to be provided by them as part of their Statement of Case and be available thereafter via DfT's website. As there has not been any opportunity to view these documents ECC reserves the right to present further evidence after we have had the opportunity to consider them.

The nine crossing closures objected to by ECC were found to be contrary to ECC's Rights of Way Improvement Plan (ROWIP), most notably in that they undermine ROWIP Theme D – *Providing a more continuous network* – especially in the aim (of increasing importance) to use this network to promote health and social benefits to local communities. The opposed closures were also found to impede and greatly compromise the function of the ROWIP Theme E – *to Provide an accessible network* – in particular the resultant network dislocation inhibiting the provision of a continuous network and compromising the effectiveness of the network's role in increasing public use and economic benefits of rural areas.

The nine crossings listed below when inspected by ECC for assessment purposes were all found to be in good condition, clearly signed and with infrastructure where provided (e.g. stiles/gates) in good working order which facilitated a safe crossing in normal, appropriate and legal use conditions when inspected. Visibility and advance warning to pedestrians from a user's ability to detect oncoming trains aurally was uniformly good, especially on the branch line crossings which tended to be in quieter, rural locations. Safe waiting and observing/listening areas were available and in several cases the design of the crossing itself contributed greatly, in the opinion of ECC, to the safety of the current crossings proposed for closure. An exemplar being crossing E43 High Elm, Footpath 4 Alresford, where the sloping diagonal approach routes to the crossing on either side, quiet location, good signage and visibility compared markedly and positively with NR's proposed alternative – a contrast repeated in the other specified objection sites.

ECC would urge that in consideration of the proposed crossing closures, especially those that after careful deliberation ECC has specifically objected to, an inspector with Public Rights of Way experience visits the site of each themselves to compare both the current crossing points and the proposed alternative routes.

*N.B. sections of many of the proposed alternative routes utilise land not within the ownership of either NR or ECC and over which there is not currently a public right of access. It was therefore not possible to inspect these sections to assess their suitability, safety, their present condition or the presence of any environmental issues that might affect either their suitability for use by the public or which may impact upon future maintenance costs. NR have advised ECC that they will not be sharing their data from their environmental impact surveys and the lack of access prevents ECC from undertaking its own. ECC has contacted NR to request access to the 3rd party land, however, NR have advised that that they have not reached agreements with landowners to access the land on which alternative routes are to be provided. In addition to preventing local authority as well as public and other stakeholder scrutiny and assessment of these routes, it appears to

indicate that NR and their appointed agents have undertaken only a desktop assessment of the proposed alternative routes. This inadequate survey methodology, coupled with ECC's own findings from inspections of the accessible sections of the proposed alternative routes, does not give ECC confidence in the alternatives proposed as providing suitable PROW where ground conditions, gradients, levels and amenity are amongst key considerations to ensuring the comparative enjoyment to the travelling public. The method of assessment used by NR lacks the necessary rigour and presents an unacceptably unclear situation for all individuals, communities and local authorities involved with too many unknown factors regarding the proposed alternative routes, especially when set against the access provided by the current routes which is used and enjoyed by the public and which is, as a result of those proposed Orders, under threat.

ECC would also seek assurance from DfT that the alternative routes proposed by NR in their consultation documents, where they require the use of private land, are fully deliverable by NR within the powers of the TWA and would not, if an Order was made, result in a crossing being closed without an alternative route already being available. This is not clear in the requirements of the draft Order published on NR's website and additional terms may need to be included to make the necessary provision.

In addition to the individually listed objections below ECC also object to all of the proposed crossing closures pending a written and binding agreement with NR concerning commuted sums for the installation (where an ECC responsibility) and future maintenance of the new infrastructure and the alternative routes themselves which, as indicated above, ECC has not been able to fully inspect. NR have been contacted by ECC in this regard previously and further discussions on this matter are due to take place on 19 July 2017. Until such an agreement as is acceptable to the county council is in place ECC cannot agree to the potential additional maintenance burden of infrastructure and routes required to be placed on the public purse by these proposals, especially given that an accurate assessment would necessitate access to <u>all</u> of the proposed routes. This assessment in itself would require significant time for which ECC would expect to recover costs from NR.

<u>Details of Individual Crossings where objection is raised.</u>

The detail of each crossing where objection has been made is addressed in further detail below.

Crossing name/s: E30 Ferry and E31 Brickyard Farm crossings

PROW over crossing/s: Footpaths 12 and 22 Benfleet (Castle Point District)

Other affected PROW: Footpaths 22, 31, and 75 and Bridleway 60 Benfleet. Footpaths 1, 10, 18 and 24 and Bridleway 45 Canvey Island.

Other resources accessed by the crossing/s: Benfleet Downs/Hadleigh Castle Country Park, Canvey Island sea wall path

(i) *Loss of amenity.* The current crossing locations provide a through route between Canvey Island and Benfleet and an immediate and well-used access for the residents of Canvey Island into the popular local and regional resource of Hadleigh Castle Country Park and to those of Benfleet to the sea wall path of Canvey Island. In addition the crossings form a circular walk along the Thames Estuary to enable longer distance walks including the publicised Thames Estuary Path. Hadleigh Castle Country Park was used as the Mountain Biking venue for the 2012 London Olympics. The park spans 500 acres with magnificent views over the Thames Estuary, has a variety of activities available, many of them family-oriented, and a wide range of wildlife. The access into Hadleigh Castle Country Park provides health

and leisure benefits to residents of all ages and abilities by provision of country walks of various distances/durations as well as participation in the many other activities offered. It is ECC's view that the significant loss of amenity which would result from this crossing closure can only be satisfactorily mitigated by the retention of the Brickyard Farm crossing and the provision by NR of a pedestrian bridge over the railway line. If Network Rail were to withdraw the proposal to close the E31 Brickyard Farm crossing and provide such a structure ECC would withdraw its objection to the closure of the E30 Ferry crossing.

(ii) *Inconvenience of the proposed alternative route*. The alternative route is considerably longer than the current access and is almost entirely urban in character. It takes walkers directly away from the desire lines of the country park and Canvey Island sea wall into a busy and built environment. It is, in the view of the council, very considerably less convenient to the public.

(iii) *Safety concerns re the proposed alternative route.* ECC's Road Safety Assessment (RSA) identified the vulnerability of walkers leaving the footway where it ends to step onto the access road to the marina. There is also an additional risk, especially at peak times, to pedestrians in having to cross the entrance to the station car park.

Crossing name/s: E38 Battlesbridge crossing

PROW over crossing/s: Footpath 23 Rettendon (Chelmsford City)

Other affected PROW: Footpath 8 Runwell

Other resources accessed by the crossing/s: Battlesbridge Antiques Centre and riverfront

(i) *Loss of amenity.* There is an effective amenity loss from the substantially longer proposed diversion route. Battlesbridge with its antiques centre and access to the river Crouch is currently easily accessible by the existing crossing route. The proposed alternative adds both distance and restricted access in the form of two sets of steps.

(ii) *Inconvenience of the proposed alternative route*. The proposed alternative route is seven times as long as the existing crossing. It also relies on steps in two locations to climb/descend steep embankments to the A1245 thus limiting the accessibility of the route for some users and with no equality impact assessment provided by NR.

(iii) *Safety concerns re the proposed alternative route.* Network Rail's proposed alternative route requires an amendment to the A1245 Vehicle Restraint System (VRS) barrier. ECC's RSA highlighted that details of the replacement barrier have not been supplied by NR and also that pedestrians would remain vulnerable behind any amended barrier alongside a road with a 60mph speed limit in the event of a vehicle collision with the barrier. In addition the section of proposed alternative route using the current road bridge offers no safety facilities for pedestrians.

Crossing name/s: E42 Sand pit crossing

PROW over crossing/s: Footpath 7 Alresford (Tendring District)

Other affected PROW: Footpaths 16, 19 & 24 Elmstead, Bridleway 13, Footpath 2 Alresford

Other resources accessed by the crossing/s: Cockaynes Wood Nature Reserve

(i) *Loss of amenity.* The current crossing provides convenient access to both the wider PROW network, well-used by residents of both Wivenhoe and Alresford, and also into Cockaynes Wood Nature Reserve – a very popular natural resource for walkers.

(ii) *Inconvenience of the proposed alternative route*. The proposed alternative route takes walkers away from the desire line of access into Cockaynes wood Nature Reserve and towards the various hazards outlined below.

(iii) *Safety concerns re the proposed alternative route.* Network Rail's proposed alternative route requires a section of road walking along Alresford Road including a section over a narrow road bridge. The road walking section has no footway or opportunity for pedestrians to step off the carriageway. ECC's RSA identified this as well as concerns that

the proposed connection to Bridleway 13 was on a blind bend and that NR's proposed speed limit would do nothing to improve visibility there. The RSA report recommended that the route not be used unless a formal footway could be provided and highlighted the danger to pedestrians from being clipped by the buses and HGVs that use this road, which in addition to normal traffic is a also a route used by aggregate lorries servicing the nearby quarries.

NB. The road section of the proposed diversion route including the section over the existing road bridge was considered too dangerous to inspect when ECC'S on site assessment was made. This was due to the frequency and speed of traffic using it and the lack of available width for pedestrians and vehicles to safely coincide with no opportunity to step off the carriageway.

Crossing name/s: E43 High Elm crossing

PROW over crossing/s: Footpaths 4 & 5 Alresford (Tendring District)

Other affected PROW: Footpaths 3, 4 & 20 Frating

Other resources accessed by the crossing/s: woodland walks north of High Elm crossing, Alresford village

(i) *Loss of amenity.* The current route provides access via a pleasant woodland walk to the wider PROW network and countryside generally as well as the neighbouring parish of Frating. It also provides access to Alresford village centre with it shops and railway station for those walking from direction of Frating. NR's proposal would create a dead-end path through the woods which would have the effect of limiting its use and therefore the public's enjoyment of it. The alternative route is also by comparison predominantly urban in character, the majority of it being footway walking alongside the busy B1027.

(ii) *Inconvenience of the proposed alternative route*. The proposed alternative route is six times the distance of the current route and is substantially less convenient to the public, especially those wishing to access the countryside,

taking them away from this obvious desire line. It loses the connectivity with Footpath 4, leaving this as a dead-end path, and the woodland walks it currently provides only then being accessible by a very circuitous means, which would necessitate back-tracking to avoid the dead-end.

(iii) *Safety concerns re the proposed alternative route.* ECC's RSA highlighted that the B1027 while having a 40mph speed limit is a wide road with a high traffic flow. NR's proposal requires pedestrians to cross this busy and fast road twice, indicating that pedestrian islands would be required at these two locations – both of which are situated close to bends in the road and other road junctions. NR did not provide sufficient detail of the refuges to enable assessment, however, the RSA identified hazards including walkers being clipped by passing motorists; motorists colliding with island bollards, increased risk during darkness if not illuminated or no bollards, trip hazards and additional risk for partially sighted users that may arise.

Crossing name/s: E48 Wheatsheaf crossing

PROW over crossing/s: Footpath 19 Wrabness (Tendring District)

Other affected PROW: Footpaths 1, 4, 12, 13 & 20 Wrabness

Other resources accessed by the crossing/s: The Stour estuary and estuary views, 'Julies House' art installation (see below), Brakey grove woods

(i) *Loss of amenity.* Wrabness is a popular walking location providing access to the Stour estuary and the site of 'Julie's House,' an art installation/landmark house by Essex artist, Grayson Perry, which having received national and international attention attracts many additional visitors to the area. Access to the wider PROW network including routes with estuary views and access is rendered substantially less convenient by the use of the proposed diversion. It would also mean that Brakey Grove wood will no longer be accessible for the public to enjoy. The proposed alternative route substitutes woodland walking for a substantial section of road walking, with estuary views largely

hidden by hedges or the contours of the geography of the land on either side and thus represents a distinct change of character for the route.

(ii) *Inconvenience of the proposed alternative route*. The proposed diversion route is three times as long as the current route and represents a significant unwanted diversion eastwards before it reconnects with Footpath 19.

(iii) *Safety concerns re the proposed alternative route.* ECC's RSA noted that the lack of footway and relatively high verges may make it difficult for pedestrians to step off the carriageway, especially in the summer. The verge alongside Dimbolls Hall lane/Church Road has a variable width and condition and summer vegetation growth may exacerbate the inconsistency of this provision to make the verges inaccessible. As a consequence walkers may have to cross the road frequently to be able to access a verge and would have to step into the carriageway and into the path of oncoming vehicles when passing each other. The RSA also advised that the ditch crossing (not allowed for by NR) where the proposed diversion route meets Church Road is a potential hazard as the adjoining hedge may obscure visibility. Furthermore the footway over the vehicle bridge on Church Road is narrow. Wrabness is a rural location with agricultural businesses located nearby. It is reasonable therefore to expect that walkers in attempting to use this narrow verge may coincide in their usage with tractors, HGVs and other associated vehicles as the structure does not appear to have restrictions placed upon it to prohibit their usage of it.

Crossing name/s: E51 Thornfield Wood crossing

PROW over crossing/s: Footpath 11 Wakes Colne (Colchester District)

Other affected PROW: Footpaths 10, 11, 12, 13 & 14 Wakes Colne, Footpath 24 Mount Bures

Other resources accessed by the crossing/s: Thornfield Wood and associate permissive paths. The Dedham Vale and Stour Valley Area of Outstanding Natural Beauty (AONB), Chappel railway station, village centre, the East Anglian Railway Museum

(i) *Loss of amenity.* The distance and configuration (hazardous road walking with no meaningful or safe provision for pedestrians) of the proposed diversion route (see below) serves to render access to Thornfield Wood with its enjoyable connecting PROW and permissive routes unviable. This, in real terms, loss of amenity includes the resultant loss of the safe off-road route to and from Chappel railway station, centres of population and the tourist attraction of the East Anglian Railway Museum. The vital east-west connectivity of PROW within the network locally is in practical terms severed should this closure proposal go ahead. The PROW in this network are on the edge of the Dedham Vale and Stour Valley Area of Outstanding Natural Beauty, a much treasured and very popular attraction for walkers, and they play a part in connecting to and from it. This proximity and linkage can be expected to increase the numbers of walkers using these routes.

(ii) *Inconvenience of the proposed alternative route*. The proposed diversion route at almost thirty one times the distance of the existing route is inconvenient and potentially hazardous enough as to be likely to receive little use as intended by NR, in the opinion of ECC with its knowledge and experience of PROW and the wider network. This inconvenience is therefore substantial enough to not be considered a realistic alternative at all, as it appears that very little attention has been given to the practical considerations for those attempting to use it.

(iii) *Safety concerns re the proposed alternative route.* ECC's RSA in consideration of the road walking sections of the proposed alternative route noted: the verge is very high with no opportunity for pedestrians to step out of the path of vehicles leading to a risk of vehicles striking pedestrians and injuries (this being especially true of the section

utilising the existing narrow road bridge); the verge issue would be compounded in summer months; there were many agricultural vehicles in this vicinity; verge suggested as an alternative, though the presence of a wooded area would mean crossing the road to access this verge north of Jankes Green Lane.

Crossing name/s: E52 Golden Square crossing

PROW over crossing/s: Footpath 21 Mount Bures & Footpath 7 Wakes Colne (Colchester District)

Other affected PROW: Footpaths 2, 7 & 8 Wakes Colne, Footpath 22 & 23, Bridleway 35 Mount Bures

Other resources accessed by the crossing/s: The Dedham Vale and Stour Valley Area of Outstanding Natural Beauty (AONB)

(i) *Loss of amenity.* As with the Thornfield Wood crossing above, the distance and configuration (excessive, hazardous road walking with no meaningful or safe provision for pedestrians) of the proposed diversion route (see below) serves to render access to the vital east-west connectivity of PROW within the network locally, and onwards to the nearby very popular Dedham Vale AONB, unviable should this closure proposal go ahead. Being located on the western edge of the Dedham Vale AONB and Stour Valley the paths accessed by this crossing make an ideal link into the Stour Valley Path itself and provide the opportunity for walkers to make circular walks incorporating sections of both the Stour Valley Path and the various PROW hereabouts. This area is an obvious attraction to walkers and as such is a contributor to tourism and related incomes for both the local and wider Essex economies.

(ii) *Inconvenience of the proposed alternative route.* The proposed diversion route is almost three times the distance of the existing route, the majority of the proposed alternative being on carriageway. It is both very inconvenient and potentially significantly hazardous enough to deter usage and therefore, in the opinion of ECC, cannot be considered a realistic alternative at all. The excessive road use appears to indicate that little or no attention has been given to the practical and safety considerations for those attempting to use it.

(iii) *Safety concerns re the proposed alternative route.* ECC's RSA in consideration of the very significant road walking sections of the proposed alternative route noted: the verge is non-existent, a situation compounded by summer growth, and the route heavily tree lined; there is no opportunity to step out of the carriageway to avoid vehicles leading to pedestrians being struck by vehicles and injury; many agricultural vehicle using the proposed road walking sections were noted; the proposed new footpath to replace Footpath 7 exits onto Chappel Road by a property boundary hedge with resultant poor visibility for pedestrians an drivers alike and the consequent possibility of collision.

Combined, these factors result in an overall significant and unacceptable transference of risk from NR and the existing very short rail crossing to ECC as the Highway Authority by the provision within the proposed alternative route of a substantial amount of unsafe road walking including over an existing road bridge.

Crossing name/s: E56 Abbotts crossing

PROW over crossing/s: Footpaths 27, 28 & 42 Ardleigh (Tendring District)

Other affected PROW: Footpaths 7, 8, 10, 11, 12, 19, 29, 31, 39, 49 & 51 Ardleigh

Other resources accessed by the crossing/s: Ardleigh village centre with its facilities including the provision of a free car park used by walkers

(i) *Loss of amenity.* The Abbotts crossing and Footpath 27 play pivotal roles in the connectivity and accessibility for the public of the many PROW in the network locally, most of which along with access to the wider countryside lie on the opposite side of the railway line to the village centre and preponderance of habitation. The village has a free car park which enables easy access to Footpath 27 and, when the crossing is open, the wider countryside via the web of interconnecting PROW which criss-cross this location giving many varied opportunities for walks of different durations and destinations. A large proportion of NR's proposed alternative route is on footways with a character and habitual usage quite different from that of the rural PROW network. It can be assumed that those

using Footpath 27 do so as a hub to connect to the many adjoining PROW and to access the countryside. NR's proposed alternative route being largely urban in nature does not provide a viable alternative to support this desired access.

(ii) *Inconvenience of the proposed alternative route.* The proposed diversion route is two and half times the distance of the existing route and is circuitous and substantially less convenient and commodious for those walkers wishing to move between the village and countryside.

(iii) *Safety concerns re the proposed alternative route.* ECC's RSA in consideration of the road walking sections of the proposed alternative route noted: the verge is relatively high and it was felt that there would be little opportunity for pedestrians to step out of the carriageway to avoid vehicles, especially in the summer, leading to pedestrians being struck by vehicles and injury. The same applies where pedestrians wish to pass. In addition the proposed diversion route utilises the existing level crossing over the B1029 Station Road/Frating Road where walkers will be separated from vehicles only by a painted line on the road which vehicles frequently overhang. It also relies on use of the exiting road bridge and some road walking on the narrow Little Bromley Road and leaves walkers at the junction with Harwich Road, a particularly hazardous place to cross to reach the nearest footway, which is located on the opposite side of Harwich Road.

NR have installed a warning system at this location but have nevertheless chosen to propose it for closure and to apply for successive Temporary Traffic Regulation Orders to continue close it to the public despite this investment. The importance of this crossing to the PROW network and the large hub of footpaths it accesses warrants the installation by NR of a pedestrian bridge at this location, this being the only sensible option to maintain the much needed and valued access and to address NR's concerns whether they be whistle board noise complaints or safety oriented.

Status of Discussions with NR

NR is aware of ECC's positon and meetings have been held over an extended period to clarify and narrow outstanding issues. ECC hopes that NR will proceed in a cooperative manner in relation to the remaining matters and the issues of maintenance costs.
ECC wishes to reserve its right to appear at the inquiry to explain its positon before the Inspector.

Documents
In the event that ECC is left with no option but to pursue its objection to inquiry, ECC would wish to rely on the documents listed below in addition to any documents published by NR in association with the application which are supplied with this Statement of Case and the website references listed. ECC has already supplied its objection letter and details of the full Council decision to the DfT.

Appendices:

1. NR crossing closure consultation plans - for specific ECC opposed crossing closures only - annotated by ECC
2. ECC PROW network overview plans for specific opposed crossing closures includes high status of proposed alternative road routes
3. ECC Road Safety Assessment of proposed alternative routes for specific opposed crossing closures
4. ECC Rights of Way Improvement Plan (ROWIP) – the most appropriate sections have been highlighted for ease of reference
5. The Stour Valley Path guide
6. Thames Estuary Path Map – Benfleet to Leigh-on-Sea section

Web references:

Canvey Island Sea Wall walk:
http://www.essexlifemag.co.uk/out-about/walks/walk-around-canvey-island-1-1635516

http://www.telegraph.co.uk/travel/destinations/europe/uk/easternengland/722493/Essex-Walking-on-Canvey-Island.html

Thames Estuary Path:
http://thamesestuarypath.co.uk/

https://www.ldwa.org.uk/ldp/members/show_path.php?path_name=Thames+Estuary+Trail

Hadleigh Park:
http://hadleigh-park.co.uk/

https://www.c2c-online.co.uk/days-out-and-offers/places-to-go/thames-estuary-walks/

http://healthylifeessex.co.uk/pages/outdoor-life/Hadleigh_Castle_Country_Park.html

Stour Valley path:
http://www.dedhamvalestourvalley.org/stour-valley-path/

Grayson Perry 'Julie's House' Wrabness:
https://www.theguardian.com/artanddesign/2015/may/10/grayson-perry-a-house-for-essex-stonking-shrine

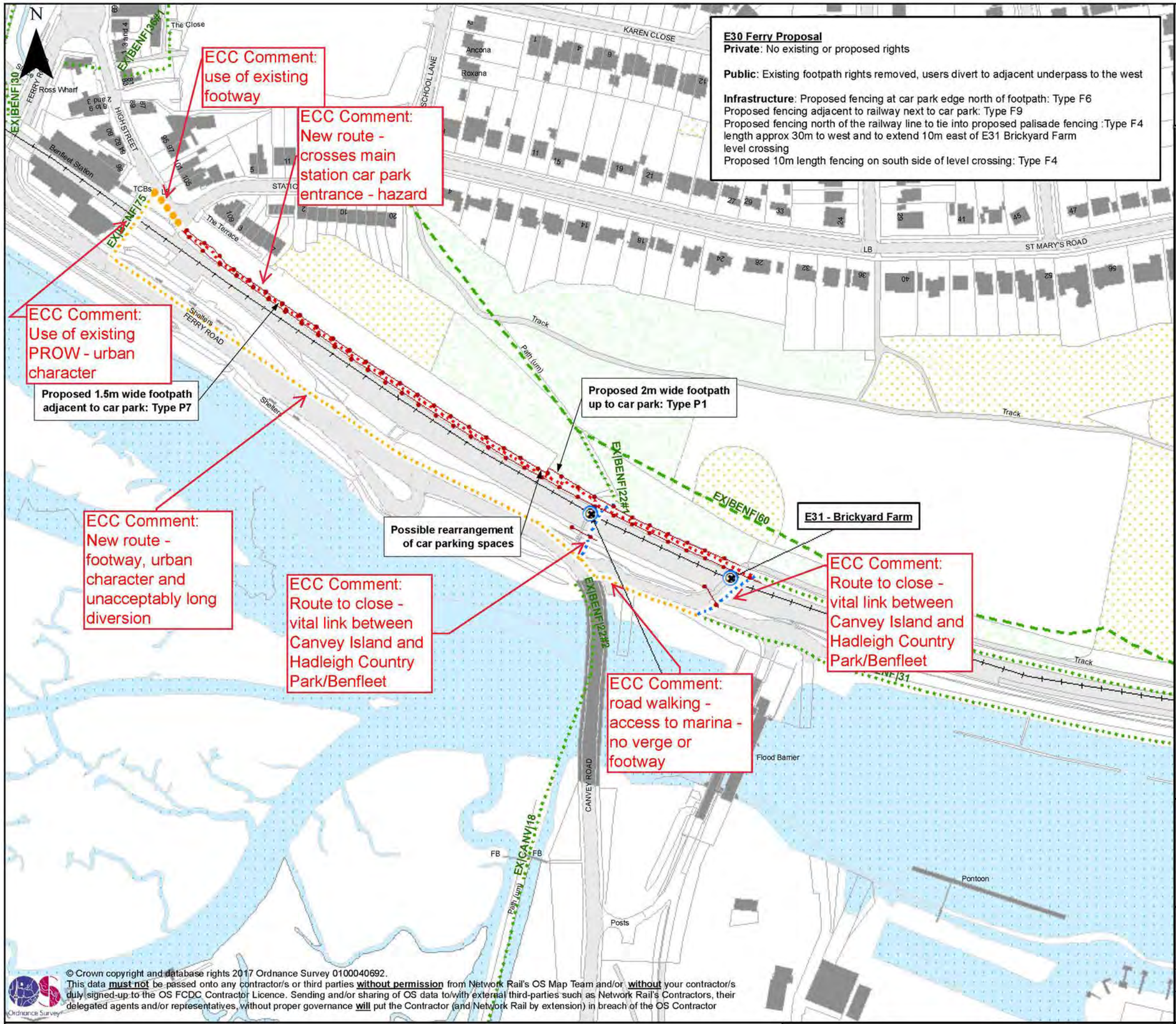
http://www.channel4.com/info/press/programme-information/grayson-perrys-dream-house

http://www.bing.com/search?q=julies+house+grayson+perry+internation+al+news&qs=n&sp=-1&pq=julies+house+grayson+perry+internation+al+news&sc=0-45&sk=&cvid=76425241E9E0496F89F13639ED3B7A65&first=11&FORM=PERE

http://www.bbc.com/news/entertainment-arts-28688176

Essex County Council

Dated 18 July 2017



E30 Ferry Proposal
Private: No existing or proposed rights

Public: Existing footpath rights removed, users divert to adjacent underpass to the west

Infrastructure: Proposed fencing at car park edge north of footpath: Type F6
Proposed fencing adjacent to railway next to car park: Type F9
Proposed fencing north of the railway line to tie into proposed palisade fencing :Type F4 length approx 30m to west and to extend 10m east of E31 Brickyard Farm level crossing
Proposed 10m length fencing on south side of level crossing: Type F4

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Closure of existing right of way
- Use of existing right of way as part of diversion
- Creation of new right of way
- Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Future developments by Third Party projects where planning details are available
- Gates
- Bridges
- Railway
- Footway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea,Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

E30 - Ferry
Essex - Castle Point District (B)
Post Code SS7 1NR

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

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0 0.05 0.1 Kilometers

Scale at A3 NTS

Drawing No. MMD- 367516-E30-GEN-005

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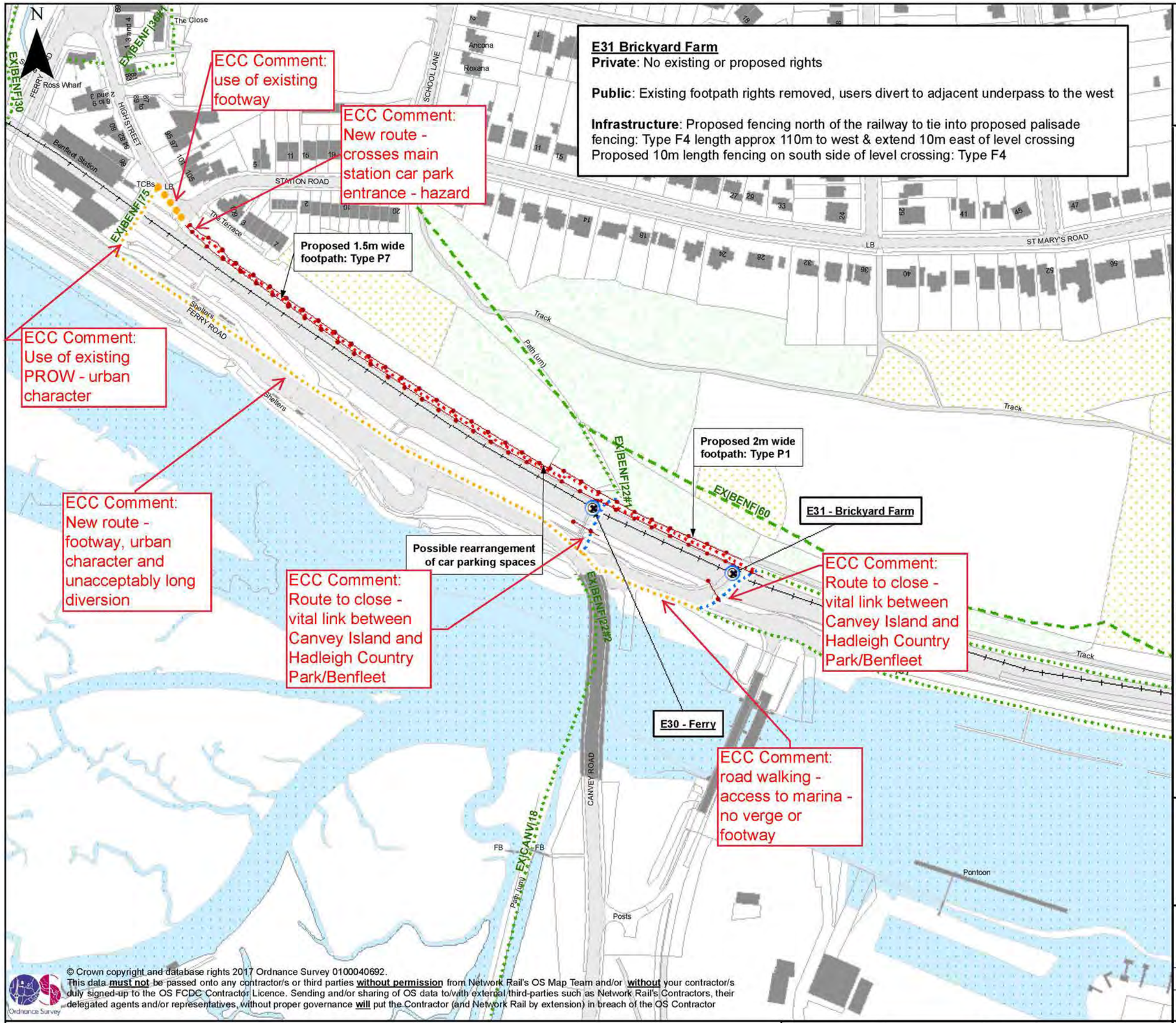

E31 Brickyard Farm

Private: No existing or proposed rights

Public: Existing footpath rights removed, users divert to adjacent underpass to the west

Infrastructure: Proposed fencing north of the railway to tie into proposed palisade fencing: Type F4 length approx 110m to west & extend 10m east of level crossing
Proposed 10m length fencing on south side of level crossing: Type F4

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Bridleway (public)
- Restricted byway (public)
- Byway open to all traffic (public)
- Road / Track (private)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)
- Motorised Only Diversion Route

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Use of existing right of way as part of diversion
- Change of status to existing right of way
- Closure of existing right of way
- Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea,Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

E31 - Brickyard Farm
Essex - Castle Point District (B)
Post Code SS8 0QT

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

Scale at A3
NTS

Drawing No.
MMD- 367516-E31-GEN-005

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0 0.05 0.1 Kilometers

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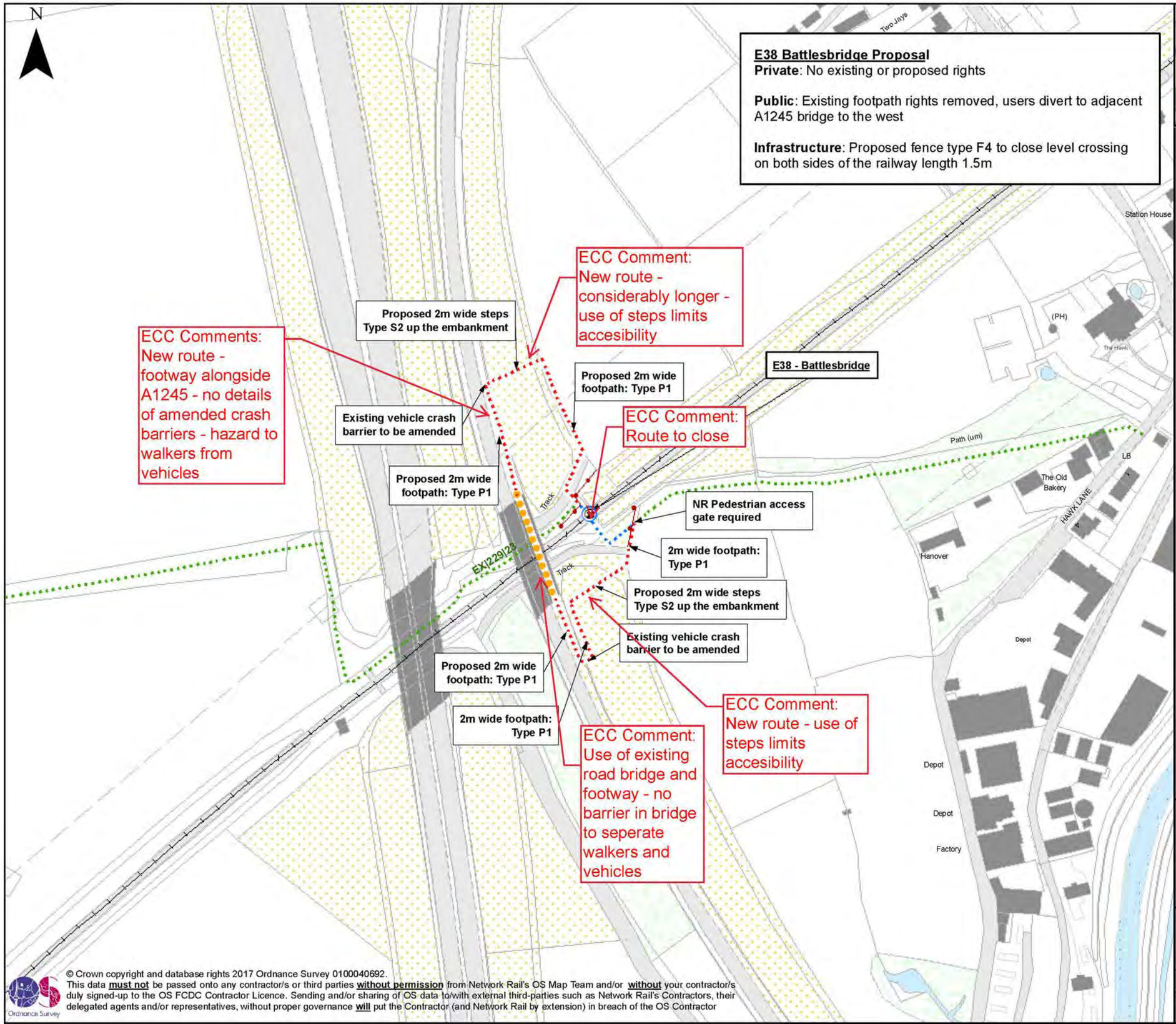

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Closure of existing right of way
- Use of existing right of way as part of diversion
- Creation of new right of way
- Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Future developments by Third Party projects where planning details are available
- Gates
- Bridges
- Railway
- Footway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea,Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

E38 - Battlesbridge
Essex - Rettendon CP
Post Code SS117RL

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

Scale at A3: NTS

Drawing No. MMD- 367516-E38-GEN-005

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0 0.05 0.1 Kilometers

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N

E42 Sand Pit Proposal

Private: No existing or proposed rights

Public: Existing footpath rights removed, users divert to adjacent Wivenhoe Road bridge to the west

Infrastructure: Proposed fencing on both sides of the railway maximum length 10m both sides: Type F4

EX|162|19

EX|162|24

EX|157|2

EX|162|16

EX|157|7

EX|162|15

EX|157|13

The Mallards

St Antony's House

Lark Rise

The Acorns

Squirrels

Quarrydene

ALRESFORD ROAD

Ridgeway House

The Chase

Cloverlands

CONIFER CLOSE

Track

Path (um)

GP

E42 - Sand Pit

ECC Comment: Alternative route road walking - Alresford Road narrow brigde, no footway or verge - very hazardous

ECC Comment: Unacceptably long diversion

ECC Comment: route to close

Proposed 2m wide footpath along existing track

Use of existing bridge

Proposed 2m wide footway: Type P1

Proposed 2m wide footway: Type P1

ECC Comment: New route - also vehicle access by road, possible conflict

ECC Comment: route to close - convenient connection to woodland walks lost

ECC Comment: New route - connecting to blind bend

Proposed speed limit reduction to 40mph on Wivenhoe Road for the section that is national speed limit

ECC Comment: Alternative route - verge walking connecting to/ from blind bend - no footway

ECC Comment: dangerous crossing site - lack of visibility not improved by introduction of 40MPH speed limit

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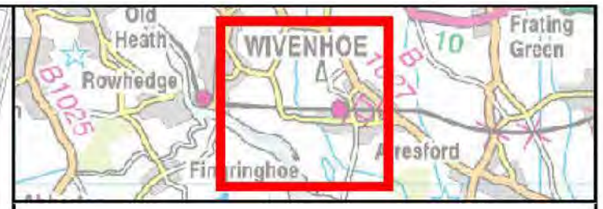

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Bridleway (public)
- Restricted byway (public)
- Byway open to all traffic (public)
- Road / Track (private)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)
- Motorised Only Diversion Route

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Use of existing right of way as part of diversion
- Change of status to existing right of way
- Closure of existing right of way
- Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

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NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

E42 - Sand Pit
Essex - Elmstead CP
Post Code CO7 8AJ

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

Scale at A3
NTS

Drawing No.
MMD- 367516-E42-GEN-005

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0 0.1 0.2 Kilometers

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N

E43 High Elm Proposal
Private: No existing or proposed rights

Public: Existing footpath rights removed, users divert to adjacent B1027 bridge to the west

Infrastructure: Proposed fencing south of the railway: Type F4 (approx. 10m)
Proposed fencing north of the railway along Network Rail boundary: Type F4 (approx. 50m east and west)

EX|157|5

EX|181|20

EX|157|4

ETL

Pedestrian crossing island to be installed

ECC Comment: New road crossing in hazardous location near road junctions on busy road

ECC Comment: Use of existing PROW unacceptably long diversion

ECC Comment: existing PROW to be rendered a dead-end route

B 1027

ELM CLOSE

HAWKINS ROAD

Track

Use of existing bridge

E43 - High Elm

ECC Comment: use of existing footway inc. over road bridge - unacceptably long diversion

Pedestrian crossing island to be installed

ECC Comment: Route to close leading to pleasant woodland walks and the wider network

Dale Cottage

Myrtle Villa

WIVENHOE ROAD

The Firs

Alexandra House

Sherbro House

MS

ST OSYTH ROAD

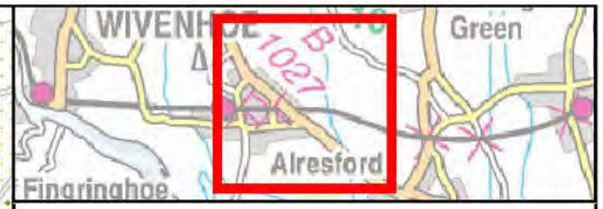
Fanman's Farm Cottage

Clover

Elise

Track

ECC Comment: New road crossing in hazardous location near road junctions on busy road



SECTION 1: LEVEL CROSSINGS

Rights to be modified as part of this project

Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Bridleway (public)
- Restricted byway (public)
- Byway open to all traffic (public)
- Road / Track (private)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)
- Motorised Only Diversion Route

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Use of existing right of way as part of diversion
- Change of status to existing right of way
- Closure of existing right of way
- Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

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NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

E43 - High Elm
Essex - Alresford CP
Post Code CO7 8AD

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

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0 0.075 0.15 Kilometers

Scale at A3
NTS

Drawing No.
MMD- 367516-E43-GEN-005

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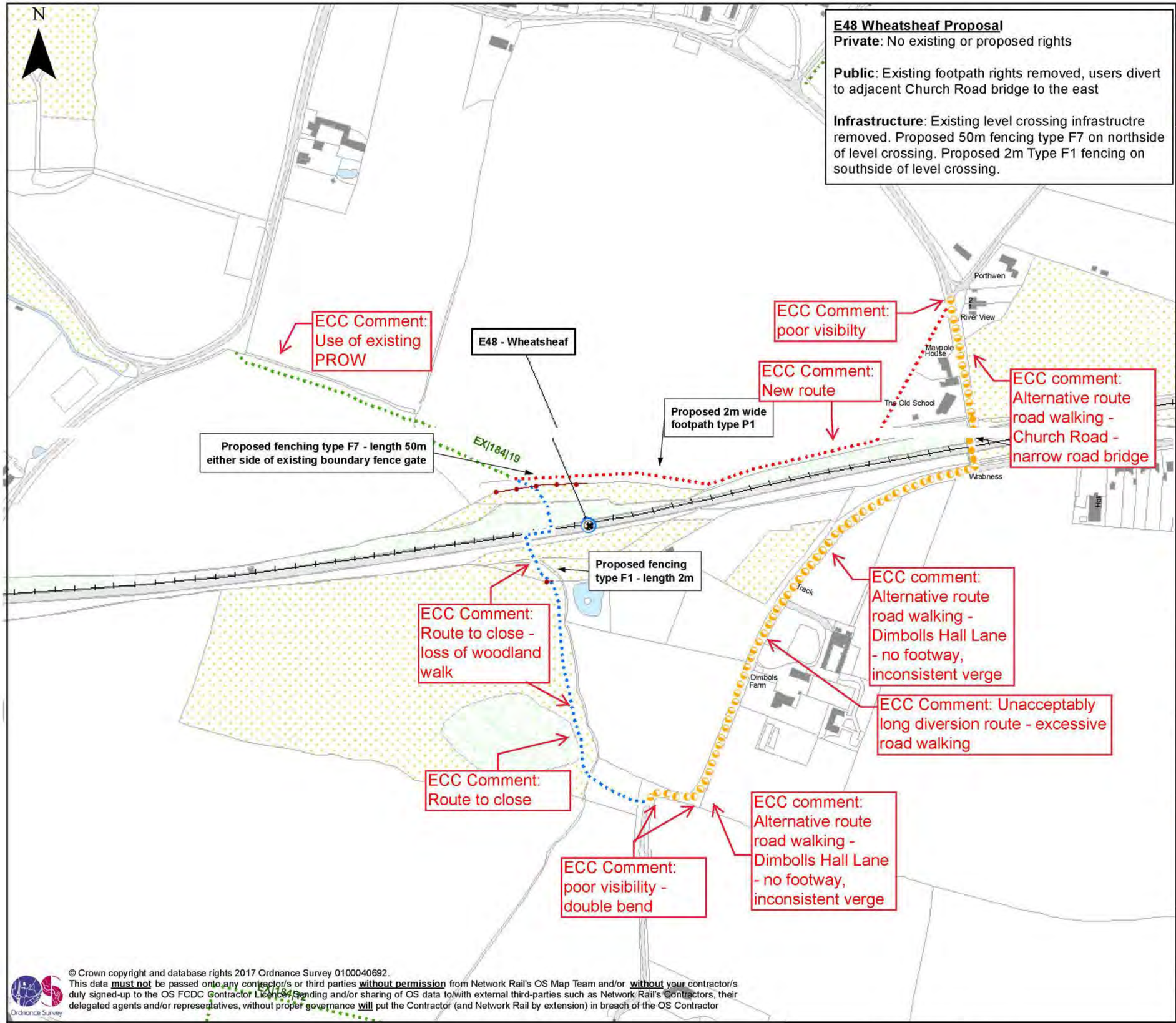

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Bridleway (public)
- Restricted byway (public)
- Byway open to all traffic (public)
- Road / Track (private)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)
- Motorised Only Diversion Route

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Use of existing right of way as part of diversion
- Change of status to existing right of way
- Closure of existing right of way
- Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

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NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

E48 - Wheatsheaf
Essex - Wrabness CP
Post Code CO112TQ

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

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0 0.075 0.15 Kilometers

Scale at A3
NTS

Drawing No.
MMD- 367516-E48-GEN-005

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N

ECC comment: Alternative route road walking - Jankes Green Lane - hazardous, inconsistent verge, narrow road and narrow bridge

Use of existing bridge

Use of existing road, users on carriageway

ECC Comment: New route - unacceptably long diversion

ECC Comment: New route - unacceptably long diversion

Proposed 2m wide footpath type P1

Proposed 2m wide footpath type P1

E51 - Thornfield Wood

ECC Comment: diversion results in effective loss of connection to attractive woodland walks (including permisive paths) and wider PROW network

ECC Comment: Wider PROW network negatively affected by proposal

Existing footbridge to be removed

ECC Comment: Vital East/West route to close

ECC Comment: Wider PROW network negatively affected by proposal

EX|152|10

EX|152|11

EX|152|12

EX|146|24

EX|146|23

EX|152|20#1

EX|152|13

EX|152|14#3

BURES ROAD

Track

Path (um)

Foot Bridge

Oldhouse Farm

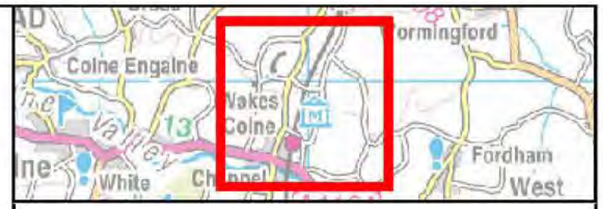
Augusta

Orchard

GP

SPRING GARDENS ROAD

Station Cottages



SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Bridleway (public)
- Restricted byway (public)
- Byway open to all traffic (public)
- Road / Track (private)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)
- Motorised Only Diversion Route

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Use of existing right of way as part of diversion
- Change of status to existing right of way
- Closure of existing right of way
- Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

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2. This drawing should be read in conjunction with the Essex, Southend-on-Sea,Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

E51 Thornfield Wood Proposal

Private: No existing or proposed rights

Public: Existing footpath rights removed, users divert to adjacent road bridge to the north

Infrastructure: Proposed fencing: Type F7 - length 1.5m either side of the railway

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0 0.1 0.2 Kilometers

E51 - Thornfield Wood
Essex - Wakes Colne CP
Post Code CO6 2AX

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

Scale at A3
NTS

Drawing No.
MMD- 367516-E51-GEN-005

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N

ECC Comment: Use of existing PROW

Use of existing bridge

ECC Comment: Alternative route road walking - Dowling Road - narrow road and bridge - hazardous to walkers

ECC Comment: Wider PROW network negatively affected by proposal

ECC Comment: Wider PROW network negatively affected by proposal

Proposed 2m wide footway type P1

Use of existing road, users on carriageway

ECC Comment: New route - hazardous junction with road due to lack of visibility

ECC Comment: New route

ECC Comment: Alternative route road walking - Fordham Road/ Roberts Hill - no consistent verge, narrow road - very hazardous

ECC Comment: Vital East/West route to close

ECC Comment: Vital East/West route to close

ECC Comment: Alternative route - diversion route so long as to deter usage

E52 - Golden Square

ECC Comment: Wider PROW network negatively affected by proposal

ECC Comment: New route

Proposed 2m wide footpath type P1

E51 - Thornfield Wood

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E52 Golden Square Proposal

Private: No existing or proposed rights

Public: Existing footpath rights removed, users divert to adjacent Fordham Road bridge to the north or to adjacent road bridge to the south

Infrastructure: Proposed fencing west of the railway: Type F7
Proposed fencing on the east of the railway: Type F7

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Closure of existing right of way
- Use of existing right of way as part of diversion
- Creation of new right of way
- Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Future developments by Third Party projects where planning details are available
- Gates
- Bridges
- Railway
- Footway

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NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

E52 - Golden Square
Essex - Mount Bures CP
Post Code CO6 2AR

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

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Kilometers 0 0.175 0.35

Scale at A3 NTS

Drawing No. MMD- 367516-E52-GEN-005

P:\Leeds\Eastern\367516 - GRIP 2-4 - Anglia Level Crossings.JAS\GIS\Design\Design Freeze Plans\04 MXDs\New Format DF\P3\Essex\367516 Design Freeze Proposal Plans - Alternative Format Essex Steve Price Batch.mxd

E56 Abbotts Proposal
Private: No existing or proposed rights

Public: Existing footpath rights removed, users divert to adjacent Little Bromley Road bridge to the northeast or to alternative Ardleigh road level crossing to the southwest

Infrastructure: Proposed fence on both sides of the railway: Type F7

ECC Comment: Alternative route road walking - Little Bromley Road - narrow road and bridge. Poor visibility over bridge

ECC Comment: Vital hub route to close

Use of existing road bridge

Proposed 2m wide footpath type P1

Use of existing road, users on existing footways

Use of existing road, users on carriageway

ECC Comment: New route

ECC Comment: New route

ECC Comment: Alternative route existing footway - urban environment - unacceptably long

ECC Comment: New route - unacceptably long

ECC Comment: Vital hub route to close

E56 - Abbotts

Proposed 2m wide footpath type P1

ECC Comment: Vital hub route to close

ECC Comment: Wider PROW network affected vital hub

Use of existing road level crossing

ECC Comment: New route - unacceptably long

ECC Comment: Use of existing PROW

ECC Comment: Wider PROW network affected vital hub

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Bridleway (public)
- Restricted byway (public)
- Byway open to all traffic (public)
- Road / Track (private)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)
- Motorised Only Diversion Route

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Use of existing right of way as part of diversion
- Change of status to existing right of way
- Closure of existing right of way
- Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea,Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

E56 - Abbots
Essex - FP27/ FP28 Ardleigh
Post Code CO7 7RS

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

Scale at A3
NTS

Drawing No.
MMD- 367516-E56-GEN-005

0 0.125 0.25 Kilometers

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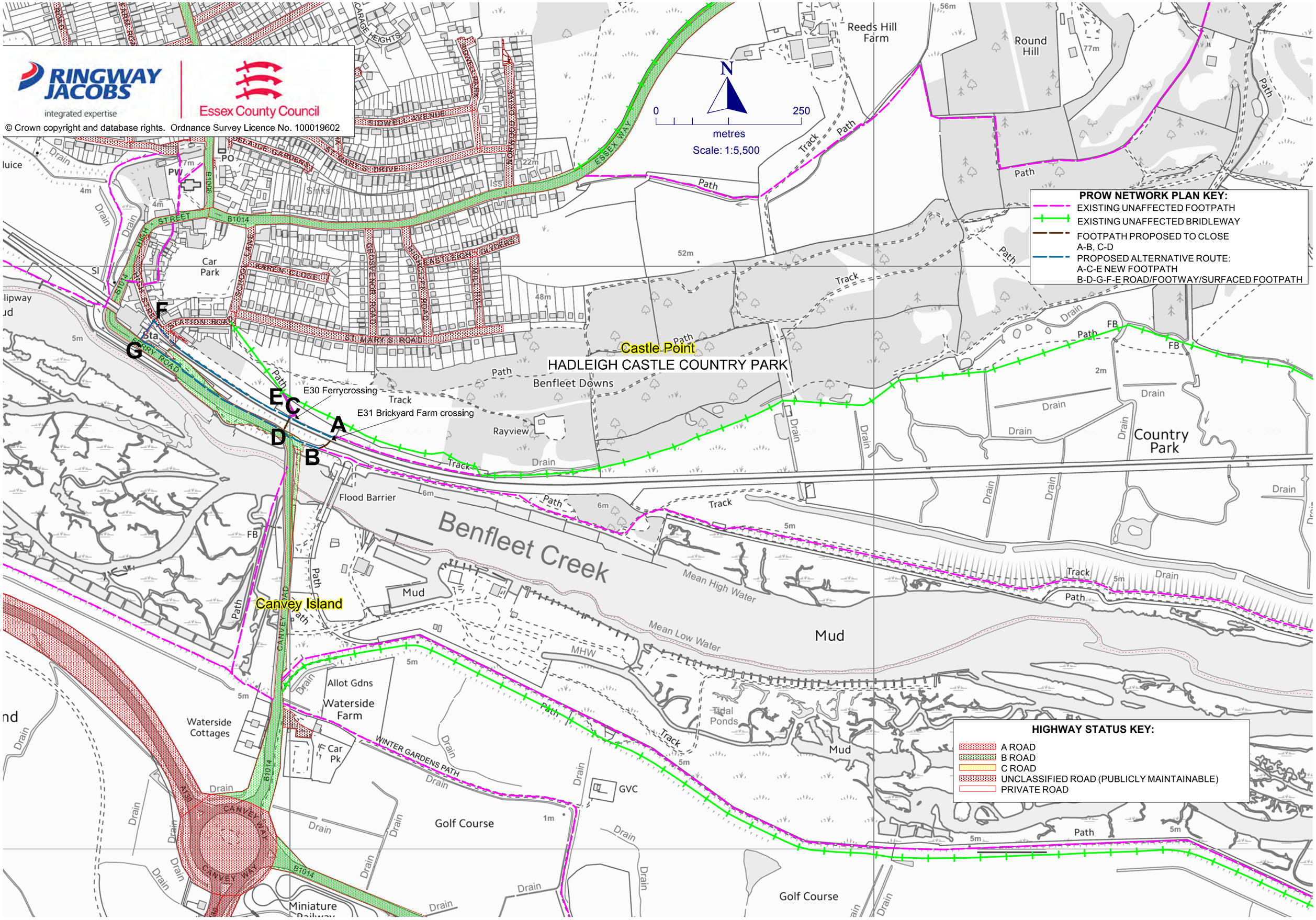
P:\Leeds\Eastern\367516 - GRIP 2-4 - Anglia Level Crossings.JAS\GIS\Design\Design Freeze Plans\04 MXDs\New Format DF\P3\Essex\367516 Design Freeze Proposal Plans - Alternative Format Essex Steve Price Batch.mxd


RINGWAY JACOBS
integrated expertise
Essex County Council
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N
0
250
metres
Scale: 1:5,500
PROW NETWORK PLAN KEY:
EXISTING UNAFFECTED FOOTPATH
EXISTING UNAFFECTED BRIDLEWAY
FOOTPATH PROPOSED TO CLOSE
A-B, C-D
PROPOSED ALTERNATIVE ROUTE:
A-C-E NEW FOOTPATH
B-D-G-F-E ROAD/FOOTWAY/SURFACED FOOTPATH
HIGHWAY STATUS KEY:
A ROAD
B ROAD
C ROAD
UNCLASSIFIED ROAD (PUBLICLY MAINTAINABLE)
PRIVATE ROAD
A
B
C
D
E
F
G
E30 Ferrycrossing
E31 Brickyard Farm crossing
Castle Point
HADLEIGH CASTLE COUNTRY PARK
Benfleet Downs
Benfleet Creek
Canvey Island
Reeds Hill Farm
Round Hill
Country Park
Car Park
Flood Barrier
Mud
Mean High Water
Mean Low Water
MHW
Tidal Ponds
Allot Gdns
Waterside Farm
Waterside Cottages
Car Pk
WINTER GARDENS PATH
GVC
Golf Course
Miniature Railway
Rayview
Path
Track
Drain
FB
PO
PW
Sta
Sl
Sinks
ESSEX WAY
CANVEY WAY
B1014
B1013
A130
STREET
ROAD
GARAGE HEIGHTS
56m
77m
22m
52m
48m
7m
4m
5m
6m
2m
1m

N

0 250

metres

Scale: 1:5,500

HIGHWAY STATUS KEY:

- A ROAD
- B ROAD
- C ROAD
- UNCLASSIFIED ROAD (PUBLICLY MAINTAINABLE)
- PRIVATE ROAD

PROW NETWORK PLAN KEY:

- EXISTING UNAFFECTED FOOTPATH
- EXISTING UNAFECTED BRIDLEWAY
- FOOTPATH PROPOSED TO CLOSE A-B
- PROPOSED ALTERNATIVE ROUTE:
  E-D VERGE WALKING
  A-F, B-C NEW FOOTPATH
  C-D, E-F VIA NEW STEPS

E38 Battlesbridge crossing

Rettendon Turnpike
Forge Cottage
Farm
Holly Tree Farm
Pondlands Track
Pondlands Farm
Thomas Kemble
Hillside Cottages
Southlands Cottages
Cherrytree Lodge
Fulbourne Lodge
Woods Farm
Muggeridge Farm
Bridge Nursery
Mill View Farm
Battles Bridge
Sewage Ppg Sta
Telfords
Goose Cottages
Rawreth Gardens
Depots
Factory
Mobile Home Park
Mast
Southlands Farm
Shotgate Thickets (Nature Reserve)
Ppg Sta
Playing Field
Balancing Pond
River Crouch
Runwell
Rettendon
Rawreth
Shotgate
Battlesbridge
asildon
RUNWELL ROAD
HAWK HILL
CHELMSFORD ROAD
A132
A130
A1245
Drain
Path
Track
Tk
NTL
PH
PW
Sta
Issues
LC
FB
Iss
SI
W
29m
21m
11m
6m
4m
14m
12m
8m

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HIGHWAY STATUS KEY:

- A ROAD
- B ROAD
- C ROAD
- UNCLASSIFIED ROAD (PUBLICLY MAINTAINABLE)
- PRIVATE ROAD

PROW NETWORK PLAN KEY:

- EXISTING UNAFFECTED FOOTPATH
- EXISTING UNAFECTED BRIDLEWAY
- FOOTPATH PROPOSED TO CLOSE
- PROPOSED ALTERNATIVE ROUTE: B-C, D-E ROAD/VERGE WALKING E-A NEW FOOTPATH

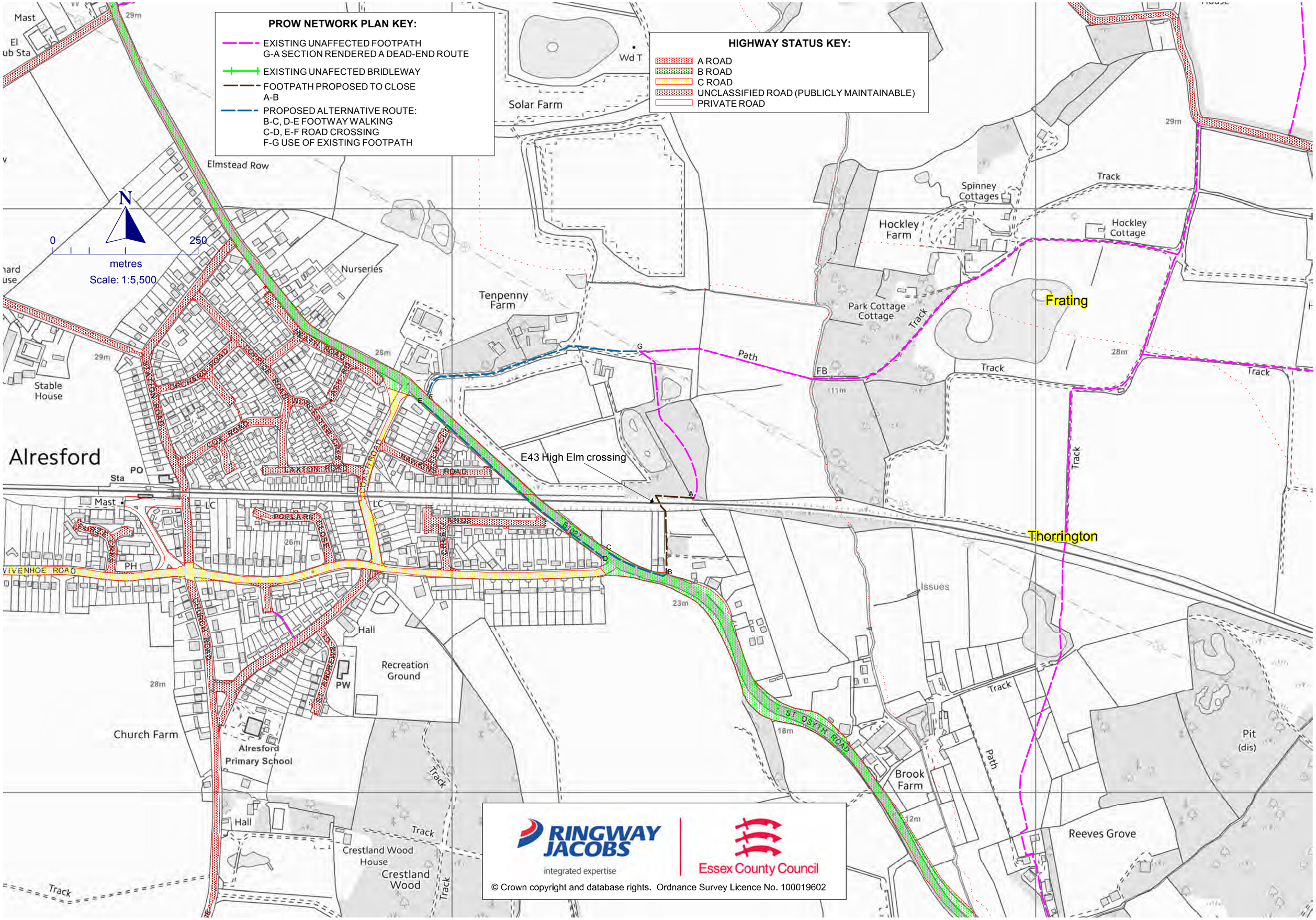
N

0 250

metres

Scale: 1:5,500

Workings (dis)
Masts
Prospect House
Sand and Gravel Pit
Conveyor
Gravel Pit Grove
The Grove
Black Horse Corner
KEELARS LANE
Sand and Gravel Pit
Resr
Tk
Pp Ho
Track
Wivenhoe
ALRESFORD ROAD
School
Sunnymead Farm
Furzedown
Path
Cockaynes Wood
Works
Track
Issues
last Quay Farm
ALLAST QUAY ROAD
Elmstead
Workings (dis)
Sand and Gravel pit (dis)
Workings (dis)
COCKAYNES WOOD NATURE RESERVE
E42 Sand Pit crossing
A
B
C
D
E
Sewage Works
Drain
The Chase
Dismantled Railway
Alresford
Heath Lodge
PH
Mast
El Sub Sta
Heath Farm
Broadview Cottages
White Lodge
Orchard House
Stable House
Elmstead Row
Sta
PO
LC
WIVENHOE ROAD
31m
29m
27m
28m
26m
23m
21m


PROW NETWORK PLAN KEY:
EXISTING UNAFFECTED FOOTPATH
G-A SECTION RENDERED A DEAD-END ROUTE
EXISTING UNAFECTED BRIDLEWAY
FOOTPATH PROPOSED TO CLOSE
A-B
PROPOSED ALTERNATIVE ROUTE:
B-C, D-E FOOTWAY WALKING
C-D, E-F ROAD CROSSING
F-G USE OF EXISTING FOOTPATH
HIGHWAY STATUS KEY:
A ROAD
B ROAD
C ROAD
UNCLASSIFIED ROAD (PUBLICLY MAINTAINABLE)
PRIVATE ROAD
N
0
250
metres
Scale: 1:5,500
Mast
El
ub Sta
Elmstead Row
Solar Farm
Wd T
Nurseries
Tenpenny
Farm
Stable
House
Alresford
PO
Sta
Mast
LC
LC
PH
VIVENHOE ROAD
Hall
Recreation
Ground
PW
Church Farm
Alresford
Primary School
Hall
Crestland Wood
House
Crestland
Wood
Track
Track
Track
Track
Path
G
FB
E43 High Elm crossing
A
B
C
D
E
F
Spinney
Cottages
Hockley
Farm
Hockley
Cottage
Park Cottage
Cottage
Track
Frating
Track
Track
Track
Thorrington
Issues
Track
Path
Brook
Farm
Reeves Grove
Pit
(dis)
29m
28m
26m
23m
18m
12m
11m
29m
29m
28m
28m
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N

0 250
metres
Scale: 1:5,500

STOUR VALLEY
A.O.N.B

PROW NETWORK PLAN KEY:

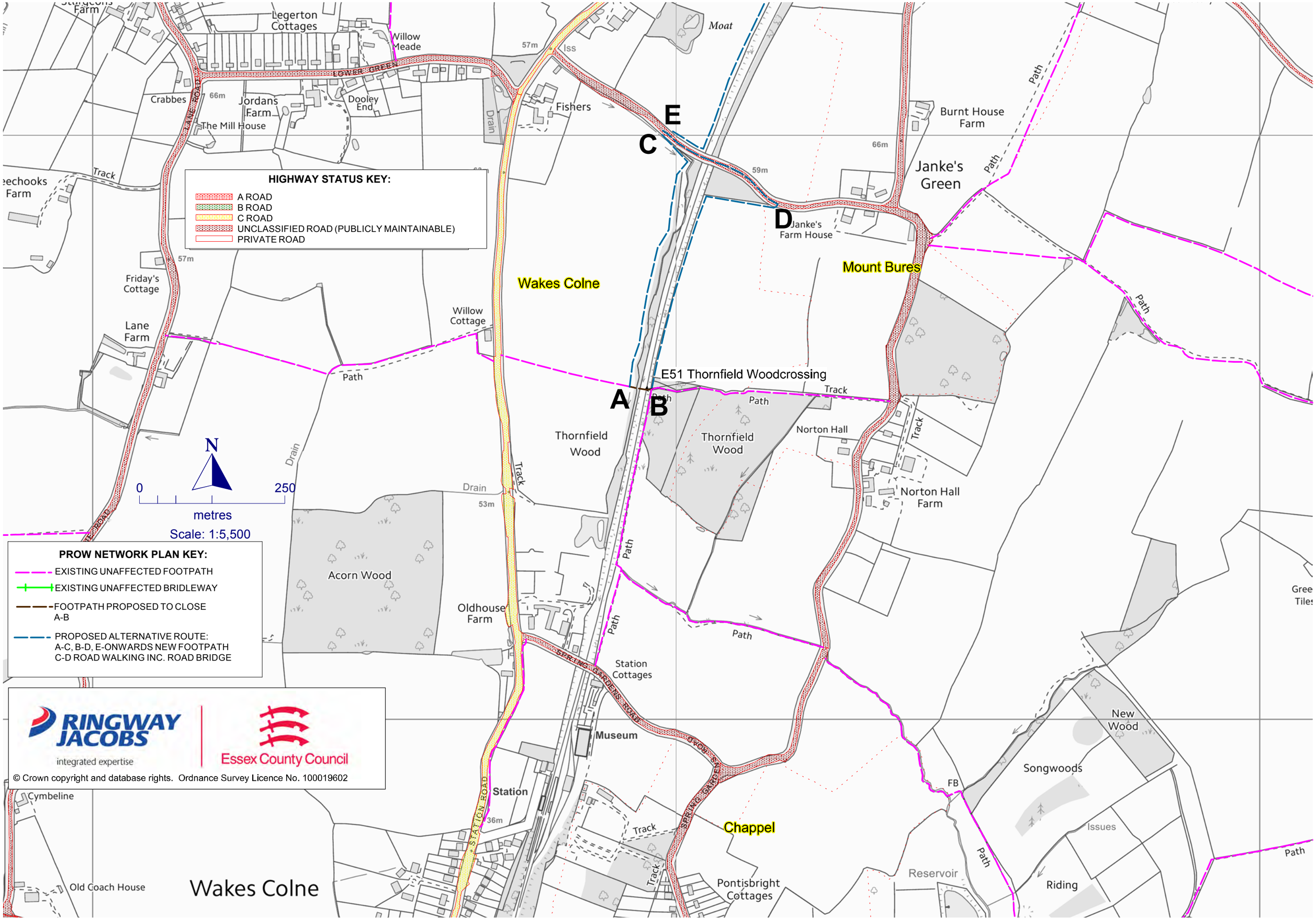
- EXISTING UNAFFECTED FOOTPATH
- EXISTING UNAFFECTED BRIDLEWAY
- FOOTPATH PROPOSED TO CLOSE A-B
- PROPOSED ALTERNATIVE ROUTE:
  A-D NEW FOOTPATH
  D-C-B ROAD/VERGE WALKING

"JULIE'S HOUSE" GRAYSON PERRY ART INSTALLATION

Mean Low Water
Hard
Stone Point
Sand
Track
Mud
Wrabness Point
Path
The Coign
Caravan Park
STONE LANE
Shore Farm
Drain
West Grove
East Grove
Wrabness Hall
PW
Ash Street
Burial Ground
WALL LANE
Lower Farm
Simpson's Farm
Porthwen
River View
Black Boy Lane (Track)
Wrabness Station
Maypole House
The Old School
Wrabness
A
B
C
D
E48 Wheatsheaf crossing
STATION ROAD
Hall
Rectory Farm
Old Rectory House
WHEATSHEAF CLOSE
Brakey Grove
Dimbols Farm
Primrose Hill
Reservoir
Spring Cottage

HIGHWAY STATUS KEY:

- A ROAD
- B ROAD
- C ROAD
- UNCLASSIFIED ROAD (PUBLICLY MAINTAINABLE)
- PRIVATE ROAD


HIGHWAY STATUS KEY:
A ROAD
B ROAD
C ROAD
UNCLASSIFIED ROAD (PUBLICLY MAINTAINABLE)
PRIVATE ROAD
PROW NETWORK PLAN KEY:
EXISTING UNAFFECTED FOOTPATH
EXISTING UNAFFECTED BRIDLEWAY
FOOTPATH PROPOSED TO CLOSE A-B
PROPOSED ALTERNATIVE ROUTE: A-C, B-D, E-ONWARDS NEW FOOTPATH C-D ROAD WALKING INC. ROAD BRIDGE
N
0
250
metres
Scale: 1:5,500
A
B
C
D
E
E51 Thornfield Woodcrossing
Wakes Colne
Mount Bures
Chappel
Legerton Cottages
Willow Meade
Crabbes
Jordans Farm
Dooley End
The Mill House
Fishers
Moat
Burnt House Farm
Janke's Green
Janke's Farm House
Friday's Cottage
Lane Farm
Willow Cottage
Thornfield Wood
Norton Hall
Norton Hall Farm
Acorn Wood
Oldhouse Farm
Station Cottages
Museum
Station
Pontisbright Cottages
Reservoir
Songwoods
New Wood
Issues
Riding
Cymbeline
Old Coach House
Wakes Colne
Path
Track
Drain
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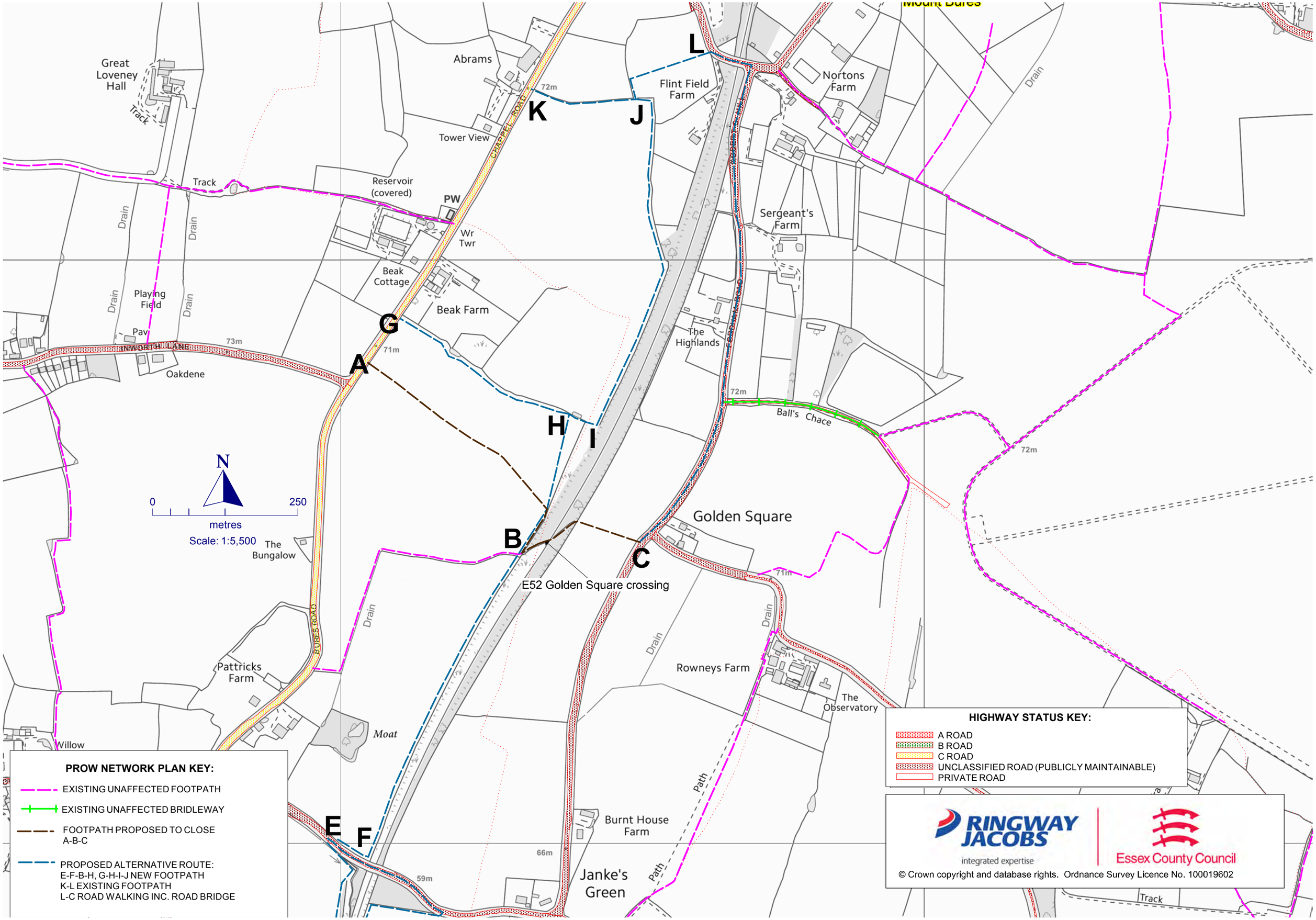
Great Loveney Hall
Track
Abrams
Tower View
Reservoir (covered)
PW
Wr Twr
Beak Cottage
Beak Farm
Track
Drain
Drain
Drain
Drain
Playing Field
Pav
Oakdene
73m
71m
72m
A
B
C
E
F
G
H
I
J
K
L
Flint Field Farm
Nortons Farm
Drain
Sergeant's Farm
The Highlands
Ball's Chace
72m
72m
Golden Square
E52 Golden Square crossing
71m
N
0
250
metres
Scale: 1:5,500
The Bungalow
Pattricks Farm
Drain
Drain
Drain
Rowneys Farm
The Observatory
Moat
Willow
Path
Path
Burnt House Farm
66m
59m
Janke's Green
Track
PROW NETWORK PLAN KEY:
EXISTING UNAFFECTED FOOTPATH
EXISTING UNAFFECTED BRIDLEWAY
FOOTPATH PROPOSED TO CLOSE A-B-C
PROPOSED ALTERNATIVE ROUTE:
E-F-B-H, G-H-I-J NEW FOOTPATH
K-L EXISTING FOOTPATH
L-C ROAD WALKING INC. ROAD BRIDGE
HIGHWAY STATUS KEY:
A ROAD
B ROAD
C ROAD
UNCLASSIFIED ROAD (PUBLICLY MAINTAINABLE)
PRIVATE ROAD
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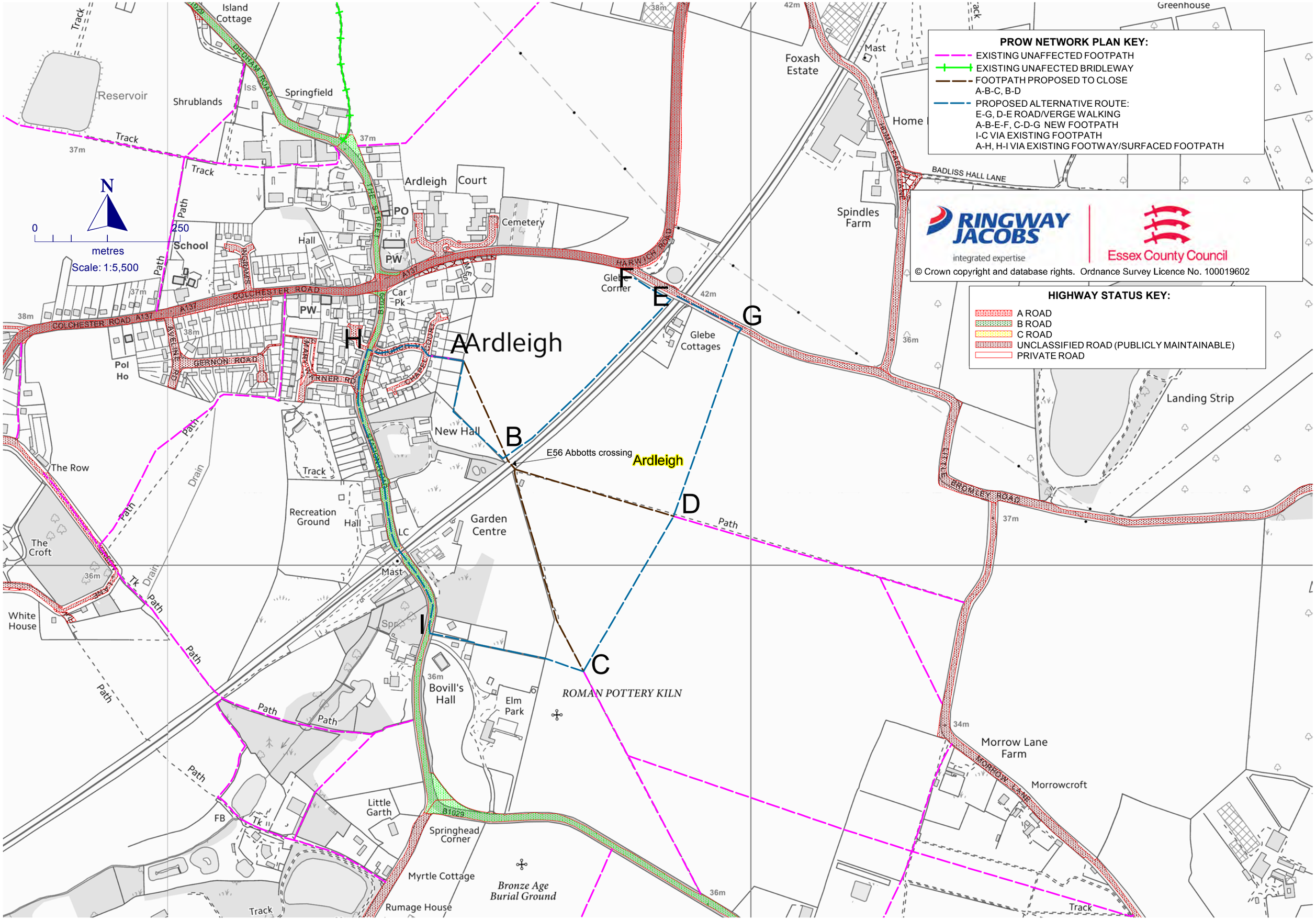
PROW NETWORK PLAN KEY:
EXISTING UNAFFECTED FOOTPATH
EXISTING UNAFECTED BRIDLEWAY
FOOTPATH PROPOSED TO CLOSE
A-B-C, B-D
PROPOSED ALTERNATIVE ROUTE:
E-G, D-E ROAD/VERGE WALKING
A-B-E-F, C-D-G NEW FOOTPATH
I-C VIA EXISTING FOOTPATH
A-H, H-I VIA EXISTING FOOTWAY/SURFACED FOOTPATH
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HIGHWAY STATUS KEY:
A ROAD
B ROAD
C ROAD
UNCLASSIFIED ROAD (PUBLICLY MAINTAINABLE)
PRIVATE ROAD
N
0
250
metres
Scale: 1:5,500
A
B
C
D
E
F
G
H
I
Ardleigh
E56 Abbotts crossing
Ardleigh
Island Cottage
Reservoir
Shrublands
Springfield
Ardleigh Court
Cemetery
PO
PW
Hall
School
Car Pk
Glebe Corner
Glebe Cottages
Foxash Estate
Mast
Home
Spindles Farm
BADLISS HALL LANE
Landing Strip
Greenhouse
Pol Ho
The Row
The Croft
White House
New Hall
Recreation Ground
Hall
LC
Garden Centre
Bovill's Hall
Elm Park
ROMAN POTTERY KILN
Little Garth
Springhead Corner
Myrtle Cottage
Bronze Age Burial Ground
Rumage House
FB
Morrow Lane Farm
Morrowcroft
Track
Path
Drain
Tk
COLCHESTER ROAD
A137
FARMICK ROAD
OLD HALL ROAD
HIGH STREET
MILL LANE
CHURCH LANE
CHURCH ROAD
MARKET HOUSE
BROOKLYN AVENUE
MORROW LANE
38m
37m
36m
34m
42m

NETWORK RAIL FOOTWAY DIVERSION ROUTES

BENFLEET, WAKES COLNE, MOUNT BURES, ALRESFORD, WRABNESS, ARDLEIGH, HEYBRIDGE, ESSEX

ROAD SAFETY CHECK

Dated	30th March 2017
Registration Code:	205
Audit Invoice Code:	PPR 9501

1.0 INTRODUCTION

1.1 This report has been produced as a result of a Road Safety Check carried out on proposals to divert a number of footpaths that cross Network Rail's network. The check has been carried out at the request of Garry White of Essex County Councils Public Rights of Way Team (contact garry.white@essexhighways.org). The check was carried out during March 2017.

1.2 The scheme covers a number of sites that are all existing public rights of way that cross Network Rail's Network. Each scheme proposes to divert members of the public along either a new section of public right of way, along existing right of way, bridleway or along existing highway footway or carriageway. Some of the schemes also propose to use Network Rail's land as part of the diversion route. Description of each site as follows:

1.3 Benfleet: FP 12 and 22 Benfleet – FP12 in particular provides the main PROW link from Canvey Island network to Hadleigh Castle Country Park. Closing both rail crossings will mean walkers will have to use Ferry Road westwards to Benfleet railway station then following a new route through station car park to proceed eastwards on northern side of railway to rejoin the unaffected section of FP 22. There is concern about suitability of footway provision along Ferry Road and route through the car park.

1.4 Wakes Colne and Mount Bures: FP11 and FP52 – Closure of FP11 rail crossing will entail walkers using carriageway of rural road and existing bridge crossing (no footway); FP 52 will incur walkers using the Bures Road and Local rural roads on the eastern side of the closed crossing. Limited escape margins. Very important network on edge of Dedham Vale AONB.

1.5 Alresford: FP4. The closure of FP4 rail crossing would leave FP4 a dead end on the northern side of the railway; on the southern side the alternative route would be footways along the B1027 and road crossing raising specific safety concerns.

1.6 Alresford and Elmstead FP7, and FP 16. Existing PROW over level crossing to be extinguished. With the proposal of an alternative route will entail walkers using a length of Wivenhoe Road. Network rail propose a 40mph speed limit being imposed.

1.7 Wrabness: FP 19, the FP closure would entail walkers using Church Road as alternative route with no verges and the underbridge no footway. Safety concerns where walkers avoid road walking at the moment.

1.8 Ardleigh: FP 28, Rail crossing closure would require walkers to come up to the existing road bridge and down again on the other side concern about the escape margins.

1.9 Heybridge: FP 23, existing PROW over level crossing to be extinguished. Alternative route via a new footpath to join new footway on the A1245 via steps up the embankment continuing southwards along the A1245 via a new footway, crossing railway via existing road bridge before continuing east down the embankment via new steps to connect to a new footpath on the south side of the railway line. Network Rail propose that existing barriers will be amended.

1.10 The RSC Team was formed of two members of the Ringway Jacobs | Essex CC Partnership's Road Safety Engineering Team based at County Hall in Chelmsford; the RSA report has been prepared by:

- Ross Corbyn (RSA Team Leader) – Road Safety Engineer; and
- Lawrence Seager (RSA Team Member) – Road Safety Engineer

1.11 The following documents were submitted for the RSC:

- Essex Highways Road Safety Audit/ Road Safety Check Request and Brief – dated 03/03/2017.
- Network Rail – Anglia Level Crossing Reduction Strategy Report
- Drawing numbers:
- E31 – Brickyard Farm MMD-367516-E31-Gen-005 – dated January 2017
- E48 – Wheatsheaf MMD-367516-E48-Gen-005 – dated January 2017
- E51 – Thornfield Wood MMD-367516-E51-Gen-005 – dated January 2017
- E52 – Golden Square MMD-367516-E52-Gen-005 – dated January 2017
- E43 – High Elm MMD-367516-E43-Gen-005 – dated January 2017
- E56 – Abbots MMD-367516-E56-Gen-005 – dated January 2017
- E38 – Battlesbridge MMD-367516-E38-Gen-005 – dated January 2017
- E42 – Sand Pit MMD-367516-E42-Gen-005 – dated January 2017

1.12 As appropriate, all problems, recommendations and comments are referenced on the drawing provided for the RSC and the locations have been indicated on the plan extract given in Section 7.0 of this report.

2.0 ASSESSMENT CRITERIA

This assessment has been undertaken following guidance from Road Safety GB for walked routes to school rather than normal guidance from DfT for general highways assessments based on DMRB and TSRGD and the recommended widths and upstands for highway footway/ cycleway. We have also looked at the Highways Act and its various sections felt pertinent to issues with footpaths. The auditors have assessed, based on able bodied pedestrians accompanying one child for these routes. This assessment does not include for those with mobility issues, those who are partially sighted, or those using wheel chairs, mobility scooters, cyclists, equine users, or those pushing prams or push chairs.

3.0 REVIEW OF PERSONAL INJURY COLLISION HISTORY

The last 3 years collision data (01/01/2013 to 31/12/2016) has been reviewed and indicates there have been the following personal injury collisions within the vicinity of the individual sites as follows:

E31 – Brickyard/ Farm Benfleet FP 12 and 22:	7 Personal Injury collisions
E48 – Wheatsheaf / Wrabness: FP 19:	0 Personal Injury collisions
E51 – Thornfield Wood / Wakes Colne FP11 and FP52	1 Personal Injury collisions
E52 – Golden Square / Mount Bures FP11 and FP52	1 Personal Injury collisions
E43 – High Elm/ Alresford: FP4	2 Personal Injury collisions
E56 – Abbots / Ardleigh FP27 FP28	0 Personal Injury collisions
E38 – Battlesbridge / Heybridge: FP 23,	1 Personal Injury collisions
E42 – Sand Pit / Alresford and Elmstead FP7, and FP 16.	0 Personal Injury collisions

4.0 ITEMS RAISED AT THIS ROAD SAFETY CHECK

4.1 GENERAL

Location: Through-out the schemes

Summary: Trip hazards or pedestrians falling, or stepping into the carriageway

The scheme proposes to install new footpaths/ footway and fencing. These have been referenced on the drawings as "footpath Type P1", Fencing Type F7, Fencing Type F4 etc. The audit team has not been provided details of these "types" their construction method or surface finish. If unsuitable materials are used for the footpaths/ footways pedestrians may trip and fall leading to injury. It is also unclear what fencing is to be used this is a particular issue for pedestrians when walking adjacent to the rail line.

RECOMMENDATION
It is recommended that details of footway/ footpath construction is provided to the audit team for comment.

4.2 NON-MOTORISED USERS

4.3 PROBLEM

Location: E31 – Brickyard Farm Benfleet FP 12 and 22

Summary: Vulnerable road users stepping into the path of oncoming traffic

The scheme proposes to provide a new footpath through the station car park. It is unclear from the details provided of how this footpath will be segregated from the car park. If the route is left at-grade it is likely that motorists will be unaware of pedestrians entering the car parking area from the footway east of the car park. There are existing car parking spaces adjacent to the area. Motorists whilst reversing into the spaces may collide with unsighted pedestrians leading to injury.

RSC Image 1, View looking east at parking bays and area for proposed gate to new footpath

RECOMMENDATION
It is recommended that details of parking bays, gates and intersection of the car park and footway are provided to the audit team for comment.

4.4 PROBLEM

Location: E31 – Brickyard Farm Benfleet FP 12 and 22 bend east of Ferry Road

Summary: Vulnerable road users stepping into the path of oncoming traffic

The scheme proposes to use an existing right of way along Ferry Road. There is a short section of the route between location B and D (on the plans provided) that has no footway, the verge is relatively high and it is felt that during the summer months pedestrians may have difficulty stepping from the carriageway onto the verge. There will also be issue if opposing pedestrians try to pass along this section and may step into the path of oncoming vehicles leading to injury.

RSC Image 2, View looking east at the existing verge

RECOMMENDATION
It is recommended that vegetation is removed along the southern side of the carriageway and that a regular maintenance regime is employed to ensure that the verge is accessible during the summer months when vegetation may be high.

4.5 PROBLEM

Location: E38 – Battlesbridge / Heybridge: FP 23
Summary: Motorists colliding with vulnerable road users/ rolling down the embankment

The scheme proposes to divert pedestrians along new sections of footpath up/ down new steps and along the A1245. There is an existing VRS along this route to protect vehicles from falling down the embankment. The scheme drawings provided suggest that the existing barrier is to be amended. These details have not been provided. If changes are made to the barrier a RRRAP assessment should be undertaken to determine what restraint system and what length should be used. It is also unclear if a “break or gap” is proposed within the existing VRS to allow pedestrians to walk along the verge. Alternatively if the existing VRS is to remain vulnerable pedestrians will be forced to walk within the working width of the VRS and would be injured if an errant vehicle collides with the barrier leading

to injury. There are BT utility covers that may hinder the placement of new barrier. Any new barrier should be suitably terminated without ramped ends.

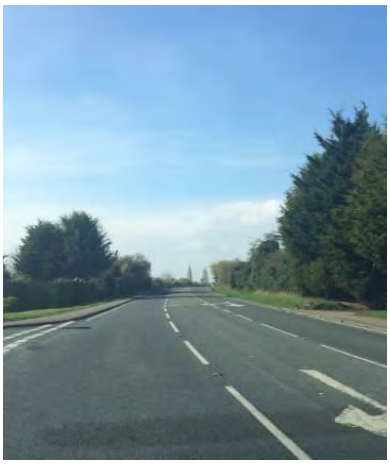
RSC Image 3, View looking east at the existing verge

RECOMMENDATION
It is recommended that details of the VRS alterations are provided to the audit team for comment. Ensure any new VRS is provided with P4 terminals.

4.6 PROBLEM

Location: E43 – High Elm/ Alresford: FP4
Summary: Vulnerable Road users clipped my passing motorists

The scheme proposes to divert pedestrians along the existing highway network. The B1027 has a 40mph speed limit, but is relatively wide with a high traffic flow. The plans provided detail new pedestrian islands. It is unclear what width and standard these refuges will be constructed to. If the new refuges are too narrow vulnerable road users, particularly groups of walkers, may be clipped by passing motorists leading to injury. If there are no bollards or illumination motorists may collide with the island leading to injury during the hours of darkness. If no tactile paving and dropped kerbing are provided pedestrians may trip and fall, partially sighted pedestrians may be unaware of the facility and step into the carriageway into the path of oncoming vehicles leading to injury.



RSC Image 4, View looking north westerly at the proposed southern pedestrian refuge location

RECOMMENDATION
It is recommended that details of the pedestrian refuges are provided to the audit team for comment ensuring the refuge is a minimum width of 2.0m, that illuminated bollards are provided and tactile paving is provide on the refuges and adjacent footways.

4.7 PROBLEM

Location: E42 – Sand Pit / Alresford and Elmstead FP7, and FP 16 Alresford Road
Summary: Vulnerable Road users clipped by passing motorists

The scheme proposes to divert pedestrians along the existing highway network. The route proposed is across an existing highway bridge. Although a speed limit change is proposed to 40mph there is no opportunity to step off the carriageway out of the path of oncoming vehicles. Pedestrians will be clipped by passing motorists leading to injury, this issue is exasperated by the number of HGV's and buses using the route increasing the likelihood of collisions.

RSC Image 5, View looking south at the road bridge

RECOMMENDATION
It is recommended that this route is not used unless a formal footway can be provided across the bridge.

4.8 PROBLEM

Location: E42 – Sand Pit / Alresford and Elmstead FP7, and FP 16 Alresford Road
Summary: Vulnerable Road users clipped by passing motorists

The scheme proposes to divert pedestrians along a new section of footpath F to E; this will lead pedestrians to enter Alresford Road on a blind bend. This area is a historic casualty reduction site evident by the use of yellow backed highway signs. Although a speed limit change is proposed this will make no change to the forward visibility where pedestrians will join the highway. Motorists may collide with pedestrians leading to injury.

RSC Image 6, View looking south from the proposed footpath/ carriageway intersection on Alresford Road

RECOMMENDATION
It is recommended that this route is not used unless a formal footway can be provided along the verge so that pedestrians join the carriageway downstream where visibility is improved on Alresford Road.

4.9 PROBLEM

Location: E56 – Abbots / Ardleigh FP27 FP28 Points F to G

Summary: Vulnerable road users stepping into the path of oncoming traffic

The scheme proposes to use the existing highway along Little Bromley Road. There is a short section of the route between location F and G (on the plans provided) that has no footway, the verge is relatively high and it is felt that during the summer months pedestrians may have difficulty stepping from the carriageway onto the verge. There will also be issue if opposing pedestrians try to pass along this section and may step into the path of oncoming vehicles leading to injury.

RSC Image 7, View looking west at the existing verges on Bromley Road

RECOMMENDATION
It is recommended that vegetation is removed along the southern side of the carriageway and that a regular maintenance regime is employed to ensure that the verge is accessible during the summer months when vegetation may be high.

4.10 PROBLEM

Location: E48 – Wheatsheaf / Wrabness: FP 19 C to D
Summary: Vulnerable road users stepping into the path of oncoming traffic

The scheme proposes to use the existing highway along Church Road. There is a short section of the route between location C and D (on the plans provided) that has no footway, the verge is relatively high and it is felt that during the summer months pedestrians may have difficulty stepping from the carriageway onto the verge, there will also be issue if opposing pedestrians try to pass along this section and may step into the path of oncoming vehicles leading to injury.

RSC Image 8, View looking east at the existing verge

RECOMMENDATION
It is recommended that vegetation is removed along the southern side of the carriageway and that a regular maintenance regime is employed to ensure that the verge is accessible during the summer months when vegetation may be high.

4.11 PROBLEM

Location: E48 – Wheatsheaf / Wrabness: FP 19 Point E Shore Farm
Summary: Vulnerable road users stepping into the path of oncoming traffic

The scheme proposes to use the existing highway along Church Road. The route crosses an existing ditch. Pedestrians will be unable to cross the ditch to the new footpath, they may slip and fall into the ditch leading to injury.

RSC Image 9, View looking west at the existing verge

RECOMMENDATION
It is recommended that measures are introduced to allow access across the ditch such as a footpath bridge or piping of the existing ditch.

4.12 PROBLEM

Location: E51 – Thornfield Wood / Wakes Colne FP11 and FP52 Point D to E
Summary: Vulnerable road users stepping into the path of oncoming traffic

The scheme proposes to use the existing highway from points D to E. The verge is very high and there is no opportunity to step out of the path of oncoming vehicles; it was noted on site that there are a lot of agricultural vehicles. Pedestrians unable to step out of the path of oncoming vehicles may be struck leading to injury. This issue will be compounded in the summer months when the verge vegetation will be at its highest.

RSC Image 10, View looking west at the existing verge

RECOMMENDATION
It is recommended that the route is amended from the carriageway and that the headland of the adjacent field is used instead.

4.13 PROBLEM

Location: E52 – Golden Square / Mount Bures FP11 and FP52 points D to E
Summary: Vulnerable road users stepping into the path of oncoming traffic

The scheme proposes to use the existing highway along Fordham Road from points D to E. The verge is none existent and the route is heavily tree-lined and has mature hedges. There is no opportunity to step out of the path of oncoming vehicles, and it was noted on site that there are a lot of agricultural vehicles. Pedestrians unable to step out of the path of oncoming vehicles may be struck leading to injury. This issue will be compounded in the summer months when the verge vegetation will be at its highest.

RSC Image 11, View looking north at the existing verge

RECOMMENDATION
It is recommended that the route is amended from the carriageway and that the headland of the adjacent field is used instead.

4.14 PROBLEM

Location: E52 – Golden Square / Mount Bures FP11 and FP52 points G to F
Summary: Vulnerable road users stepping into the path of oncoming traffic

The scheme proposes to use the existing highway along Jupes Hill from points G to F. This will lead pedestrians to enter Jupes Hill from behind a boundary hedge. Although within a 40mph speed limit this will make no changes to the forward visibility where pedestrians will join the highway. Motorists may collide with pedestrians leading to injury. This issue will be compounded in the summer months when the vegetation will be at its highest.

RSC Image 12, View looking south at the boundary hedge

RECOMMENDATION
It is recommended that the footpath remains and intersects with the carriageway at point B where visibility is better.

5.0 ADDITIONAL COMMENTS MADE AT THE ROAD SAFETY CHECK

5.1 No additional issues raised.

6.0 ROAD SAFETY CHECK TEAM STATEMENT

AUDIT TEAM LEADER

Ross Corbyn
Road Safety Engineer
Road Safety Engineering Team
Ringway Jacobs | Essex CC
Seax House, 2nd Floor,
Victoria Rd South,
Chelmsford,
CM1 1QH

Signed:

Date: 30th March 2017

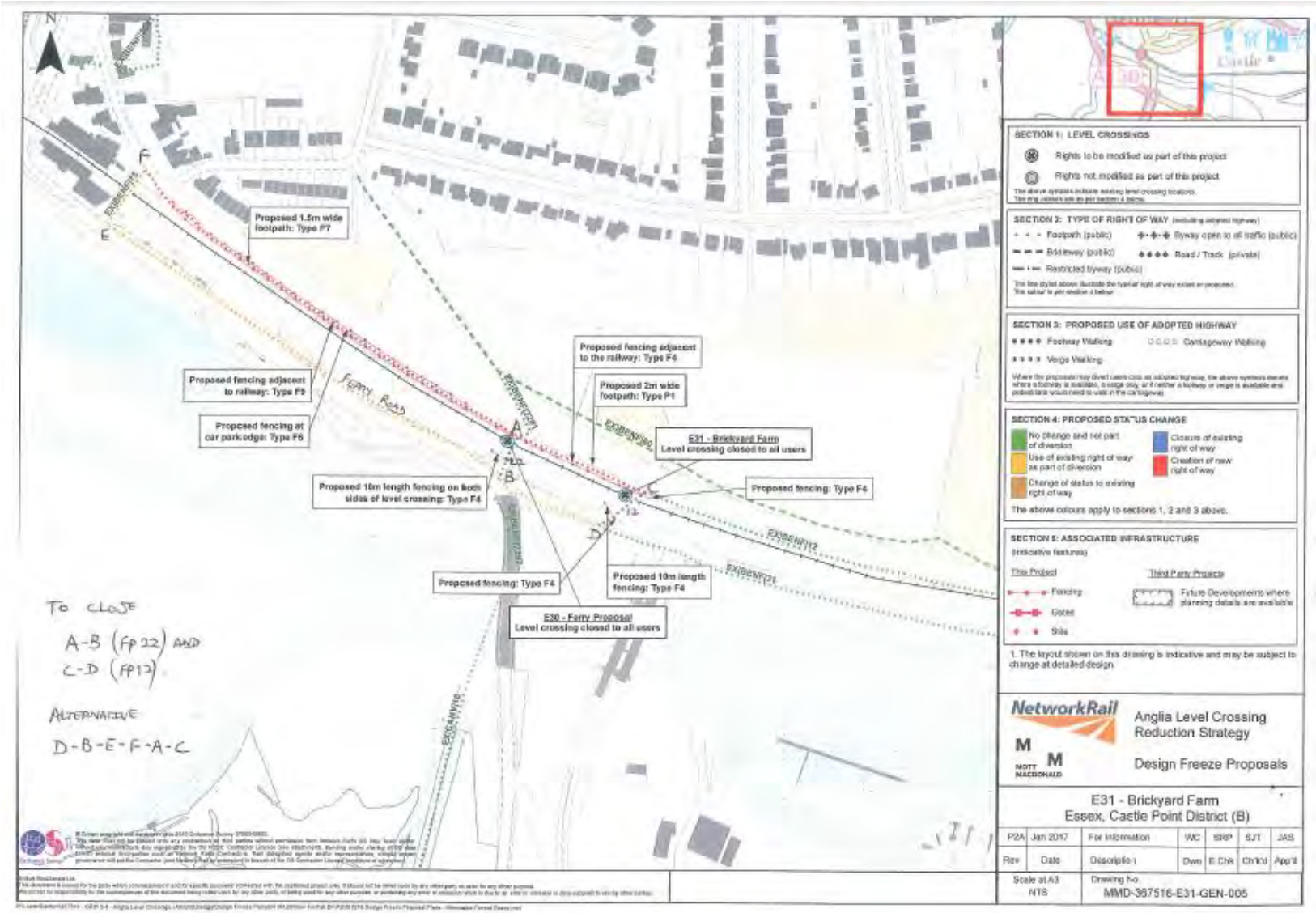
AUDIT TEAM MEMBER

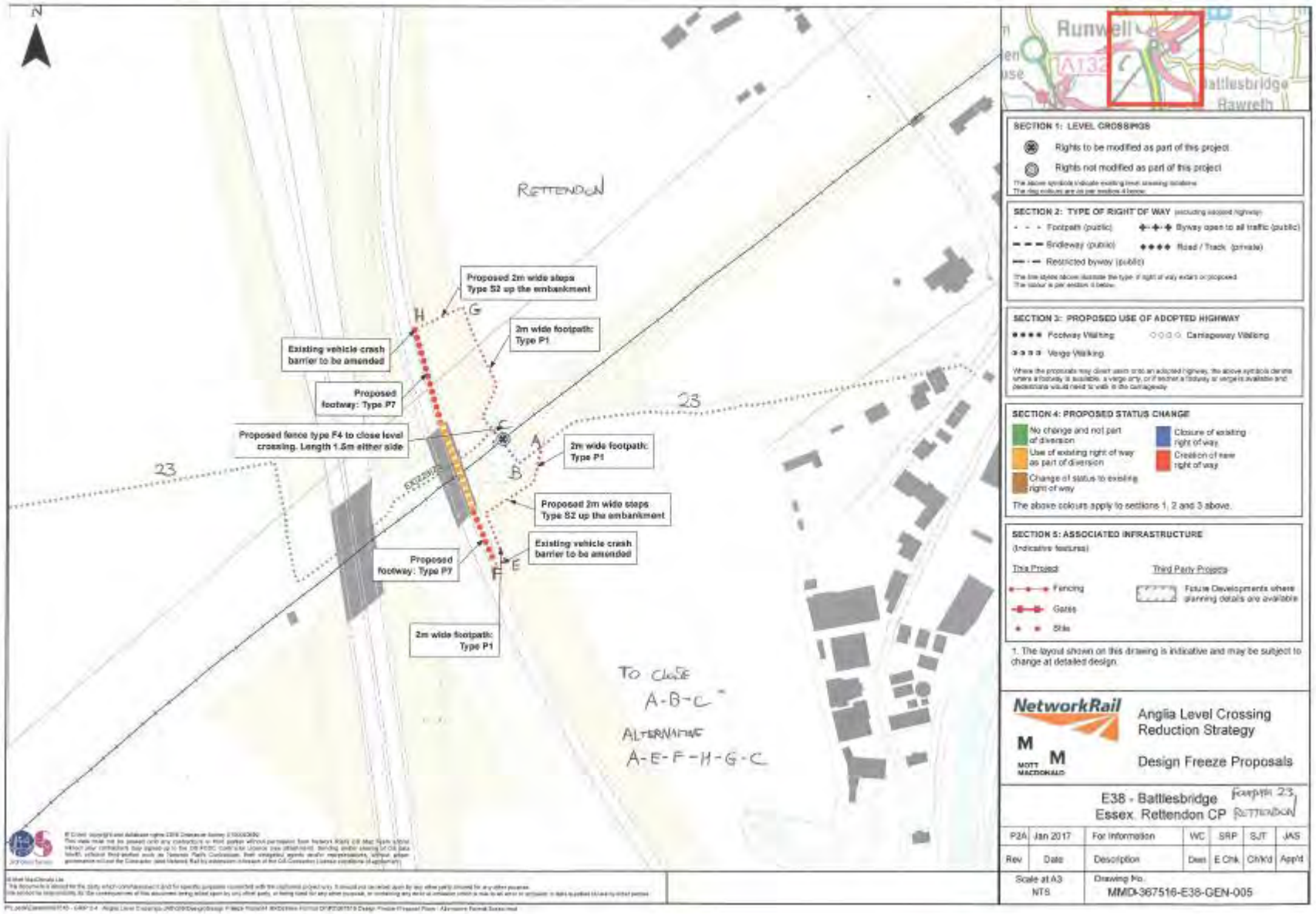
Lawrence Seager
Road Safety Engineer
Road Safety Engineering Team
Ringway Jacobs | Essex CC
Seax House, 2nd Floor,
Victoria Rd South,
Chelmsford,
CM1 1QH

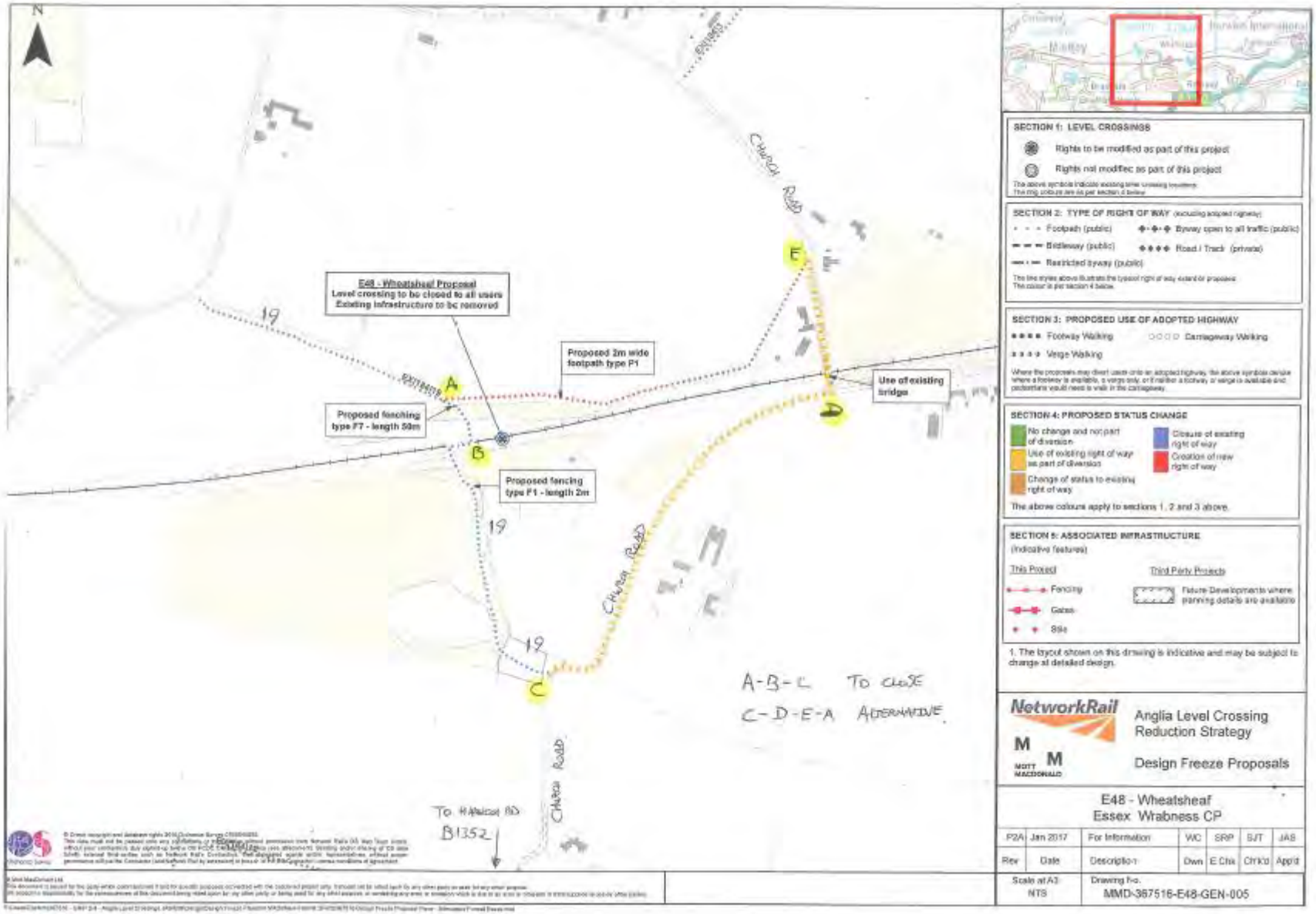
Signed: *pp James Davidson*

Date: 30th March 2017

7.0 ROAD SAFETY CHECK–LOCATION PLAN




N
RETTENDON
Proposed 2m wide steps Type S2 up the embankment
2m wide footpath: Type P1
Existing vehicle crash barrier to be amended
Proposed footway: Type P7
Proposed fence type F4 to close level crossing. Length 1.5m either side
2m wide footpath: Type P1
Proposed 2m wide steps Type S2 up the embankment
Existing vehicle crash barrier to be amended
Proposed footway: Type P7
2m wide footpath: Type P1
23
23
H
G
C
A
B
E
F
TO CLOSE
A-B-C
ALTERNATIVE
A-E-F-H-G-C
Runwell
Battlesbridge
Rawreth
SECTION 1: LEVEL CROSSINGS
Rights to be modified as part of this project
Rights not modified as part of this project
SECTION 2: TYPE OF RIGHT OF WAY
Footpath (public)
Byway open to all traffic (public)
Bridleway (public)
Road / Track (private)
Restricted byway (public)
SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY
Footway Walking
Carriageway Walking
Verge Walking
SECTION 4: PROPOSED STATUS CHANGE
No change and not part of diversion
Closure of existing right of way
Use of existing right of way as part of diversion
Creation of new right of way
Change of status to existing right of way
The above colours apply to sections 1, 2 and 3 above.
SECTION 5: ASSOCIATED INFRASTRUCTURE
(Indicative features)
This Project
Third Party Projects
Fencing
Future Developments where planning details are available
Gates
Stile
1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
NetworkRail
MOTT MACDONALD
Anglia Level Crossing Reduction Strategy
Design Freeze Proposals
E38 - Battlesbridge
Essex. Rettendon CP
P2A Jan 2017 For Information WC SRP SJT JAS
Rev Date Description Des E Chk Ch'k'd App'd
Scale at A3 NTS
Drawing No. MMD-367516-E38-GEN-005


E48 - Wheatsheaf Proposal
Level crossing to be closed to all users
Existing infrastructure to be removed
Proposed 2m wide footpath type P1
Use of existing bridge
Proposed fencing type F7 - length 50m
Proposed fencing type F1 - length 2m
CHURCH ROAD
A-B-C TO CLOSE
C-D-E-A ALTERNATIVE
TO WRABNESS RD
B1352
SECTION 1: LEVEL CROSSINGS
Rights to be modified as part of this project
Rights not modified as part of this project
SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)
Footpath (public)
Byway open to all traffic (public)
Bridleway (public)
Road / Track (private)
Restricted byway (public)
SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY
Footway Walking
Carriageway Walking
Verge Walking
SECTION 4: PROPOSED STATUS CHANGE
No change and not part of diversion
Closure of existing right of way
Use of existing right of way as part of diversion
Creation of new right of way
Change of status to existing right of way
The above colours apply to sections 1, 2 and 3 above.
SECTION 5: ASSOCIATED INFRASTRUCTURE
(Indicative features)
This Project
Third Party Projects
Fencing
Future Developments where planning details are available
Gates
Stile
1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
NetworkRail
MOTT MACDONALD
Anglia Level Crossing Reduction Strategy
Design Freeze Proposals
E48 - Wheatsheaf
Essex Wrabness CP
P2A Jan 2017 For Information WC SRP SJT JAB
Rev Date Description Dwn E Chk Chk'd Appr'd
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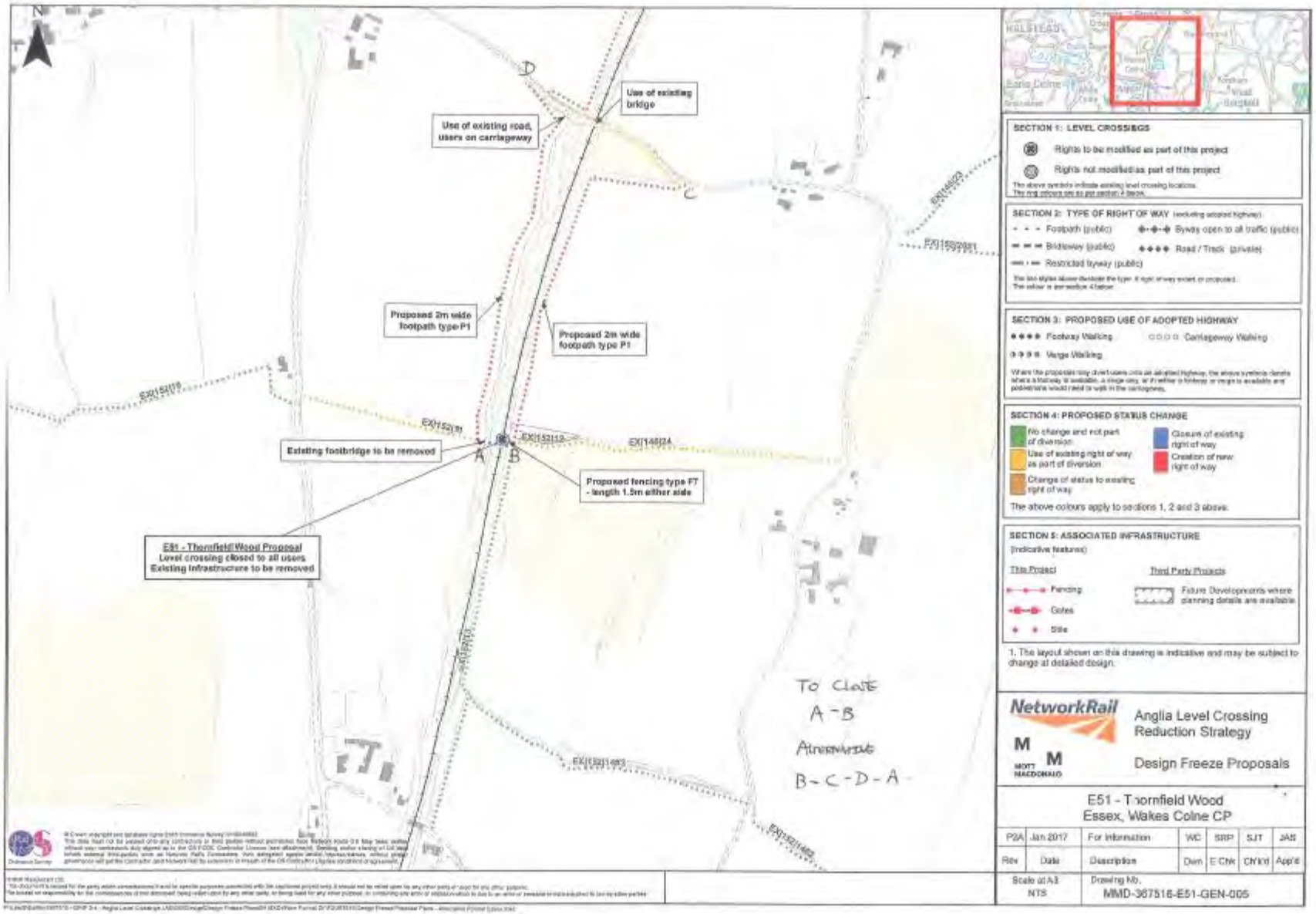
Drawing No. MMD-367516-E48-GEN-005


Use of existing bridge
Use of existing road, users on carriageway
Proposed 2m wide footpath type P1
Proposed 2m wide footpath type P1
Existing footbridge to be removed
Proposed fencing type F7 - length 1.5m either side
E51 - Thornfield Wood Proposal
Level crossing closed to all users
Existing infrastructure to be removed
To close
A-B
Alternative
B-C-D-A
SECTION 1: LEVEL CROSSINGS
Rights to be modified as part of this project
Rights not modified as part of this project
SECTION 2: TYPE OF RIGHT OF WAY
Footpath (public)
Byway open to all traffic (public)
Bridleway (public)
Road / Track (private)
Restricted byway (public)
SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY
Footway Walking
Carriageway Walking
Verge Walking
SECTION 4: PROPOSED STATUS CHANGE
No change and not part of diversion
Closure of existing right of way
Use of existing right of way as part of diversion
Creation of new right of way
Change of status to existing right of way
The above colours apply to sections 1, 2 and 3 above.
SECTION 5: ASSOCIATED INFRASTRUCTURE
(indicative features)
This Project
Third Party Projects
Fencing
Future Developments where planning details are available
Gates
Stile
1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
NetworkRail
Anglia Level Crossing Reduction Strategy
MOTT MACDONALD
Design Freeze Proposals
E51 - Thornfield Wood
Essex, Wakes Colne CP
P2A Jan 2017 For Information WC SRP SJT JAS
Rev Date Description Dwn E Chk Ch'kd App'd
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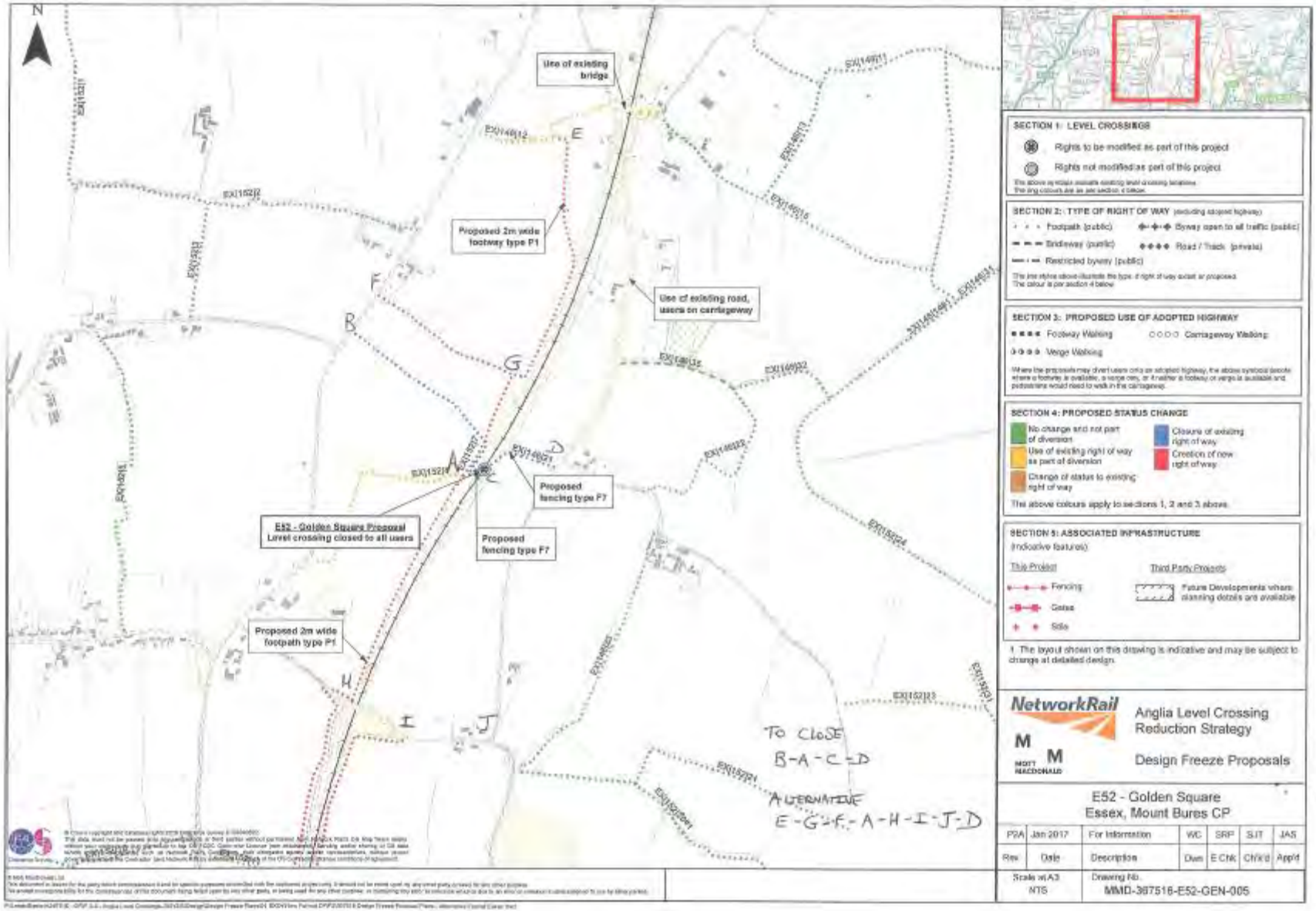
N
Use of existing bridge
Proposed 2m wide footway type P1
Use of existing road, users on carriageway
Proposed fencing type F7
Proposed fencing type F7
E52 - Golden Square Proposal
Level crossing closed to all users
Proposed 2m wide footpath type P1
A
B
C
D
E
F
G
H
I
J
TO CLOSE
B-A-C-D
ALTERNATIVE
E-G-F-A-H-I-J-D
SECTION 1: LEVEL CROSSINGS
Rights to be modified as part of this project
Rights not modified as part of this project
SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)
Footpath (public)
Byway open to all traffic (public)
Bridleway (public)
Road / Track (private)
Restricted byway (public)
SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY
Footway Walking
Carriageway Walking
Verge Walking
SECTION 4: PROPOSED STATUS CHANGE
No change and not part of diversion
Closure of existing right of way
Use of existing right of way as part of diversion
Creation of new right of way
Change of status to existing right of way
The above colours apply to sections 1, 2 and 3 above.
SECTION 5: ASSOCIATED INFRASTRUCTURE
(Indicative features)
This Project
Third Party Projects
Fencing
Future Developments where planning details are available
Gates
Stile
1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
NetworkRail
MOTT MACDONALD
Anglia Level Crossing Reduction Strategy
Design Freeze Proposals
E52 - Golden Square
Essex, Mount Bures CP
P2A Jan 2017 For Information WC SRP SJT JAS
Rev Date Description Dwn E Chk Ch'k'd App'd
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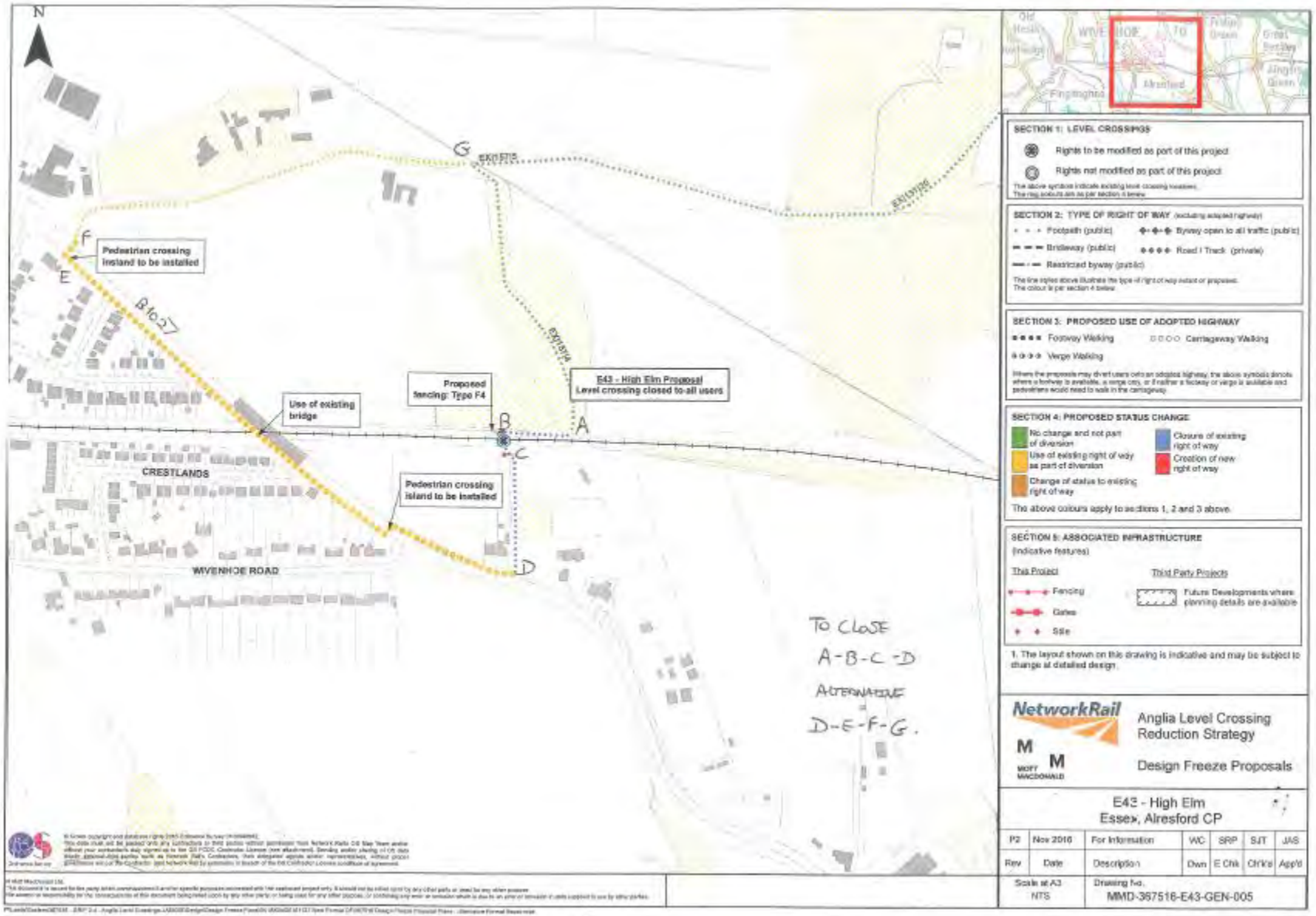
N
G
EXISTING
EXISTING
EXISTING
F
E
Pedestrian crossing island to be installed
B to F
Use of existing bridge
Proposed fencing: Type F4
E43 - High Elm Proposal
Level crossing closed to all users
B
A
C
CRESTLANDS
Pedestrian crossing island to be installed
D
WIVENHOE ROAD
TO CLOSE
A-B-C-D
ALTERNATIVE
D-E-F-G.
SECTION 1: LEVEL CROSSINGS
Rights to be modified as part of this project
Rights not modified as part of this project
SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)
Footpath (public)
Bridleway (public)
Restricted byway (public)
Byway open to all traffic (public)
Road / Track (private)
SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY
Footway Walking
Carriageway Walking
Verge Walking
SECTION 4: PROPOSED STATUS CHANGE
No change and not part of diversion
Use of existing right of way as part of diversion
Change of status to existing right of way
Closure of existing right of way
Creation of new right of way
The above colours apply to sections 1, 2 and 3 above.
SECTION 5: ASSOCIATED INFRASTRUCTURE
(Indicative features)
This Project
Fencing
Gates
Site
Third Party Projects
Future Developments where planning details are available
1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
NetworkRail
MOTT MACDONALD
Anglia Level Crossing Reduction Strategy
Design Freeze Proposals
E43 - High Elm
Essex, Alresford CP
P2 | Nov 2016 | For Information | WC | SRP | SJT | JAS
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NTS
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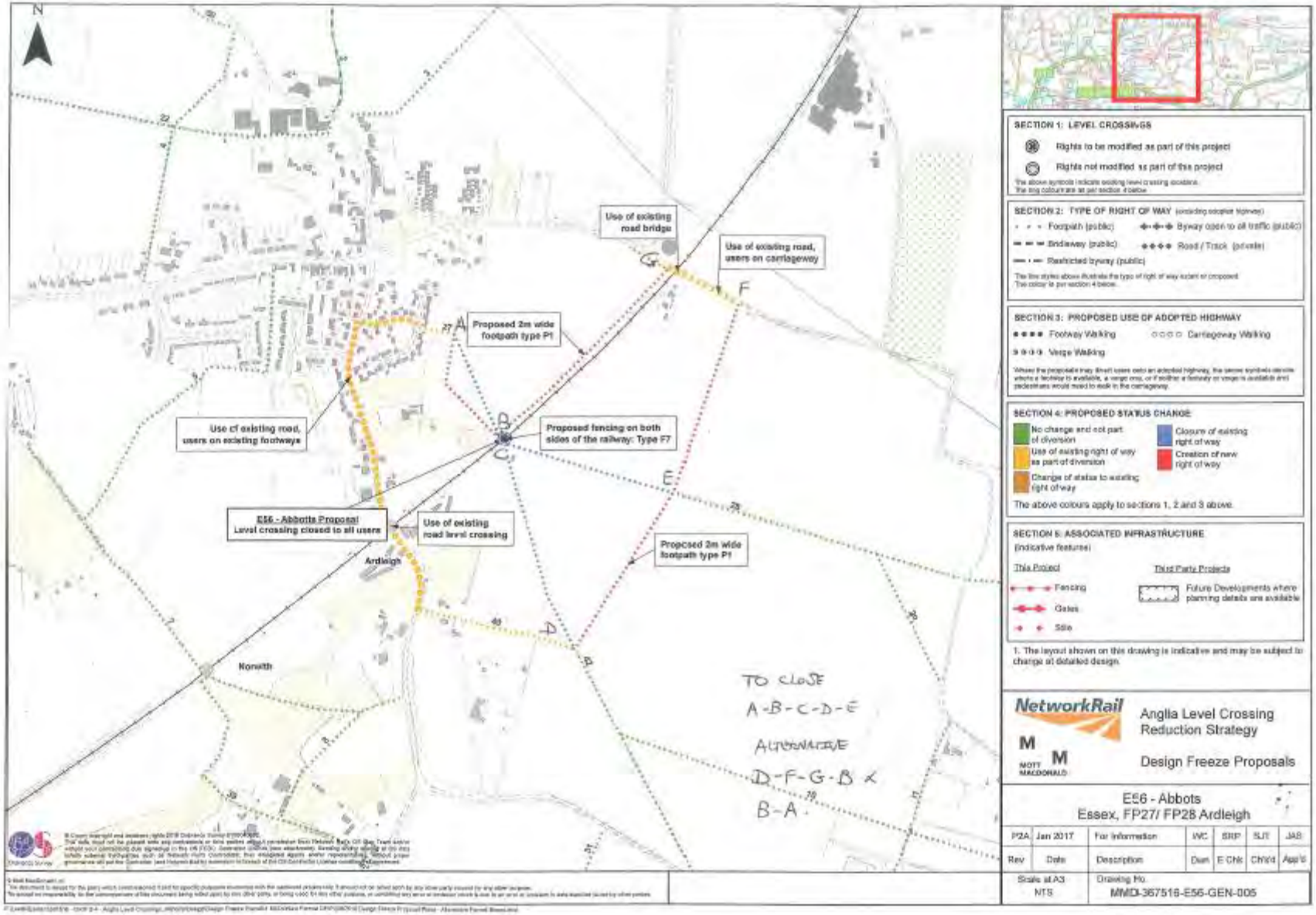
N
Use of existing road bridge
Use of existing road, users on carriageway
Proposed 2m wide footpath type P1
Use of existing road, users on existing footways
Proposed fencing on both sides of the railway: Type F7
ES6 - Abbotts Proposal
Level crossing closed to all users
Use of existing road level crossing
Proposed 2m wide footpath type P1
Ardleigh
Norwith
A
B
C
D
E
F
G
TO CLOSE
A-B-C-D-E
ALTERNATIVE
D-F-G-B x
B-A
SECTION 1: LEVEL CROSSINGS
Rights to be modified as part of this project
Rights not modified as part of this project
SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)
Footpath (public)
Byway open to all traffic (public)
Bridleway (public)
Road / Track (private)
Restricted byway (public)
SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY
Footway Walking
Carriageway Walking
Verge Walking
SECTION 4: PROPOSED STATUS CHANGE
No change and not part of diversion
Closure of existing right of way
Use of existing right of way as part of diversion
Creation of new right of way
Change of status to existing right of way
The above colours apply to sections 1, 2 and 3 above.
SECTION 5: ASSOCIATED INFRASTRUCTURE
(indicative features)
This Project
Third Party Projects
Fencing
Future Developments where planning details are available
Gates
Stile
1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
NetworkRail
MOTT MACDONALD
Anglia Level Crossing Reduction Strategy
Design Freeze Proposals
ES6 - Abbots
Essex, FP27/ FP28 Ardleigh
P2A Jan 2017 For Information IWC SRP SJT JAB
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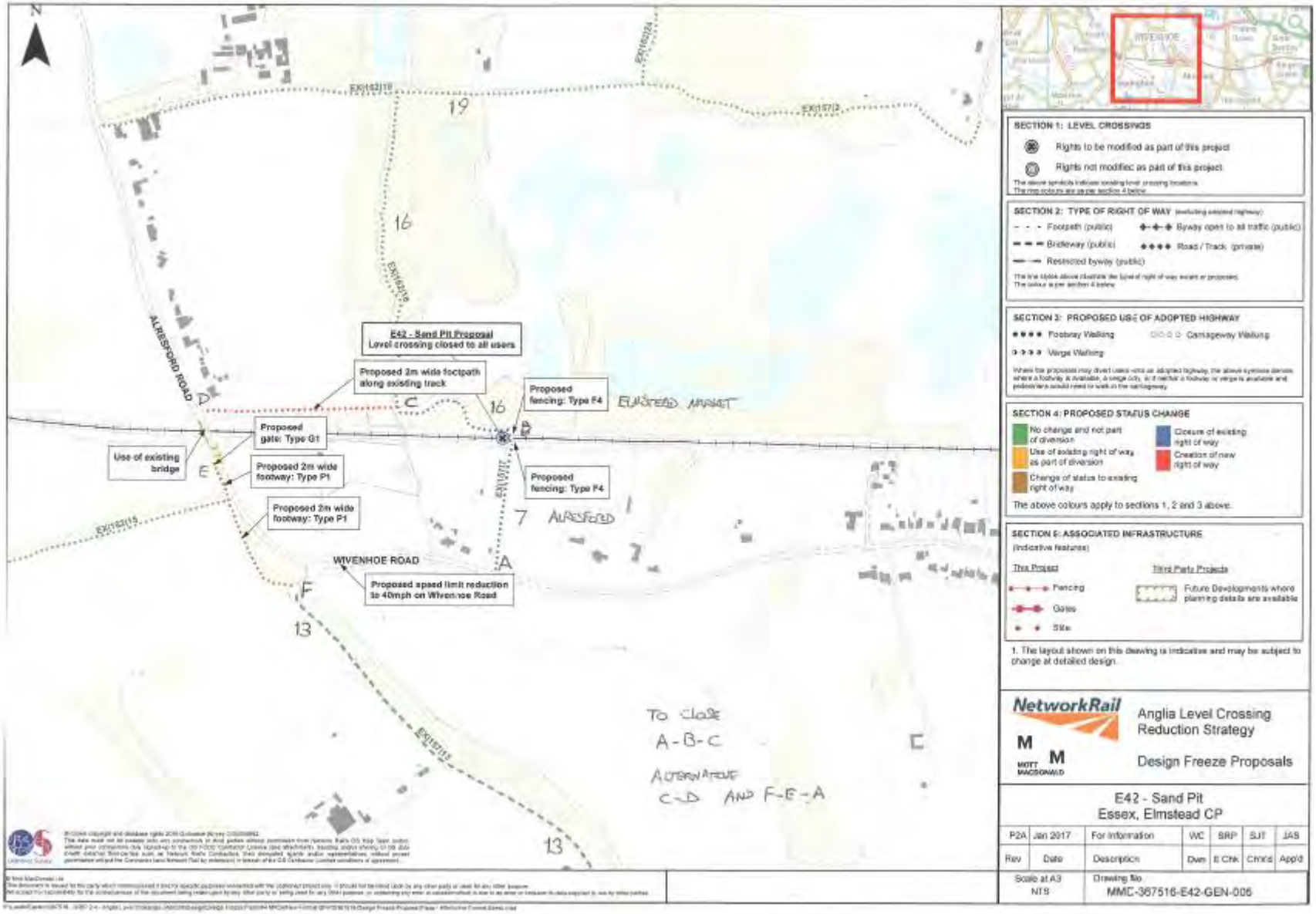
Drawing No. MMDI-367516-ES6-GEN-005


N
19
16
16
7
13
13
ALRESFORD ROAD
WIVENHOE ROAD
E42 - Sand Pit Proposal
Level crossing closed to all users
Proposed 2m wide footpath along existing track
Proposed fencing: Type F4
Proposed gate: Type G1
Use of existing bridge
Proposed 2m wide footway: Type P1
Proposed 2m wide footway: Type P1
Proposed fencing: Type F4
Proposed speed limit reduction to 40mph on Wivenhoe Road
ELMSTEAD MARSH
ALRESFORD
A
B
C
D
E
F
TO CLOSE
A-B-C
ALTERNATIVE
C-D AND F-E-A
SECTION 1: LEVEL CROSSINGS
Rights to be modified as part of this project
Rights not modified as part of this project
SECTION 2: TYPE OF RIGHT OF WAY
Footpath (public)
Byway open to all traffic (public)
Bridleway (public)
Road / Track (private)
Restricted byway (public)
SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY
Footway Walking
Carriageway Walking
Verge Walking
SECTION 4: PROPOSED STATUS CHANGE
No change and not part of diversion
Closure of existing right of way
Use of existing right of way as part of diversion
Creation of new right of way
Change of status to existing right of way
The above colours apply to sections 1, 2 and 3 above.
SECTION 5: ASSOCIATED INFRASTRUCTURE
(Indicative features)
This Project
Third Party Projects
Fencing
Future Developments where planning details are available
Gates
Stile
1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
NetworkRail
MOTT MACDONALD
Anglia Level Crossing Reduction Strategy
Design Freeze Proposals
E42 - Sand Pit
Essex, Elmstead CP
P2A Jan 2017 For information WC SRP SJT JAS
Rev Date Description Dwn Ch'k Chk'd App'd
Scale at A3 NTS
Drawing No MMC-367516-E42-GEN-006

APPENDIX A

Road Safety Audit Designers Response (Road Safety Check)

* Designers Response to be read in conjunction with the Audit Report:				
Safety Audit Problem Number/ Summary	**RSA Recommendation**	**Designers Response to Recommendation: Acceptance details + design proposals OR Rejection details + alternative design proposals**	**Audit Team Comments following designers response**	**Exception Report Required**

DESIGN TEAM REPRESENTATIVE		*ROAD SAFETY AUDIT TEAM LEADER*
Name*:		**Name:**
Position:		**Position:**
Signed:		**Signed:**

Date:		**Date:**

*The design team have carefully considered the problems and recommendations raised as part of this Road Safety Audit Report.

APPENDIX B

Road Safety Audit Exception Report

Please read in conjunction with Appendix A Designers Response and Road Safety Audit Report			
Safety Audit Problem Number	**Designers Response to rejected RSA Recommendation:**	**Audit teams Comments following designers response**	**Project Sponsor Statement**

PROJECT SPONSOR			
Name:	Position:	Signed:	Date:
Additional Comments:			

SENIOR ROAD SAFETY ENGINEER DECISION IF ARBITRATIONAL REVIEW REQUIRED			
Name:	Position:	Signed:	Date:
The Project Sponsor Statement as part of this Exception Report is accepted *The Project Sponsor Statement as part of this Exception Report is rejected:* *(please delete as appropriate)* *Arbitrational Review Required: Yes / No* *((please delete as appropriate)*			

ARBITRATIONAL REVIEWER			
Name:	Position:	Signed:	Date:
The Project Sponsor Statement as part of this Exception Report is accepted (*): *The Project Sponsor Statement as part of this Exception Report is rejected: (**):*			

(*)Following acceptation the Project Sponsor will instruct the design team accordingly
(**) Following rejection the Project Sponsor will obtain the final decision from ECC commissioning team.

ECC COMMISSIONING TEAM (FINAL DECISION)			
Name:	Position:	Signed:	Date:
This Exception Report is accepted *This Exception Report is rejected:*			

EssexWorks.

Public Rights of Way
Improvement Plan

Essex County Council

Research and Analysis Carried Out By:

Steer Davies Gleave
28-32 Upper Ground
London
SE1 9PD

+44 (0)20 7919 8500

www.steerdaviesgleave.com

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Foreword

Cllr Norman Hume

Through EssexWorks, Essex County Council has a programme to deliver the best quality of life in Britain and secure the future of our County. This Essex Rights of Way Improvement Plan is a key document which outlines our future plans for the management and improvement of Public Rights of Way. The Rights of Way Improvement Plan will assist in the delivery of EssexWorks for a better quality of life by ensuring that the network meets the needs of Essex residents and visitors, improving access for all users and making Public Rights of Way information more readily accessible.

Cabinet Member for
Highways & Transportation

Paul Bird

The Rights of Way Improvement Plan sets out our ambitions for the Public Rights of Way network in Essex. The programme outlined in the Rights of Way Improvement Plan will ensure that the Public Rights of Way Service and the network itself are ready to meet the present and future demands of Essex residents and visitors.

Director for
Highways & Transportation

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Introduction

This Rights of Way Improvement Plan (RoWIP) is the result of the Countryside and Rights of Way (CRoW) Act 2000, which placed a duty on Essex County Council (ECC) to set out a 10 year strategy for improving access to the countryside through rights of way.

The plan is related to the Local Transport Plan for Essex and builds on the statutory duties of the Highway Authority to '...assert and protect the right of the public to use rights of way' (Highways Act 1980 S130) through maintenance of both the Definitive Map and Statement and the routes themselves.

All RoWIPs must contain an assessment of

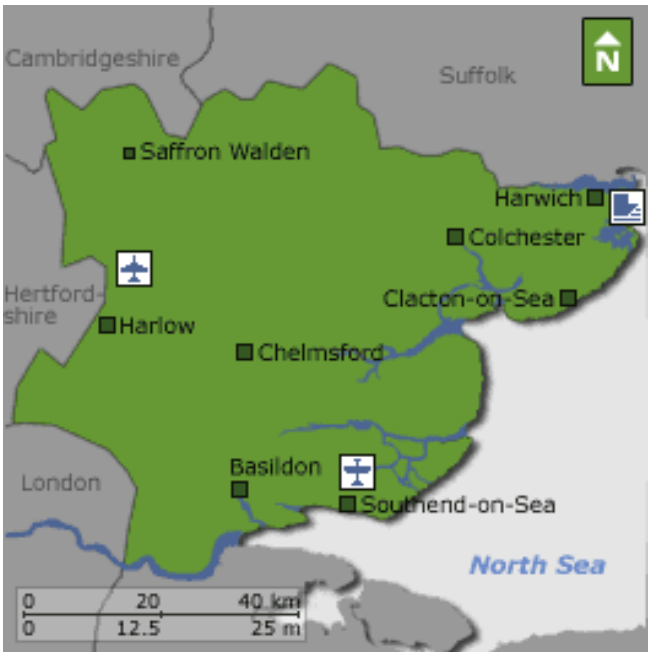
- The extent to which local rights of way meet the present and likely future needs of the public
- The opportunities provided by local rights of way for all forms of open air recreation and enjoyment
- The accessibility of local rights of way to blind or partially sighted persons and others with mobility problems.

RoWIPs are intended to be the means by which local highway authorities will identify improvements and management changes to be made to their local rights of way network in order to meet the Government's aim of better provision for walkers, cyclists, equestrians and people with mobility problems. Therefore, this RoWIP comprises the key findings of the assessments to date, together with an action plan detailing proposals for an improved network of rights of way.

Setting the Essex scene

The Essex environment

Essex lies on the East coast of England and is bordered by Suffolk and Cambridgeshire to the north, Hertfordshire and London to the west; the Thames Estuary and Kent to the south and the North Sea to the east. As well as Essex County Council there are 12 district and borough councils and 2 unitary authorities - Southend-on-Sea and Thurrock, which have published separate RoWIPs - and over 270 town and parish councils. A map showing Essex parishes may be viewed on the ECC website.



Despite being one of the most densely populated areas of Europe, the Essex landscape outside the major conurbations is diverse and predominantly rural with 72 per cent of the land area used for agriculture. It is mainly arable with some grazing land, particularly in the low lying coastal areas. At over 560 kilometres (km), the Essex coast is one of the longest in the United Kingdom, most of which is protected by defence walls with or without salt marsh on the seaward side. These coastal areas form a large proportion of the County's 75 Sites of Special Scientific Interest (SSSIs) which have statutory protection and cover some 35,000 hectares (ha). Inland, over 1500 local wildlife sites covering 13,900ha provide an important asset for both wildlife and people. 234 conservation areas, in excess of 14,000 Listed Buildings and over 300 Scheduled Monuments all enhance the county.

Essex demography

The 2001 census indicated a growing population of 1.3 million which had increased by 4.9 per cent in the preceding decade. The population density is 60 per cent higher than the national average of 3.8 people per hectare with 30 per cent concentrated in four main urban areas. Only 23 per cent of this population live in the rural areas of Essex.

Black ethnic minority groups make up 2.9 per cent of the population, which is considerably lower than the national average of 9 per cent. The highest proportion is in Epping Forest and Harlow districts which are located on the outskirts of greater London.

The population is aging, with 19 per cent of residents over pensionable age which is in line with current national averages. However, with a higher than average projected growth of 12 per cent, accessibility issues are expected to increase over time.

National Health Service figures classify 71 per cent of the Essex population as being in good health but whilst this is comparable to national figures, obesity levels of over 20 per cent is an increasing problem. With clear links between exercise and obesity the rights of way and access networks in Essex which are freely accessible to all undoubtedly make a contribution towards the reduction of this problem.

Of respondents to the general questionnaire, 13 per cent considered themselves to have a disability. This seems to reflect the census information which states that 16 per cent of all Essex residents and 12 per cent of working age describe themselves as having a limiting long term illness. Generally this figure was higher in Tendring district which is located in the east of the county. The Disability Rights Commission has found that 8.5 million people in the UK have some form of disability, and 1 in 10 of those people use a wheelchair. Further research points to the fact that 1 in 4 households has at least one disabled person as a household member and nearly half the population benefits from changes made in the name of minority groups.

Less than 1 per cent of the population of Essex is registered blind or partially sighted and two thirds of those are aged seventy-five or over.

Almost two thirds of people travel to work by car, 15 per cent use public transport, while 11 per cent walk or cycle. The RoWIP general questionnaire responses indicated that in the region of 8 per cent of users travel to work via the rights of way network showing that it makes a substantial contribution to the sustainable transport agenda.

The extent of the network

The RoWIP is required to consider local rights of way which are defined in section 60(5) of CROW Act 2000 as '...footpaths, cycle tracks, bridleways, restricted byways and byways open to all traffic. Cycle tracks with or without a right of way on foot (other than those in or by the side of a highway consisting or comprising a made up carriageway) also come under the scope of RoWIPs.'

Definitive Public Rights of Way

Public Rights of Way are highways mainly used by non-motorised traffic. They are defined routes with legal protection against blockage or closure and they are available for the public to pass and re-pass along them at all times.

In Essex there are over 6200km of Public Rights of Way recorded on the Definitive Map and Statement which forms the legal record. It comprises a number of maps showing the position of the rights of way and a list of paths describing their position and it may include other details such as the width of paths. The Definitive Map is the source for the routes shown on the Ordnance Survey LandRanger and Explorer maps.

Public Footpaths are routes restricted to use by pedestrians, with or without any 'usual accompaniments' such as push chairs, wheelchairs or dogs.

Public Bridleways allow access to pedestrians as above but in addition allow the right to ride or lead a horse and to ride or push a bicycle. Cyclists must give way to other users.

Restricted Byways provide a right for pedestrians, equestrians and cyclists as above but also a right to drive non-motorised vehicles such as carriages along the route. (There are two sections of Restricted Byway in Essex, in Rochford and Brentwood districts).

Byways are open to all types of traffic, including motorised vehicles, however their main use is non-motorised and they are maintained accordingly. Motorised vehicles such as four wheel drive and motorcycles must be road legal with a valid road fund licence, insurance and MOT.

Figures 1, 2 and 3 and Table 1 (below) show the relative distributions of footpaths, bridleways and byways within Essex and a breakdown of path lengths. An immediate conclusion is that there are fewer routes available to horse riders and cyclists than pedestrians and the situation is worse for users of horse drawn carriages and recreational motor vehicles.

Continuous review

The Wildlife and Countryside Act 1981 (WCA81) places a duty on ECC as Surveying Authority to maintain and update the Definitive Map. The WCA81 requires that the Map and accompanying Statement is constantly updated to reflect changes that have resulted from legal orders. The first Definitive Map for Essex was prepared in 1953 and was republished in 1963 and 1971, with a consolidation map being prepared on 15 July 2002 to include the many hundreds of legal changes that had occurred since the first review. This is the relevant date of the current Definitive Map. All 'Roads Used as Public Paths' in Essex have been reclassified. The Definitive Map is therefore a constantly evolving, live document.

The Definitive Map is conclusive in law as to the paths shown in the document, but this does not preclude additional paths from being claimed or existing rights from being challenged. Such claims and challenges however, may only be considered strictly on matters of evidence, not on the basis of suitability or preference.

The Definitive Map Review is undertaken by Essex Legal Services and was commenced in 1988 on a roughly alphabetical district by district basis. The current programme is now more than two-thirds complete. In response to feedback from those involved in the process, we will be developing a revised review system for use in the future as part of the RoWIP process.

The WCA81 enables the Surveying Authority to make Orders to modify the map if the submitted evidence is sufficiently strong to support the making of an Order. Many of these claims are submitted by user group volunteers, members of the public or landowners. Our role is to objectively determine the validity of any claims and assess the evidence submitted in support of them. However, some alterations are also made as a result of anomalies in the record being discovered by ECC, and the same rigorous approach is applied to their investigation.

Since 2005, Surveying Authorities have been required to hold on deposit a record of applications that have been made to modify the Definitive Map and Statement. This is kept in electronic and paper format at County Hall in Chelmsford. Details are provided by applicants and the applications may be viewed by clicking on 'Schedule 14 Applications' on the Public Rights of Way pages of the Essex County Council website. Information about relevant criteria for claims is available on the Planning Inspectorate website.

The CRoW Act introduced a deadline of 2026 for claims to be made regarding unrecorded rights of way which were in existence before 1949. If not recorded by 2026, these rights of way will be lost. The 'Discovering Lost Ways' (DLW) project was set up by The Countryside Agency (now Natural England) to systematically search historic records for routes of previously unrecorded public footpaths, bridleways and byways so that Definitive Map Modification Orders may be made to record them. This historical research is also expected to reveal the existence of higher rights along some routes, for example, unrecorded bridle rights along a public footpath. The DLW project was piloted in two local authorities and is currently subject to appraisal.

A further register (under Section 31A Highways Act 1980) concerns the provision for landowners to register declarations made under Section 31(6) of the Highways Act 1980. These declarations and statements enable landowners to formally acknowledge public rights across their land and, in doing so, create a presumption that they have no intention to dedicate any further routes across their land.

In addition to the above statutory duties and powers, we also have a range of discretionary functions which are vital to the improvement of the public rights of way network which fall to the Highway Authority. Public Path Orders in particular change the network through extinguishments, creations and diversions.

Many of these Orders arise from applications for diversions made in the interest of the landowners and also from developments which can provide the opportunity to achieve local improvements. The Town and Country Planning Act 1990 requires the relevant Planning Authority, which is often the district or borough council, to consider these Orders where they are required to enable development to be carried out.

The Highways Act 1980 (HA80) enables councils to make orders to alter the route of a path where it is in the interests of the landowner, the public or both. Since 2006, the majority of district and borough councils have passed to ECC the Order making function for diversion orders made under the Highways Act 1980 and there is a managed programme in place to deal with a backlog of such applications. Paths may also be created, diverted or extinguished via application to a magistrates' court or the Secretary of State.

The Highway Authority is also expected to be looking for opportunities to improve the network. Under Section 25 of HA80 councils may enter into agreements with landowners to create routes over their land. This is a cost effective way of achieving improvements to the network provided agreement can be reached with the landowner. Such agreements can form part of a 'new paths for old' package. ECC has been particularly proactive in this area and has developed a Creation Strategy.

Table 1: Extent of the Public Rights of Way network in Essex as at January 2009

	By Length					By Percentage				
Districts	Byway (Km)	Restricted Byway (Km)	Bridleway (Km)	Footpath (Km)	Total (Km)	% Byway	% Restricted Byway	% Bridleway	% Footpath	% of Essex Network
Basildon	4.86	0.00	30.34	112.12	147.32	3.3%	0.0%	20.6%	76.1%	2.3%
Braintree	51.04	0.00	116.93	1,003.75	1,171.72	4.4%	0.0%	10.0%	85.7%	18.6%
Brentwood	10.62	0.14	40.58	192.02	243.36	4.3%	0.1%	16.7%	78.9%	3.9%
Castle Point	0.94	0.00	20.97	66.62	88.53	1.1%	0.0%	23.7%	75.3%	1.4%
Chelmsford	10.54	0.00	102.55	594.86	707.95	1.5%	0.0%	14.5%	84.0%	11.3%
Colchester	3.82	0.00	48.86	490.37	543.05	0.7%	0.0%	9.0%	90.3%	8.6%
Epping Forest	27.53	0.00	96.61	569.48	693.62	4.0%	0.0%	13.9%	82.1%	11.0%
Harlow	0.34	0.00	7.03	64.99	72.36	0.5%	0.0%	9.7%	89.8%	1.2%
Maldon	2.82	0.00	34.73	457.86	495.41	0.6%	0.0%	7.0%	92.4%	7.9%
Rochford	22.35	0.54	30.04	229.99	282.92	7.9%	0.2%	10.6%	81.3%	4.5%
Tendring	5.27	0.00	31.24	383.74	420.25	1.3%	0.0%	7.4%	91.3%	6.7%
Uttlesford	98.68	0.00	216.21	1,108.51	1,423.40	6.9%	0.0%	15.2%	77.9%	22.6%
Essex County	238.81	0.68	776.09	5,274.31	6,289.80	3.80%	0.01%	12.34%	83.85%	100.0%

Figure 1: Distribution of Public Footpaths in Essex as at January 2009

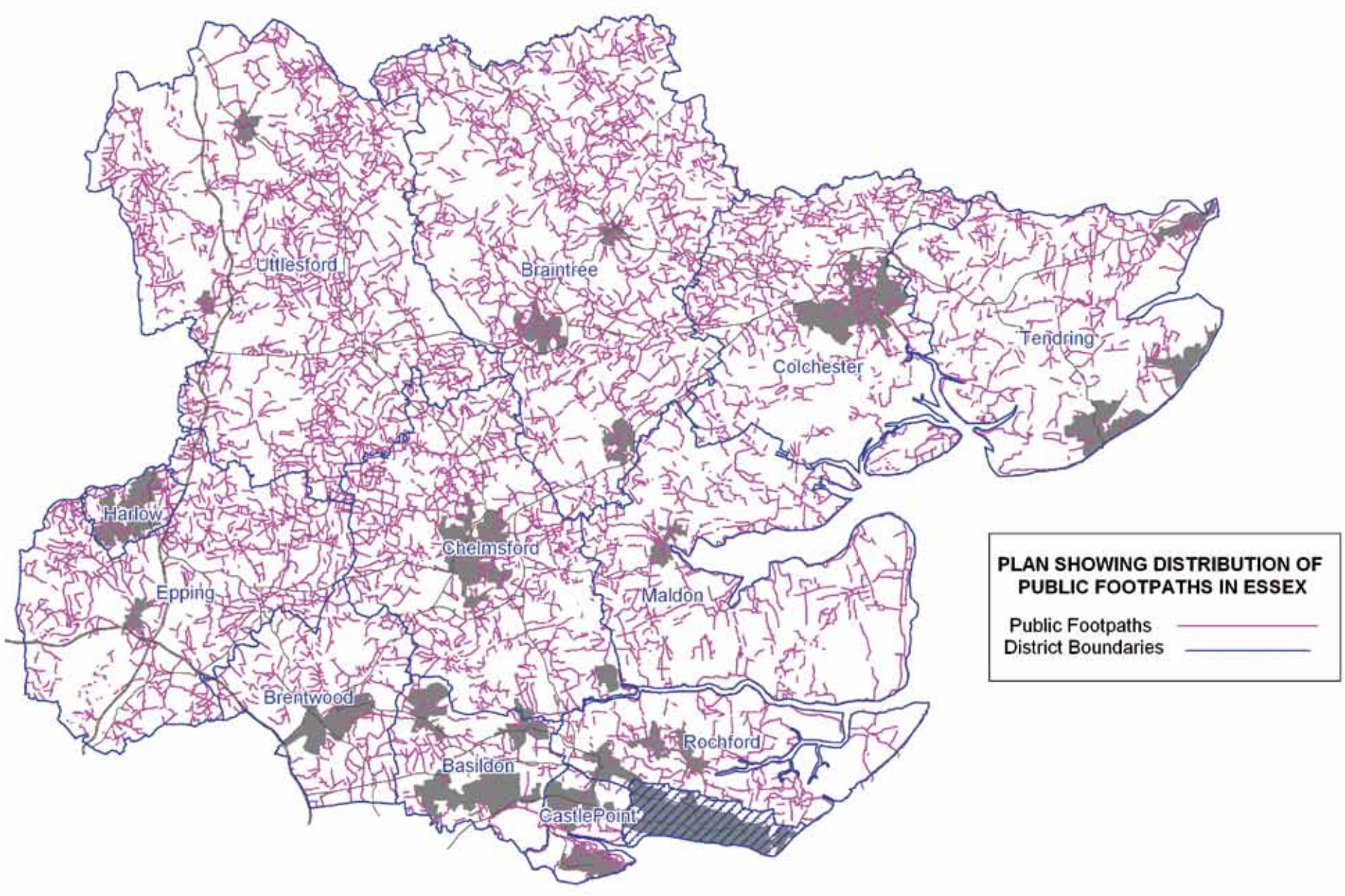


Figure 2: Distribution of Public Bridleways in Essex as at January 2009

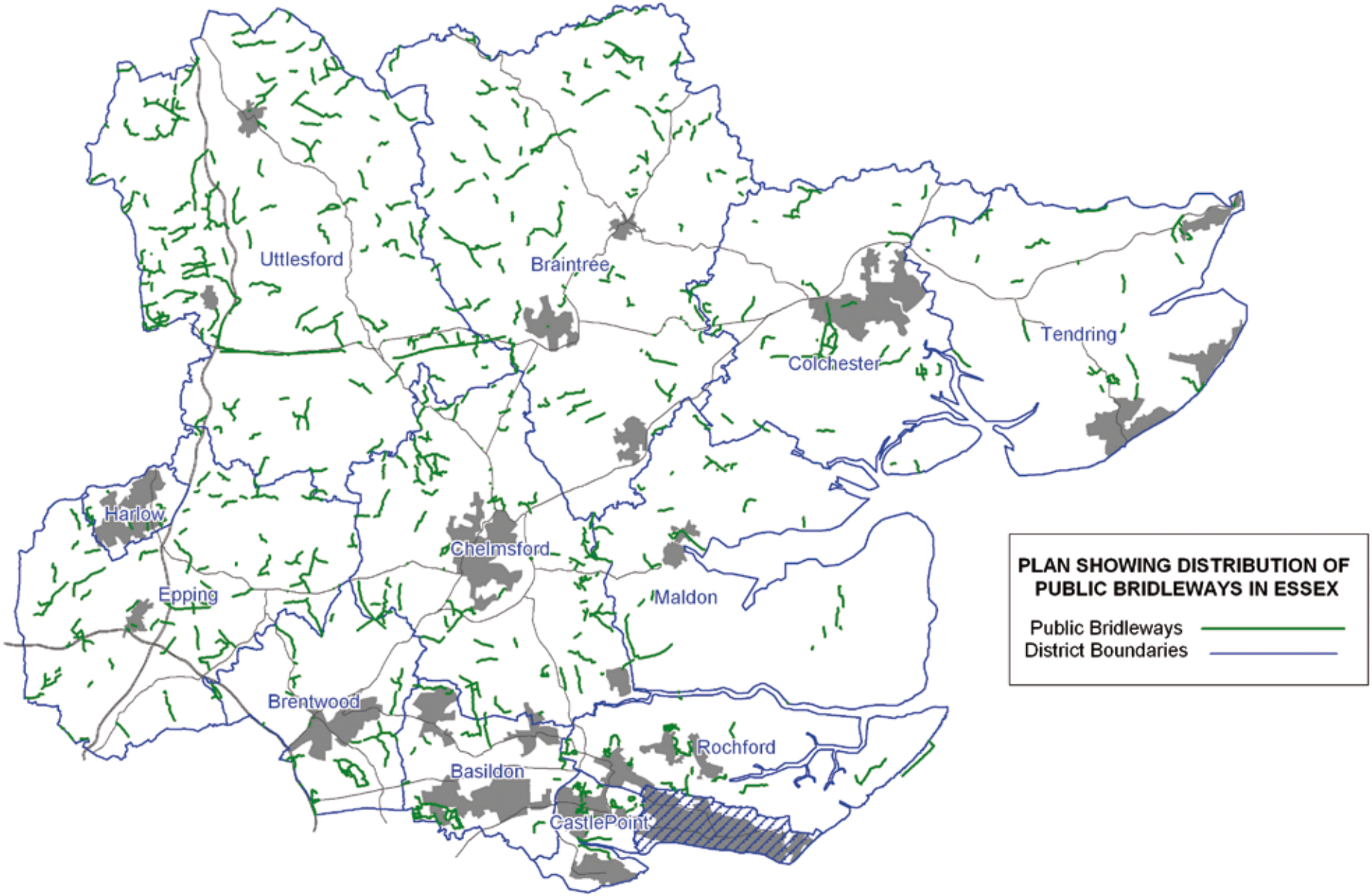
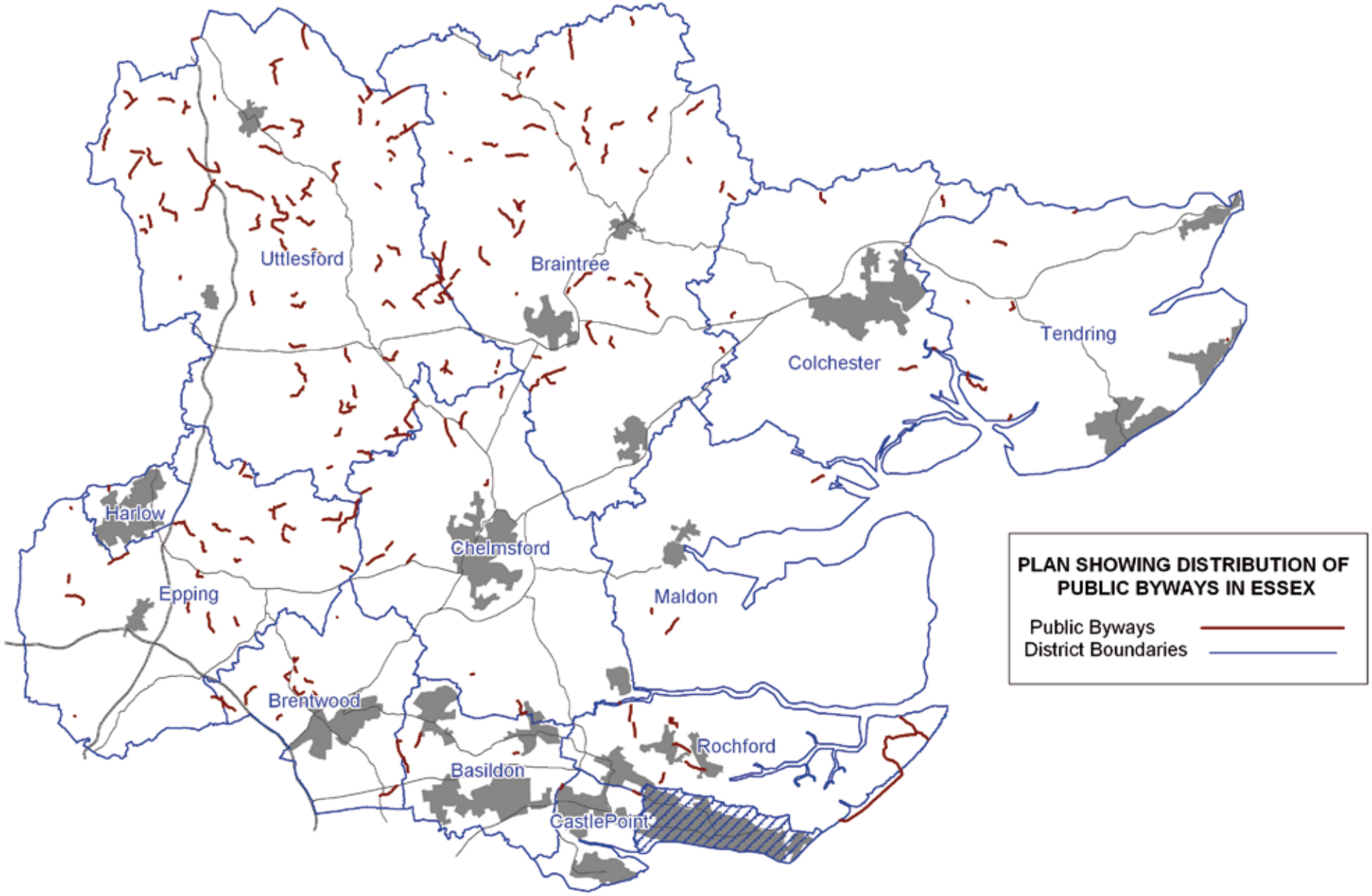


Figure 3: Distribution of Byways in Essex as at January 2009



Other non-vehicular highways

In addition to the rights of way network in Essex, just over 25km of adopted independent footways and over 135km of remote cycle tracks also contribute to the provision for pedestrians and cyclists. These routes are generally urban in nature, of a sealed/bitumen macadam construction and are maintained as part of the wider highway network by Essex County Council. Most of the cycle tracks are located around the centres of Basildon, Chelmsford, Harlow and Colchester, the latter having cycling demonstration town status.

Permissive routes

Permissive routes (sometimes termed concessionary paths) are those which the landowner permits the public to use with the intention that they should not become a permanent right of way. There are a number of schemes in operation in Essex which in particular make a significant contribution to bridleway provision.

East Anglian Farm Rides – a licence scheme established in 1989 which provides over 250 miles of off-road tracks and headlands on over 55 farms in Essex. In particular, much needed routes are provided in Tendring district and the Dengie area of Maldon district in areas of otherwise sparse coverage.

Epping Forest – a licence scheme administered by City of London with approximately 30 miles of additional permissive bridleway within Epping Forest.

Conservation walks and rides – approximately 112km permissive paths provided free of charge under the Countryside and Environmental Stewardship Schemes with 9 out of 47 sites providing 37km of bridleway access, and only 4 sites not linking to existing public rights of way. The agreements with farmers are for a set period of years meaning the potential loss of an average of 13km per year over the period between now and 2017 unless new arrangements are introduced.

Numerous smaller routes exist which link up the definitive path network, such as those on Defence Estates land at Friday Woods in Colchester Borough.

Open Access land and other types of access

Registered Common Land in Essex covers an area of approximately 1103ha and this forms part of the extent of the land designated for Open Access. A further 190ha of land has been dedicated as Open Access Land: Rowney Woods, Broaks and Shardlowes Woods and Chalkney Wood. The Open Access right to use this land is restricted to access on foot only for leisure activities such as running, bird watching and picnicking. These Open Access rights may not be available at certain times for reasons of nature conservation, land management or public safety. If any Open Access land is temporarily closed, it will have a 'restriction' placed on it so there is no public access and details can be found on the countryside access website.

Forestry land – Thames Chase Community Forest area in east London covers 10,400ha, approximately half of which is in Essex. It comprises 47 country parks, nature reserves, existing and newly planted woodlands, and informal open spaces that are open to the public, including Thorndon Country Park.

The Woodland Trust manages 15 woodland sites within Essex providing approximately 470ha of publicly accessible land.

Local authorities and other national bodies manage areas of woodland and parkland for public access in Essex. Some of the major sites are listed below:

Managing authority	Approximate extent in hectares	Location
Basildon District Council	77 51 20 24 162	including Norsey Wood Wat Tyler Country Park The Wick Queens Park 50 per cent of Langdon Hills
Brentwood Borough Council	30 37 21	including Hartswood Hutton Country Park Warley Country Park
Castle Point Borough Council	80	including West Wood
Colchester	140	High Woods Country Park
Epping Forest District Council	25	including Chigwell Row Wood
Harlow District Council	20	Parndon Wood
Rochford District Council	130 40	Hockley Woods Cherry Orchard Jubilee Country Park
Essex County Council	Over 500ha	Country Parks at Cudmore Grove, Danbury, Marsh Farm, Hadleigh, Thorndon, Weald and Great Notley (including access to the Flitch Way).
Essex Wildlife Trust	2900	In 87 nature reserves, including Fingringhoe Wick, Abbotts Hall Farm, Danbury Ridge, Blue House Farm, Langdon and Hanningfield Reservoir.

Managing authority	Approximate extent in hectares	Location
The National Trust	424	Hatfield Forest and National Nature Reserve
RSPB	631	Old Hall Marshes at Tollesbury (part of 1031ha Blackwater Estuary National Nature Reserve)
	52	Stour Estuary
	25	Vange Marshes
	620	Wallasea Island
	30	West Canvey Marshes
DEFRA	115	Wallasea Island

Wider highway network

The highway network is composed of many different types of route. The extent of these routes may include a carriageway – surfaced or un-surfaced – a footway, and a verge.

There are 7500km of roads in Essex. Motorways and trunk roads account for 3 per cent and are managed by the **Highways Agency**. ECC manages and maintains the rest, divided into classifications: A roads 8 per cent, B roads 10 per cent, C roads 21 per cent and non-classified local roads 57 per cent. A further category of non-maintainable roads account for 1 per cent of the network and responsibility for maintenance of these usually lies with the frontagers.

The main railway lines in Essex run from London's Liverpool Street station to Southend-on-Sea, Southminster, Clacton-on-Sea, Walton on the Naze and Harwich Town, and through Essex to Felixstowe, Ipswich and Cambridge, and from Fenchurch Street station through to Southend-on-Sea.

On both the highway and rail networks speed and frequency of vehicles have a significant impact on the use of the rights of way networks and further challenges will come with proposed future development in the county.

The condition of the network

Assessment of the survey responses (see Making the Assessment below) gives an excellent understanding of users perception of the networks quality, quantity and problems on the network. The Survey Analysis Report and User Group Workshop Report detail the issues arising from this assessment.

Data collected as part of the site surveys for the former Best Value Performance Indicator 178, now collected as Essex LTP24, is an additional resource. Each year, 5 per cent of the network is assessed on the ground to measure ease of use and accessibility – 2.5 per cent in May and 2.5 per cent in November.

Network continuity

In order to consider the continuity of the network, a measure of the number and location of applications for modifications and requests for improvements to the network will be undertaken; as well as the extent the network assists access to key destinations – tourist/ visitor attractions, schools, shops and places of work.

A further assessment will be made of the points of interaction with the wider highway network and the potential opportunities for improvement. This will contribute to the prioritisation, funding and provision of route creations, verge improvements and crossing facilities.

Sustainable transport

Essex County Council is committed to supporting and encouraging sustainable forms of transport. Sustainable transport measures help improve local connections to schools, shops and employment.

Improvements to the rights of way network support the use and development of the local network, providing off-road alternatives for all types of user.

Tourism and visitors on promoted paths

Essex County Council promotes a number of routes on the rights of way network including the flagship 130km Essex Way which is widely promoted for leisure walking. In order to know where improvements should be focused we will review the routes and paths in Essex that are promoted and how these rights of way, in turn, promote access and enjoyment of tourist destinations and the countryside.

Making the assessment

RoWIP Guidance recommends that in order to properly assess the extent to which local rights of way meet the present and likely future needs of the public, Highway Authorities should:

- Undertake a survey in relation to the rights of way network
- Identify any other relevant information, including other plans and strategies for the area
- Study the Definitive Map and Statement of rights of way
- Collate and consider data on applications for modifications to the Definitive Map and Statement
- Collate and consider data on requests for improvements to the network
- Collate and consider data on the condition of the network

Extensive consultation with various interest groups across the county of Essex helped to establish and prioritise the main issues and problems amongst the different rights of way users in the county.

Those consulted included walkers, cyclists, equestrians, motorised users, land managers, and groups such as health, youth, accessibility and visitor/tourist organisations.

Equality Impact Assessment

Equality Impact Assessments (EIA) originate from the Race Relations (Amendment) Act 2000 as well as the Equality Standard for Local Government (ESLG). Local authorities and public sector organisations have a legal duty to consider race, disability and gender but it is good practice to extend assessments to age, sexuality and faith/ religion, thereby making the six strands of the Equality Standard for Local Government.

The EIA process helps to improve policies, procedures and functions for the whole community and not just the specified minority groups. By the very nature of the wide consultation carried out to produce this RoWIP, it has become in itself an EIA for the public rights of way service in Essex and will therefore help to shape future policies and procedures.

It is not clear to what extent minority groups were represented from the questionnaire and focus group analysis or whether there were any issues of greater relevance to these groups. Therefore further engagement will be necessary.

Assessment of need and demand

Essex County Council considered the needs and circumstances of people with a range of expectations, interests and levels of ability, including both local people and visitors to the area.

Six user groups were consulted by questionnaire:

- General questionnaire (sent to a random selection of 10,000 Essex households)
- Walkers questionnaire
- Cyclists questionnaire
- Equestrian users questionnaire
- Motorised vehicle users questionnaire

- Land managers questionnaire

Workshops were held with representatives from:

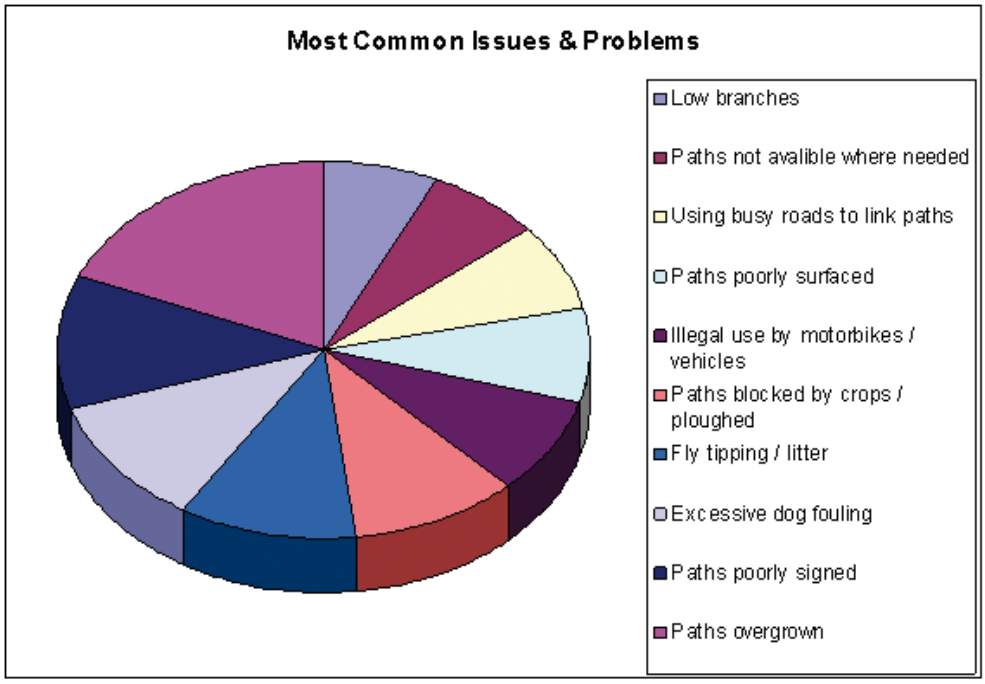
- Youth groups
- Visitor/ tourist groups
- Accessibility / mobility groups
- Health groups

The results

Most common issues and problems

Overgrown paths were the most common problem cited by respondents, followed by poor signage, excessive dog fouling, fly tipping or litter, and blocked paths. Therefore countywide, the greatest priority for rights of way is better maintenance, closely followed by clamping down on the illegal use of routes by motorcyclists and motor vehicles and the promotion of the Countryside Code to encourage more responsible use of the countryside. Similar results were found across all districts and boroughs, with no district or boroughs' top three priorities being out of the top five for the county.

Figure 3: Common issues and problems experienced by rights of way users in Essex



Different user group needs and demands

The overall quantity of rights of way in Essex is generally considered to be good, particularly for walkers. Similarly, the overall condition of rights of way in Essex is considered to be good for walkers and motorised vehicle users. The districts and boroughs with the highest and lowest levels of satisfaction vary greatly for different user groups. If a trend is to be seen, it is that the smaller districts and boroughs have the lowest levels of satisfaction.

The countywide pattern does hide some significant differences between different user and interest groups. Table 2 is a summary of the most significant issues and problems identified by the different user and interest groups.

Table 2: Problems and issues experienced by different user groups

	Walkers	Cyclists	Equestrians	Motorised vehicles	Land managers	Health groups	Youth groups	Accessibility	Visitors
Poor maintenance of paths - overgrown etc.,	●		●	●		●			●
Blocked paths	●		●	●					
Poorly signed paths - waymarking	●			●			●	●	
Fly tipping / litter	●			●	●				
Dog fouling	●								
Busy road to link paths	●								
Illegal use by others	●				●	●			
Difficulty crossing roads	●		●						●
Paths not available where needed		●							
Lack of bridleways		●	●						
Safe routes to school / commuting		●							
Other users' lack of knowledge			●	●					
Lack of good quality information on routes				●		●		●	●
Access issues / problems					●		●	●	
Poor facilities en route								●	

A significant number of all questionnaire user groups responded that they do not use rights of way as much as they would like. The main reasons for this across all groups are lack of time, other commitments and lack of paths in suitable locations such as circular routes or paths avoiding main roads. For walkers, paths overgrown (with nettles, for example) are a limit, as is a lack of information. For motorised vehicle users, the legality of using certain paths is a limiting factor.

The needs of potential users

The views of potential users of rights of way were recorded in the General Questionnaire. Whilst it is realised that all users have potential to use rights of way more often, for the purposes of the Improvement Plan, potential users are defined as respondents to the General Questionnaire who did not already use rights of way.

Related to this lack of paths is the issue of providing access to the countryside from new developments. This highlights the need for local planners to be aware of the need for green links from new housing to the countryside wherever possible, and to use Section 106 Agreement funding to ensure that these schemes are realised.

For respondents to the General Questionnaire and walking and motorised vehicle user groups, the results showed that the priority for spending is on better maintenance, ensuring historical rights of way are properly recorded, clamping down on the illegal use of motor vehicles in the countryside and promotion of the Countryside Code to encourage more responsible use. For cyclist and equestrian users, the priorities for spending focus on safety improvements such as crossings on busy roads and upgrades of footpaths and bridleways to make them more suitable for use by horses and bicycles.

For visitors, improving the network to allow greater access to key destinations would be a priority. Essex has a rich heritage of historical buildings and a diverse range of country parks. Many Essex coastal resorts offer excellent sailing and watersport facilities alongside Blue Flag and Quality Coast Award beaches. Other key destinations in the twelve Essex districts include:

Basildon District	Wat Tyler Country Park Langdon Hills Nature Reserve	Towngate Theatre The Motorboat Museum
Braintree District	Hedingham Castle Colne Valley Railway	Gosfield Lake Unex Towerlands Equestrian Centre
Brentwood District	Ingatestone Hall Mountnessing Windmill	Kelvedon Hatch Secret Nuclear Bunker
Chelmsford	Hylands House and Park RHS Garden Hyde Hall	Marsh Farm Country Park Battlesbridge Antiques Centre
Castle Point	Hadleigh Castle/Country Park	RSPB Canvey Marsh
Colchester	Colchester Castle Beth Chatto Gardens	Dedham Vale AONB Colchester Zoo
Epping Forest	Lee Valley Regional Park Epping Forest Visitor Centre	Copped Hall North Weald Airfield
Harlow	Gibberd Garden	Parndon Wood Nature Reserve
Maldon	Museum of Power	New Hall Vineyard
Rochford	Dutch Cottage, Rayleigh	Foulness Island/ Maplin Sands
Tendring	Clacton Pier	Holland Haven
Uttlesford	Audley End House Thaxted Guildhall	Fry Art Gallery Mountfitchet Castle Experience

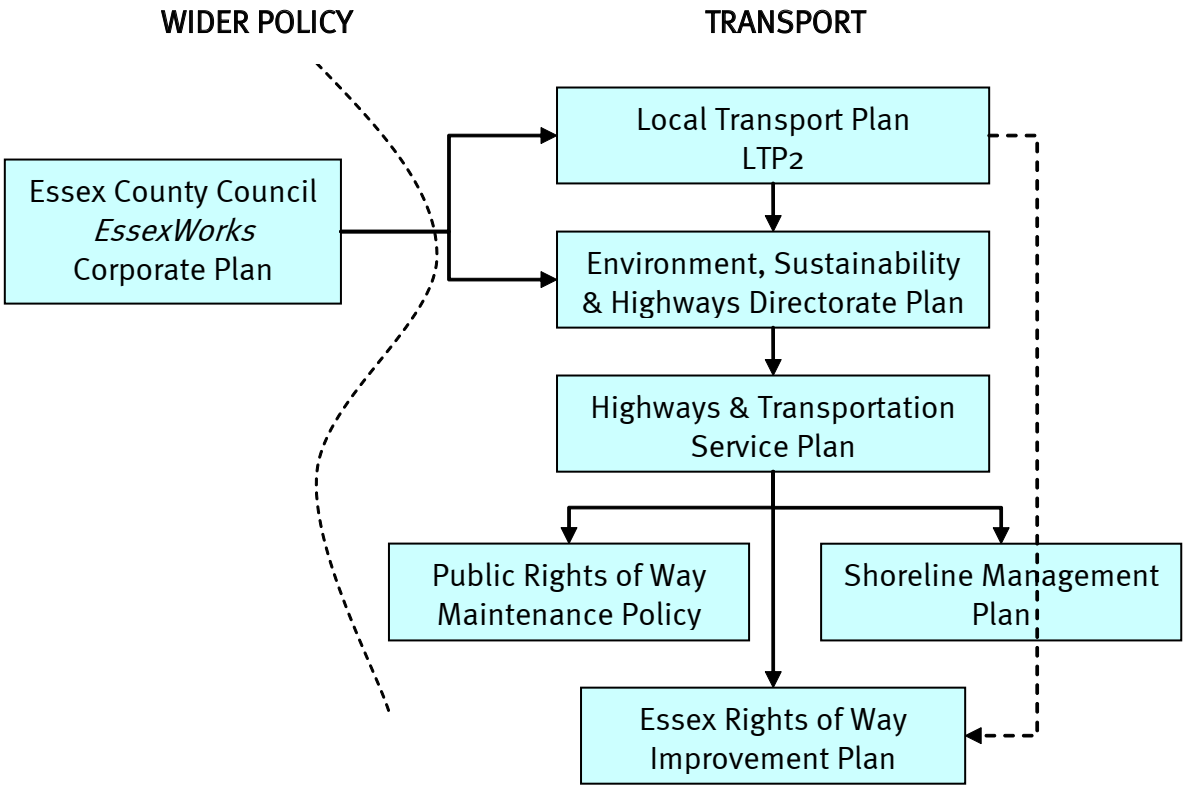
Assessment conclusions

Further assessment work is planned for 2009/10, the findings of which will be combined with the information above and other survey work and consultation. If new findings result, the statement of actions will be changed accordingly where suitable.

Relevance to other plans and policy

Research has been carried out into relevant Essex policy and strategic documents. Where appropriate, objectives or priorities from these related documents, along with an analysis of the problems identified in the survey and workshops formed the basis for developing the objectives for the Improvement Plan.

Figure 5: Strategic fit of the Essex Rights of Way Improvement Plan



Essex Works Corporate Plan 2008-2011

The ECC Corporate Plan outlines the strategic objectives and key priorities that the council will deliver to 2011 through three EssexWorks delivery programmes: Our People, Our Economy and Our World, and an overarching priority of 'putting the customer first'.

Our People	Our Economy	Our World
Increasing educational acheivement and skills	Improving transport	Protecting the environment
Promoting health and leisure	A first class highways network in Essex	Improved towns and countryside
	Promoting sustainable economic growth	Reducing and recycling waste
Supporting vulnerable people	Delivering value for money	Making communities safer

It also highlights the 9 annual pledges which will help deliver the key priorities, one for each priority in each delivery programme. For the 2008/09 period, the Public Rights of Way Team contributed to the pledge to 'plant an additional 250,000 trees to support the ecology of Essex'. This was done through provision of 25,000 trees to landowners, planted within view of the Rights of Way network.

Local Transport Plan 2006/7-2010/11

The Local Transport Plan identifies wide-reaching schemes to improve the transport network for the whole county and demonstrates how ECC has refined implementation programmes to address local needs through the development of a focused Area Transport Delivery Strategy approach.

The Local Transport Plan sets out five objectives:

- **Tackling congestion** – to reduce the rate and incidence of congestion and its effect on residences and businesses in Essex.
- **Delivering accessibility** – to enhance accessibility to key services (education, employment, healthcare and retail).
- **Creating safer roads** – to improve safety on the transport network and to enhance and promote a safer travelling environment
- **Promoting better air quality** – to manage the impact of road and air transport on air pollution
- **Enhancing maintenance** – to maintain highways and public rights of way to a standard appropriate to their use

In addition to this, the County Council has defined two general aims:

- Improving quality of life
- Strengthening the economy of Essex

The Rights of Way Improvement Plan can make a significant contribution to improving quality of life, as it will promote walking and cycling, healthier lifestyles and reductions in the impact of transport on landscapes and biodiversity. Better maintained carriageways and pathways benefit all users which leads to improved quality of life for the people of Essex. Public rights of way improvement has been identified as supporting policy area for two of the objectives - 'Delivering Accessibility' and 'Enhancing Maintenance'.

Land use policies also recognise the importance of enhancements to public rights of way to promote development control policies which aid accessibility and address community severance.

Rights of way are an important part of Safer Journeys to School routes. Improvements to the network help to achieve a shift in the methods used to get to school.

Environment, Sustainability & Highways Directorate Plan 2008/09 – 2010/11

The Environment, Sustainability & Highways Directorate (ESH) was formed in 2008 as part of a wider organisational review to enable ECC to better deliver the EssexWorks Corporate Plan. The ESH Directorate Plan is a high level strategic plan detailing the contributions made to the EssexWorks programme.

Development, Highways & Transportation 3 Year Service Plan 2007/08-2009/10

This document is prepared by the Highways and Transportation team to update on the progress against the targets set in the second Local Transport Plan and the 5 year rolling service priorities and objectives 2007/2008 - 2011/2012.

In setting up the targets and service priorities, Highways and Transportation have set some targets to measure their performance. As part of their target to improve quality of life and the environment in Essex, they will measure the percentage of total lengths of footpaths and other rights of way that were easy to use by members of the public (BV178 – routes easy to use). To achieve this they plan to:

- Target the public rights of way improvement and maintenance programme where it delivers the greatest improvement in ease of use of the most frequently used paths
- To conduct information campaigns aimed at users to promote ease of use of the public rights of way

Development of rights of way policy and strategy, and management of the Definitive Map sits within the Network and Safety Team of the Highways Management Group. The Network and Safety Team objectives include:

- To promote road safety
- Reduce the number of killed and seriously injured road casualties
- To improve quality of life and our environment
- Increasing cycling and walking (enhancing passenger transport and accessibility)
- Improve public rights of way (improving quality of life and the environment)

The following areas of work are key to achieving improvement to public rights of way:

- Continued maintenance of the Definitive Map
- Continue implementation and prioritisation of the 5 year rolling programme of inspection and maintenance of public rights of way
- Produce a review of the pilot Quiet Lanes project and a Quiet Lanes policy
- Review, update and produce public rights of way Walking, Riding & Cycling Guides
- Update public rights of way maintenance policy to include strategy/objectives outlined in the Rights of Way Improvement Plan
- Work in partnership with neighbouring authorities where relevant
- Consultation during policy making process

Public Rights of Way Maintenance Policy 1997

This document outlines the policies for the maintenance of the rights of way network in the county. This includes the maintenance of furniture, annual cutting and clearance of vegetation, surfacing, drainage and dealing with erosion. Policies for dealing with obstruction, planning, diversion and regulation of public rights of way are also included.

The current policy is out of date and therefore a process of detailed review and augmentation to support the aims of the RoWIP commenced during 2008/09

Shoreline Management Plan – Second Generation

This document is due for publication at the end of 2009 and will be a significant strategic document for dealing with the management of coastal and seawall paths.

The Shoreline Management Plan is a high level non-statutory plan being promoted by DEFRA and the Environment Agency, with ECC being a key stakeholder. The plan considers how the Essex coastline will change over three epochs – from the present to 20 years ahead; 20-50 years ahead; and 50-100 years ahead - with options for either holding the line, managed retreat, addressing the line or no active intervention. The plan proposes 85 policy development zones and will link directly in to Local Development frameworks. The plan will have a direct bearing on the management of seawall and coastal rights of way.

Partnership working

The Essex Partnership is a working relationship between representatives of organisations who deliver services to the public across Essex. Member organisations include: all local authorities (county, district, town and parish councils); police; fire service; health trusts; academic institutions; private, community and voluntary bodies. Essex's Local Area Agreement (LAA) is a joint project between the county's thirteen Local Strategic Partnerships. It represents a real agreement between partners and is designed to bring a step-change in the collective effectiveness of the whole public sector in Essex. The priorities in the LAA come under four main themes, our people, our communities, our economy and our world.

The LAA focuses the activities of the local public sector and the community and voluntary sector on the needs of identified groups of service users and residents. It brings better value for money by channelling funds from different public organisations towards shared priorities and targets.

Planning, administering and improving rights of way across Essex involves working closely with a wide range of council departments and external organisations. Essex County Council consults with these bodies on a regular basis on many topics, including on the RoWIP itself. We will continue to consult and work closely with all the relevant organisations and bodies through our work across the life of the RoWIP and beyond. This is reflected in the themes and interventions throughout the Plan.

Essex Rights Of Way Improvement Plan objectives

The objectives for the plan have been derived from two sources - the problems, issues and opportunities identified in the questionnaire and workshop evidence base for the plan, and a review of related policy and strategy documents and their objectives. These were discussed amongst the project Steering Group and public rights of way officers, to develop this agreed list of objectives:

Environment

1 To re-use and recycle, where feasible, and promote sustainable measures

Improved accessibility

2 To incorporate approved pathways into the public rights of way network

3 To better integrate rights of way with other access provision, initiatives and facilities

4 To reduce fragmentation in the public rights of way network

5 To improve accessibility on the public rights of way network

Safety

6 To assist in providing 'safer routes to schools'

7 To promote safety

Quality of life and good health

8 To promote improved health and quality of life through the use of the public rights of way network

Tourism and economy

9 To stimulate tourism and the local economy

Communities and partnership

10 To increase community involvement in the management of the public rights of way network

Scheme appraisal and statement of actions

Introduction

Options were appraised against each of the objectives set out in 'Relevance to Other Plans and Policy' to assist in the selection of interventions.

Each option was scored between +3 and -3 for its contribution to each objective. The score of each option was totalled to obtain an overall score.

At this point deliverability analysis was performed so that those options deemed undeliverable could be removed. Gap analysis was then performed where individual objectives were not met sufficiently.

Themes

The interactions were then grouped into themes based on the Institute of Public Rights of Way Management's (IPROW) guidance on how to write an effective RoWIP. These themes were as follows:

A. Improve promotion, understanding and use of the network

B. Produce an up to date and publicly available digitised Definitive Map for the whole of Essex

C. Provide a better signed and maintained network

D. Improve and increase the amounts of bridleways and off road cycling

E. Provide an accessible network that meets the requirements of all users

F. Make better use of sustainable practices for accessing public rights of way

G. Reduce anti-social behaviour on public rights of way

The statement of actions covers a 10 year period and therefore the projected timeframes, funding and statements are the best estimates at the time of print and will be subject to change in the future. The RoWIP will be supported by an annual business plan to provide more detail of the anticipated actions and resources.

As a guide to understanding the statement of actions, estimated costs are shown according to the following scheme:

£ Additional £1,000 to £5,000 in expenditure

££ Additional £5,000 to £50,000 in expenditure

£££ Additional £50,000 plus in expenditure

Staff requirements are shown according to the following scheme:

Small amount of staff resource (5 to 20 days per annum)

Medium input of staff resource (20 to 120 days per annum)

Large input from staff (120 to 240 days per annum)

Theme A: Education, information and promotion

The interventions in this theme will address the need for better co-ordinated, branded and targeted promotion of the network, increasing public use and benefits to rural areas.

Issues arising from the Assessment

The assessment highlighted the following issues.

- Lack of co-ordination of existing information
- Lack of information about suitable routes for users with physical and sensorial impairments
- Lack of advertising of information
- Lack of information in suitable formats
- Lack of online information
- Lack of cheap / free information
- Lack of information in suitable places
- Changing location of information
- Information disappearing
- Lack of education to users and land managers of rights and responsibilities
- Lack of PRoW information on village notice boards, bus stops, etc.
- Lack of partnership with health professionals
- Lack of partnership with Safer Routes to School
- Lack of partnership between county, district, borough and parish councils

Existing schemes

The following interventions relating to education, information and promotion are already being implemented or are already in place:

- Downloadable information on accessible routes on the ECC website
- Public displays at shows
- Publicity in local newspapers
- Customer helpline and complaints/feedback database
- Parish Paths Partnership (P3) Scheme – aiming to work with local communities to help them improve and promote their own rights of way network. Over 140 community action groups are now involved in projects across the county.
- Regular meetings between Parish Councils and ECC Area Officers
- PRoW and visitor information sent to 3G phones in Thames Park
- Leaflets and books of routes and PRoW information including public transport and accessibility information and produced according to Essex County Council style guide
- Demonstration project with Basildon Primary Care Trust – PCT funds publication and ECC provides routes and maintains them

Theme A: Education and information provision

Reference	Intervention	Detail	Objectives met	Timeframe	Resources	
					Financial	Staff
A1	Information co-ordination	ECC to develop action plan for how it intends to co-ordinate information.	5, 9	Year 1	Minimal	Minimal
A2	Diary lists	Links page from ECC website to other organisations' diary pages.	5, 9, 10	Year 1 and ongoing	Minimal	Minimal
A3	Discussion forum	External body to create and moderate an online forum for users to discuss public rights of way and routes linked to through the View Essex portal. Aim to collect favourite routes for different user groups across the county, including accessibility information and provide feedback to ECC.	5, 9, 10	Set-up Year 1 Monitoring and feedback ongoing	£	Minimal
A4	Partnership with safety groups	Regular meetings with ECC including Area Officers, Safer Routes to Schools, Road Safety, schools and other user groups. Aim to discuss safety, safer routes to school and scheme priority. Public Rights of Way education and training programme on safety and the Country Code - need to integrate with National Curriculum and work closely with schools.	6, 7	Set-up Year 1 Meetings and review of educational material ongoing starting Year 2	Minimal £	

Reference	Intervention	Detail	Objectives met	Timeframe	Resources	
					Financial	Staff
A5	Accessibility information	Discussions with different user groups to find if additional accessibility material is required. Add additional information as material is updated. Link leaflets to ECC website PROW forum.	3, 5	Set-up and links Year 1 Updates and linking ongoing	Minimal Minimal	 Minimal
A6	Published information	Collections of routes suitable for different user groups by different locations (including key destinations). Links on paper leaflets to online versions / forum where users can give comments and ratings Leaflets to be made available at more local venues such as stations, shops, bus stations, village or town shops, libraries and GPs premises. Include links and information on the Countryside Code in all paper and online publications to encourage users to respect, protect and enjoy the countryside in a sustainable manner.	5, 10	Set-up Year 1 and update and inspection ongoing	££	

A7	Advertising	Ensure promoters of PROW information are aware of newly published material – email lists for those that new material should be sent to. Public Right of Way information on parish notice boards, making best use of existing work conducted under the Parish Paths Partnership Scheme. Use parish magazines and websites and magazines of relevant user groups to disseminate information on PRoWs as widely as possible.	5, 8, 9	Set-up Year 1 Years 2 to 10	Minimal ££	Minimal
A8	Partnership with health groups	Take active part in partnerships and existing schemes. Aim to support improvements in health and quality of life and share resources where suitable and information regarding funding sources.	8	Set-up Year 1 and partnership ongoing	Minimal	
A9	Partnership with tourism groups	Support sustainable tourist activities and contribute to partnerships initiated by tourist bodies and visitor related organisations.	9	Set-up Year 1 and partnership ongoing	Minimal	
A10	Feedback system	Clear and marketed complaints and feedback system integrated with CONFIRM, encouraged through leaflets and online forum. Possible basis for procedure using Ramblers Association Guide to Complaints of using the template of Highways Defect Forms.	10	Set-up Year 1 and monitoring ongoing	Minimal	Minimal

Theme B: Produce an up-to-date and publicly available digitised Definitive Map for the whole of Essex

The interventions in this theme will provide Essex with an up to date working copy of the Definitive Map that will provide a network giving the greatest public benefit.

Issues arising from the Assessment

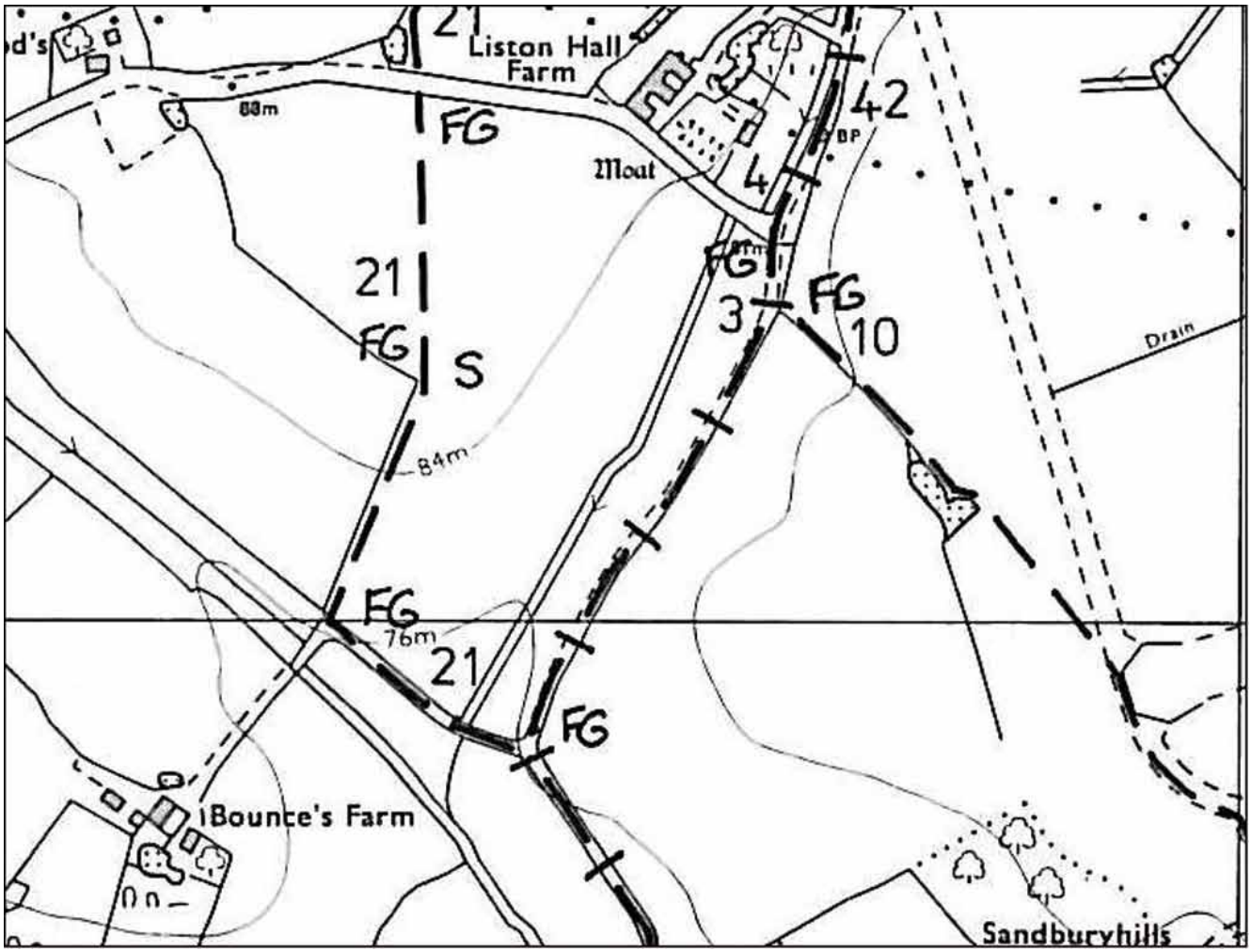
The assessment highlighted the following issues:

- The need to conduct work to ensure that all historical rights of way are properly recorded
- A need to complete the Definitive Map more quickly

Existing schemes

The following interventions relating to producing an up to date and publicly available digitised working copy of the Definitive Map for the whole of Essex are already being implemented or are already in place.

- Complete and agree the Definitive Map by 2026 for rights of way with evidence of use before 1949
- Working copy of Definitive Map to be available online within 3 years



Theme B: Produce an up-to-date and publicly available digitised Definitive Map for the whole of Essex

Reference	Intervention	Detail	Objectives met	Timeframe	Resources	
					Financial	Staff
B1	Produce Definitive Map	Additional resources required by ECC Legal Team to consolidate changes to the Definitive Map and assist in developing and finalising the Definitive Map for pre 1949 Rights of Way by 2026.	2,4	Ongoing	£££	
B2	Digital version of Definitive Map	Provide additional resources to ECC Public Rights of Way team to produce digital version of Definitive Map by 2010 and ensure that this is available for the public to view online.	2, 4	Year 1 to 3	££	
B3	Partnership working on boundary issues	Work in partnership with neighbouring local authorities to resolve anomalies in the vicinity of county boundaries such as dead-end routes/ change in path status etc.	2,4	Ongoing	Minimal	
B4	Review process for Rights of Way claims	Develop a revised review process in consultation with users, land managers and ECC legal team to ensure a fair, balanced and efficient review system.	2,4	Year 1	Minimal	

Theme C: Provide a better signed and maintained network

The interventions in this theme aim to provide a more useable, better managed network of footpaths, bridleways and cycle paths encouraging greater public use.

Issues arising from the Assessment

The assessment highlighted the following issues:

- Blocked paths from crops and weeds
- Uneven surfaces from ploughing
- Paths not re-instated after ploughing
- Lack of, or discontinuous, way marking
- Low branches

Existing schemes

The following interventions relating to providing a better signed and maintained network are already being implemented or are already in place:

- Headland Management Scheme providing funding to farmers and landowners to encourage them to undertake grass cutting on headland sections of PRoW on behalf of ECC. The Council provides £12 per 100 metres of well maintained headland
- Use of BT 'Countryside for All' standards
- Use of Natural England guidelines contained in 'By All Reasonable Means'
- Maintenance completed by some voluntary groups coordinated through ECC P3 scheme
- Twice annual random survey of 2.5 per cent of the network
- Rolling 5 year inspection and maintenance programme
- Maintenance of way marking through rolling programme
- Haven Gateway Scheme – a partnership focusing on the five 'Haven Gateway' ports in northeast Essex and southeast Suffolk which includes development of tourism as one of its six aims.
- DEFRA funded 'Managing Coastal Change' programme

Theme C: Provide a better signed and maintained network

Reference	Intervention	Detail	Objectives met	Timeframe	Resources	
					Financial	Staff
C1	Rolling Programme	Seek additional resource for rolling maintenance programme to maintain 20 per cent commitment	3, 5, 7, 8, 9	Ongoing	£££	
C2	Partnership with land managers	Partnership with land managers to work on the following schemes: • Further extension of Headland Management Scheme. • Funding for additional work conducted by land managers beyond statutory duties. • Extend and enhance the PRoW network through the creation of new PRoWs in agreement with landowners wherever possible. • Also encourage landowners to propose diversions where they will also benefit users. • Work with landowners to remove unnecessary and illegal structures such as stiles, fences and gates from the PRoW network.	9, 10	Year 1 ongoing	£££	

Reference	Intervention	Detail	Objectives met	Timeframe	Resources	
C3	Network hierarchy	Create network hierarchy. The network hierarchy will consider the category of Public Right of Way, its usage and promotion, its integration with other Rights of Way, special designation such as AONBs, current provision, access provision and recreational facilities. It will have a direct input into a Scheme Prioritisation Framework.	4, 5, 6, 8	Year 1	££	
C4	Parish Paths Partnership Scheme	Extend the Parish Paths Partnership Scheme	3, 10	Year 1 ongoing	£	
C5	Detailed signage	As part of capital programme upgrade works and on and to promoted paths, consider using path numbers and distances to local destinations.	2, 3, 5, 8, 9	Year 1 ongoing	££	

Theme D: A more continuous network

The interventions in this theme aim to provide continuous, high quality Rights of Way which promote health and social benefits to local communities. A particular focus will be on the provision of bridleways.

Issues arising from the Assessment

The assessment highlighted the following issues:

- Lack of continuous paths
- Lack of bridleways
- Lack of byways

Existing schemes

The following interventions relating to improving and increasing the amounts of bridleways and off road cycling are already being implemented or are already in place.

- Upgrade of footpaths to bridleways
- Creation of bridleways
- Cycle route creation
- Horse awareness project
- Cycle forum
- Development and implementation of the Shoreline Management Plan

Theme D: A more continuous network

Reference	Intervention	Detail	Objectives met	Timeframe	Resources	
					Financial	Staff
D1	Review of network	Review of network to identify discontinuities, especially in bridleways for equestrians and cyclists.	4	Year 0	££	
D2	Network hierarchy	Create network hierarchy. The network hierarchy will consider the category of Public Right of Way, its usage and promotion, its integration with other Rights of Way, special designation such as AONBs, current provision, access provision and recreational facilities. It will have a direct input into a Scheme Prioritisation Framework.	4, 5, 6, 8	Year 0	££	
D3	Scheme Prioritisation	Develop means of determining improvement and maintenance priority.	4, 5	Year 0	££	
D4	Higher rights	Greater amounts of bridleway and cycle path creation, considering the use Section 25, Highways Act 1980 and Compulsory Purchase Orders (Although Compulsory Purchase Orders will be used only as a last resort given the cost and controversy that they can incur). All possible path upgrades to bridleways will give consideration to existing users. Make best use of Section 106 Agreement funding from new developments.	4, 7, 8, 9	Ongoing	£££	

Reference	Intervention	Detail	Objectives met	Timeframe	Resources	
D5	Further develop Permissive Paths network	Recognise the role of, and encourage the usage and expansion of the permissive path network. Take forward with land managers and user groups.	4, 7, 8, 9	Ongoing	££	
D6	Safeguarding Rights of Way in road schemes	Ensure the needs of users are taken into account in the building of new road schemes to prevent severance.	4,5, 6, 7	Ongoing	Minimal	

Theme E: Provide an accessible network that meets the requirements of all users

The interventions in this theme will aim to provide a continuous network that is accessible to all, increasing public use and economic benefits to rural areas.

Issues arising from the Assessment

The assessment highlighted the following issues:

- Lack of, or discontinuous, suitable waymarking for users with visual impairments
- Poor gate design, both for those with physical impairments and certain user groups such as equestrians
- Lack of cheap accommodation en route such as barns and campsites
- No alternative paths offered
- Dangerous road crossings
- Steps instead of slopes and overly steep steps
- Steep and high steps on stiles
- Blocked paths from crops and weeds, roadside verges not kept clear
- Low branches
- Uneven surfaces from ploughing and paths not re-instated

Existing schemes

The following interventions relating to providing a network accessible to all users are already being implemented or are already in place.

- Accessibility improvements
- Access groups
- Use of Natural England guidance contained in 'By All Reasonable Means'
- Harlow Greenways Scheme
- Headland Management Scheme providing £12 per 100m of well maintained headland
- Use of BT 'Countryside for All' standards
- Rolling 5 year inspection and maintenance programme
- ECC P3 scheme coordination of maintenance by voluntary groups
- The existing verge cutting programme which targets specific routes on the network for two cuts a year of one metre on each side of the road and verges on one side of the road cut right back alternate years.
- The use of the Highways Act 1980, s71 for provision of an accessible network such as the provision of margins within verges for horses and pedestrians where no footway currently exits

Theme E: Provide an accessible network that meets the requirements of all users

Reference	Intervention	Detail	Objectives met	Timeframe	Resources	
					Financial	Staff
E1	Scheme Prioritisation	Develop means of determining improvement and maintenance priority.	4, 5	Year 2	££	
E2	Partnership with disabled groups and other users	Greater partnership with physically and sensorial impaired user groups to address issues of accessibility (already planned) and act upon recommendations where possible by prioritising existing funding.	5	Year 1 ongoing	Minimal	
E3	Parish Paths Partnership Scheme	Extend the Parish Paths Partnership Scheme	5	Year 1 ongoing	£	
E4	Develop suitable facilities at access points to Promoted Paths	Ensure that suitable facilities for access, signage, litter collection and toilets are available where possible at major path access points	3, 5, 9	Year 1 ongoing	£££	

Theme F: Make better use of sustainable practices for accessing and maintaining Rights of Way

The interventions in this theme aim to improve access to public rights of way though higher standard sustainable transport links.

Issues arising from the Assessment

The assessment highlighted the following issues.

- Poor public transport access to popular routes/places to use public rights of way
- Lack of commitment to using recycled materials and materials from sustainable sources

Existing schemes

The following intervention relating to making more use of sustainable transport to access public rights of way is already being implemented or is already in place.

- Existing public transport routes to public rights of way
- Use of crushed concrete and road planings in path construction/surfacing
- Use of recycled plastic for signposts and construction of boardwalks
- Signposts from sustainable timber sources

Theme F: Make better use of sustainable practices for accessing and maintaining Rights of Way

Reference	Intervention	Detail	Objectives met	Timeframe	Resources	
					Financial	Staff
F1	Public Transport Operators	Discussion with rail and rural bus operators regarding information provision. Greater information provision and publicity for bus routes to key destinations. Encourage greater flexibility for request boarding and alighting, routing, operating times and ticketing. Bus stops to promote information. Bus subsidies to become dependent on co-operation with partnership.	3, 9	Year 4 and ongoing	££	
F2	Use recycled and sustainable materials	Review contract with local highways contractor to insist on use of recycled, sustainable, and/or local materials and sustainable practices where possible whilst maintaining quality control. ECC Highways to use recycled materials and/or materials from sustainable sources and use sustainable practices wherever possible whilst maintaining quality.	1	Contract change Year 4 Use of recycled material Year 1 and ongoing	Minimal (potential cost saving?) Minimal	Minimal

Theme G: Reduce anti-social behaviour on Rights of Way

The interventions in this theme aim to reduce the levels of anti-social behaviour, such as fly-tipping and dog fouling on public rights of way.

Issues arising from the Assessment

The assessment highlighted the following issues.

- Dog fouling
- Fly-tipping
- Dogs off leads
- Hare coursing
- Trespassing
- Landowners not complying with PRoW legislation

Existing schemes

The following interventions relating to reducing anti-social behaviour on public rights of way are already being implemented or are already in place.

- Signage exists
- District and borough councils enforcing environment protection strategy for issues such as fly-tipping and dog fouling
- Essex Police enforcing other illegal activities
- Cross compliance on rights of way responsibilities is part of Single Payment System for farmers

Theme G: Reduce anti-social behaviour on Rights of Way

Reference	Intervention	Detail	Objectives met	Timeframe	Resources	
					Financial	Staff
G1	Enforcement	Offer provision of training for Environmental Protection Officers and the Police. Better enforcement of PRoW legislation where landowners have infringed through existing surveys.	8, 9	Year 3, 5, 7 and 9	££	
G2	Education	Improved education (in conjunction with safety training – See A4) for children linked to the National Curriculum Improved publicity aimed at dog walkers regarding their responsibilities in controlling their dogs in paths.	8, 9	Year 2 ongoing	££	

Implementation plan

Quick wins

Information Strategy (Theme A)

Whilst it is recognised that different users experience different levels of satisfaction with the quantity, quality and connectivity of the network, where the network does not meet users' demands and needs, this information needs to be shared. The information strategy aims to promote routes to meet demand for access to the network, particularly for leisure purposes. This key element of the strategy is front loaded within the plan's timescale to make best use of the existing network.

Partnerships with Disabled Groups (Theme E)

It is anticipated that successful partnership with disabled groups can have direct and immediate input in the rolling maintenance programme and targeted improvements at popular destinations. In conjunction with the online forum and information strategy (Theme A), information regarding improvements and accessible routes will be made available quickly.

Use of Section 106 Agreements to extend and enhance the PRoW network

Section 106 agreements are a good potential source of funding that can be taken advantage of in the relatively short term. In particular, funding for improvements and mitigating measures will be secured where new developments affect existing PRoWs. In conjunction with wider planning authorities Section 106 negotiations also present an opportunity to make gains in the PRoW network through the planning system and can be pursued on an ad-hoc basis whilst being more systematically planned for the future.

Wider Implementation

Implementation of this plan will undergo a process of continuous review supported by an annual business plan. This will set out the activities from the interventions above, and existing and additional funding.

The intervention schemes are set out in Table 15.1 with links to targets, priority, partner responsibility and additional funding comments:

- LTP Targets – from the Essex 2006/7 – 2010/11 Local Transport Plan which proposed RoWIP schemes contribute towards (LTP targets listed in Table 15.2)
- Priority – priority for implementation and to receive funding as assessed by the RoWIP Steering Group
- Partner Responsibility – who is responsible for leading each scheme
- Comments – additional comments regarding funding for each scheme

Implementation Plan - LTP Targets, Responsibility and Funding Comments

Scheme Reference	Scheme	Targets	Responsibility	Comments
A1	Information co-ordination		Essex County Council (PRoW Team)	Additional staff resource rather than funding
A2	Diary lists		Essex County Council (PRoW Team)	Additional staff resource rather than funding
A3a	Discussion forum and code of conduct		Essex County Council (PRoW Team) funding / Local Access Forum to host	£5k set-up costs with £1k per annum maintenance
A3b	Interactive mapping and routes		Essex County Council (PRoW Team) funding / Local Access Forum to host	Interactive mapping possible once digital map produced. £5k set-up costs with £1k per annum maintenance.
A4	Partnership with safety groups	T1, T2, T3, T4	Essex County Council (PRoW Team and Area Offices)	Countryside Agency already produce material for schools - build on this material specifically for PRoW. £15k set-up costs with £1k per annum maintenance.
A5	Accessibility information		Essex County Council (PRoW Team and Area Offices)	Additional staff resource rather than funding
A6	Published information	T1, T2, T3, T4	Essex County Council (PRoW Team)	Possible cost saving once digital map is produced

Scheme Reference	Scheme	Targets	Responsibility	Comments
A7	Advertising	T8	Essex County Council (PRoW Team) / P3 parishes for Local Parish Maps where possible	Existing funding made up of £15k of advertising budget and £5k from Parish Paths Partnership scheme to produce local parish maps
A8	Partnership with health groups	T8	Essex County Council (PRoW Team and Area Offices)	Additional staff resource rather than funding
A9	Partnership with tourism groups	T8	Essex County Council (PRoW Team and Area Offices)	Additional staff resource rather than funding
A10	Feedback system		Essex County Council (PRoW Team)	Additional staff resource rather than funding
B1	Additional resource for producing Definitive Map		Essex County Council (Legal Team)	Application for addition resource (one full time employee) to be made by legal team
B2	Digital version of Definitive Map		Essex County Council (PRoW Team)	Additional staff resource rather than funding
B3	Partnership working on boundary issues		Essex County Council (PRoW Team/ Legal Team) and neighbouring councils	Additional staff resource rather than funding
B4	Review process for Rights of Way claims		Essex County Council (PRoW Team/ Legal Team)	Additional staff resource rather than funding
C1	Rolling Programme	T9	Essex County Council (PRoW Team and Area Officers)	Funding for one additional full time employee per area (four areas)
C2	Partnership with land managers	T9	Essex County Council (PRoW Team and Area Officers)	Re-allocate funding from maintenance budget for expansion (il.e. cost neutral)

Scheme Reference	Scheme	Targets	Responsibility	Comments
C3	Network Hierarchy		Essex County Council (PRoW Team and Area Offices)	
C4	Parish Paths Partnership Scheme	T9	Essex County Council (PRoW Team and Area Officers)	Re-allocate funding from maintenance budget for expansion (i.e. cost neutral)
C5	Detailed signage	T9	Essex County Council (PRoW Team and Area Officers)	
D1	Review of network		Essex County Council (PRoW Team and Area Offices)	
D2	Please refer to Scheme C3 for details.			
D3	Scheme Prioritisation		Essex County Council (PRoW Team and Area Offices)	
D5	Further develop Permissive Paths network	T5, T6, T7, T8, T10	Essex County Council (PRoW Team and Area Offices)	Use Local Access Forum and Local Strategic Partnership
D6	Safeguarding Rights of Way in road schemes	T5, T6, T7, T8, T10	Essex County Council (PRoW Team and Area Offices)	
E1	Please refer to Scheme D3 for details.			
E2	Partnership with disabled groups and other users		Essex County Council (PRoW Team and Area Offices)	Use Local Access Forum and Local Strategic Partnership
E3	Please refer to Scheme C4 for details.			
E4	Develop suitable facilities and access points to Promoted Paths		Essex County Council (PRoW Team and Area Offices) and Tourist Organisations	

Scheme Reference	Scheme	Targets	Responsibility	Comments
F1	Public Transport Operators	T5, T6, T7, T10	Essex County Council (PRoW Team) and Passenger Transport Operators	
F2	Use recycled and sustainable materials		Essex County Council (PRoW Team and Highways Maintenance Manager)	Cost neutral re-using / using recycled materials
G1	Enforcement		Essex County Council (PRoW Team) / District Councils / Police	
G2	Education		Essex County Council (PRoW Team) / Road Safety / Schools	In conjunction with A4 Partnership with Safety Groups

Essex Local Transport Plan 2006/7 - 2020/11 - Targets and Contributing Schemes

Target Area	Target Reference	Target	Schemes
Road Safety	T1	Key Outcome: 40 per cent reduction on Essex Road Safety Index baseline (in line with traffic growth) BV99	A4, A6
	T2	Outcome: 40 per cent reduction in Killed or Seriously Injured road casualties (BV99)	A4, A6
	T3	Outcome: 58.6 per cent reduction in children KSI road casualties (BV99)	A4, A6
	T4	Outcome: 15 per cent reduction in the number of people slightly injured in road accidents (BV99)	A4, A6
Tackling Congestion	T5	Key Outcome: Improve the reliability of journey time to 95 per cent on all Chelmsford radial routes by 2008/9 without increasing average journey times	D4, F1
	T6	Outcome: To achieve a reduction in the mode share of journeys to school made by car by 2 per cent per year for primary schools and 1 per cent per year for secondary schools	D4, F1
	T7	Outcome: To restrict changes in peak period traffic flows to the following – Chelmsford: 4 per cent and Colchester: 5.7 per cent	D4, F1
Accessibility	T8	Outcome: 30 per cent increase in the number of cycling trips (10 per cent increase per year)	A7, A8, A9, D4
	T9	Outcome: 75 per cent of all lengths of footpath and other rights of way to be easy to use by members of the public (BV178)	C1, C2, C4
Better Air Quality	T10	Outcome: To limit growth in area-wide vehicle kms to 9.6 per cent	D4, F1

Existing Funding Sources

Revenue funding is centrally allocated for maintenance including the rolling programme, P3 headland management and Definitive Map. The budget is determined annually for following financial year.

Capital funding is centrally allocated for improvements which contribute to the aims of the Essex Local Transport Plan 2006/7–2010/11, in particular accessibility and sustainability.

Potential Additional Funding Sources

Where additional funding is required, it is for ECC to apply for this funding. Potential funding sources for the Essex RoWIP are listed below:

Developer Sources:

Section 106 Agreements - Section 106 of the Town and Country Planning Act 1990 enables a planning authority and an applicant for planning permission to reach an agreement about various conditions as part of a development proposal. Section 106 agreements provide an opportunity to improve access on or adjacent to development sites. A great advantage of this funding is that it is considered to be 'clean' money able to be used for matched funding with government monies and together these can be match funded with European funds. However RoWIP schemes that are outside the direct effect of any development cannot be funded by Section 106.

Landfill Tax Credit Scheme - through the landfill tax credit scheme, landfill operators can contribute 20 per cent of their landfill tax liability to environmental bodies in return for a tax credit. The landfill tax credits can then be spent on a range of environmental and community projects amongst which is a category for 'provision and maintenance of public amenities and parks'. Qualifying contributions under the Landfill Tax Credit Scheme may be held on charitable trusts, which means that an organisation set up to receive payments under the scheme may be charitable for approved objects.

Essex County Council Sources:

LTP2 - possibility of gaining additional funds from Essex Local Transport Plan 2006/7-2010/11 subject to the yearly review of scheme outcomes and whether central government allocate more funding.

LTP3 - Essex Local Transport Plan 2011/12-2015/16 – causal links to target areas must be demonstrated to obtain funding.

Highway Improvement Fund – a funding source for highway maintenance.

Primary Care Trusts – funding for 'Walking your Way to Health', 'Green Exercise' and 'Greenstart' schemes and Local School Partnerships.

Sub Regional and Regional Funding Sources:

East of England Development Agency (EEDA)

Investing in Communities Fund - Haven Gateway is in receipt of £925,000 from a one year funding agreement from EEDA. Mid and west Essex have received Investing in Communities funding for a programme being delivered by the Essex Development and Regeneration Agency (ExDRA). Further single year funding or similar applications for funding to EEDA are possible:

East of England Development Agency: Rural Regeneration Fund.

East of England Development Agency: Building Communities Fund.

London Arc - one of the sub-regions within the East of England that lie, in part, in Essex, incorporating the districts of Brentwood and Epping Forest.

Dedham Vale and Stour Valley Project

Jointly funded by Essex and Suffolk local authorities and Natural England the project aims to champion the environmental and cultural qualities of the Stour valley including the nationally important Dedham Vale Area of Outstanding Natural Beauty.

Suffolk Coast and Heaths Area of Outstanding Natural Beauty

ECC, Tendring District Council and other interested bodies are actively campaigning to extend the nationally important Suffolk Coast and Heaths Area of Outstanding Natural Beauty to the south bank of the Stour estuary, since it believes that the area is of equal landscape value to the north bank of the Stour estuary.

National Funding Sources:

Growth Area Fund

Funding from the central government Department for Communities and Local Government for the four growth areas identified in the Sustainable Communities Plan. Previous allocations have benefited Harlow town centre (within the London/ Stansted/ Cambridge/ Peterborough growth area) including money to enhance green spaces in the town. Across the entire growth area, funding has been identified for greenspace projects in Round 2, but it is unclear if additional funds will be available in future years.

Haven Gateway Partnership

South east Suffolk and north east Essex including Felixstowe, Harwich, Ipswich, Mistley and Colchester. Relevant ambitions for Public Rights of Way are maintaining the Gateway's high environmental values and quality of life.

Thames Gateway South Essex

Sub-regional growth area covering Basildon, Castle Point, Rochford, Thurrock and Southend. Funding from Central Government and EEDA for Greengrid schemes enhancing and promoting the local environment.

Single Regeneration Budget

SRB provides resources to support regeneration initiatives in England carried out by local regeneration partnerships. Its priority is to enhance the quality of life of local people in areas of need by reducing the gap between deprived and other areas, and between different groups. It supports initiatives that build on best practice and represent good value for money. The types of bid supported differ from place to place, according to local circumstances. To obtain funding, organisations have to demonstrate that their bid meets one or more of the eligible objectives, for example:

- Improving the employment prospects, education and skills of local people
- Addressing social exclusion and improving opportunities for the disadvantaged

- Promoting sustainable regeneration, improving and protecting the environment and infrastructure, including housing
- Supporting and promoting growth in local economies and businesses and
- Reducing crime and drug abuse and improving community safety

Community Infrastructure Fund

This funding stream is only applicable if additional funding for 2008/9 onwards becomes available. Schemes need to be located within the London/ Stansted/ Cambridge/ Peterborough or Thames Gateway growth areas identified in the Sustainable Communities Plan. The fund can support transport infrastructure costs that facilitate faster housing development in the growth areas.

Lottery funding

Heritage Lottery Fund (Parks for People, Landscape Partnerships, Heritage Grants, Your Heritage, Young Roots) - this focuses on heritage driven projects not the general outdoors, but there are hooks within heritage for RoWIP projects.

Big Lottery Fund (Parks for People, Reaching Communities, and Awards for All, Changing Spaces plus a number of schemes to be announced) – the remit covers health, education, outdoor recreation, and the environment. There are no match funding requirements. Some programmes are still being agreed but will hopefully include Community Spaces and Access to Nature. Applications put together by consultants are judged more harshly than those by officers. This is outcomes based funding, so it is important to emphasise the difference the project would make.

European Union Funding Sources

European Agricultural Fund for Rural Development – the aim of this fund is the diversification of rural economies - may be appropriate for RoWIP schemes.

European Regional Development Fund – funding, in part, for ensuring sustainable development and communities.

LIFE+ – funding for three strands (nature and biodiversity, implementation and governance, and information and communication)

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For a better quality of life

This booklet is issued by

Essex County Council Public Rights of Way Team

You can contact us in the following ways:

By post:

Public Rights of Way Team,
Essex County Council, County Hall, Chelmsford,
Essex, CM1 1LX

By telephone:

0845 743 0430

By fax:

01245 490 705

By email:

prow.web@essex.gov.uk

Visit our website

www.essex.gov.uk/prow

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THE THAMES ESTUARY PATH ROUTES

5 *Benfleet to Leigh*

4 mile walk between Benfleet and Leigh Station.

Some of the places of interest:

- Benfleet village and church
- West Canvey Marshes
- Hadleigh Country Park
- Hadleigh Farm and Castle
- Hadleigh Olympic Mountain Bike Track
- Two Tree Island
- Leigh Village