

RESIDENTIAL ZONES AND THE ASSESSMENT AND RANKING

1 SUMMARY

1.1 The purpose of this report is to:

- Outline the Residential Zone Strategy for Rochford
- Present to Members the assessment system to prioritise the four zones identified in the Locally Determined Programme.
- Present to Members the prioritised list of Residential Zones to enable the consultation to commence.

1.2 The zones being considered are Pooles Lane Hullbridge, Roach Ave/Glasseys Lane Rayleigh, Anne Boleyn estate Rochford, Rectory Ave and associated roads Hawkwell. These zones were identified by Members and Parishes through the Locally Determined process.

2 Background

2.1 In the year 2000/01 a new category called Residential Zones was introduced into the Locally Determined Programme to replace a previous Speed Reduction Measures category. The introduction of simple measures as part of speed reduction, for example signs and lines, were considered not sufficient in reducing speeds and did not allay residents concerns for the areas in which they lived. By adopting a different approach afforded by the Residential Zone concept a more effective scheme could be introduced covering a wider range of measures which to encourage more thought about the local environmental and social issues.

2.2 Special care has been made to name this local initiative "Residential Zones" so as not to confuse it with the Government led pilot scheme "Home Zones" that is trialling nine specific sites throughout the country and being monitored by Government. Although the Rochford District is not involved with this trial it was felt that given support, local concerns could be addressed in a similar manner.

2.3 Appendix 1 attached gives a brief overview of what can be achieved as part of the Home Zone project but would be tailored to suit the selected "Residential Zone" for Rochford District.

3 Further information

3.1 Before embarking on the planning and design of the selected "Residential Zone" all the areas nominated must be assessed in a consistent manner to establish a prioritised list.

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- 3.2 Meetings have been held with District Councillors of the Wards involved to discuss and agree items that needed to be taken into consideration to develop the assessment procedure. A multi-criteria approach has been used to assess “zones” that demonstrate different characteristics, needs and circumstances. A copy of the assessment form and explanatory notes are shown in Appendix 2. The points system, applied to each category, has been derived empirically with tests made to ensure a consistent result is achieved.

4 Proposal for the top ranked zone

- 4.1 It is intended that a standard procedure be adopted for the assessment, design and implementation of “Residential Zone” schemes.
- 4.2 The need for thorough consultation is paramount and the success or failure of a scheme largely depends on how well it is received by the local community. Resident involvement at key stages of the design process can promote local interest and awareness, as well as ensuring important issues are not overlooked.
- 4.3 The design of any scheme as a result of this Residential Zone initiative should provide scope for the use of not only traditional measures but development of new ideas and experimentation where appropriate.
- 4.4 Residents and other interested parties, in the selected Residential Zone will be asked to complete questionnaires at key stages of the scheme development. Typical examples of the questionnaires are included in Appendix 3. These questionnaires are by no means rigid and will be varied to reflect local conditions and concerns. Stamped addressed envelopes will be provided to ensure a good return.
- 4.5 Once a suitable scheme has reached the preliminary design stage, a local exhibition may be held where residents can comment on the proposal displayed and to suggest improvements or revisions. The Residential Zone theme will enable schemes to be progressed on environmental and social issues whilst taking into account safety and perceived speeding problems. It is vitally important therefore to have the support of the majority of residents affected before detailed design commences.
- 4.6 Following the implementation of the scheme and a suitable period to monitor performance, a further “Scheme Satisfaction Questionnaire” will be sent out. This will provide a subjective performance indicator as to how successful the scheme has been.
- 4.7 New areas submitted through the Locally Determined Programme will be assessed and prioritised on a yearly basis. Schemes on the list should only be considered for three consecutive assessments before being dropped from the programme.
- 4.8 The introduction of measures related to Residential Zones should not preclude an area from being considered for other remedial measures such as Accident Reduction 2010.

5 Result of Assessment

5.1 Using the assessment form the prioritised list is as follows:

- 1 Pooles Lane Hullbridge
- 2 Anne Boleyn Est Rochford
- 3 Rectory Ave Est Hawkwell
- 4 Roach Ave – Glasseys Lane Rayleigh

If the recommendation is accepted Pooles Lane will be the first zone to be treated as part of the scheme.

6 Finance

6.1 A sum of £7000 has been set aside from the Locally Determined Budget for appointment of a Consultant to undertake the consultation process and possible scheme design.

6.2 For the maximum success the Residential Zone strategy will need future financial commitment and it is expected that joint funding will be required to implement any scheme proposed. Due to the strategy being in the first stages and a scheme has yet to be considered the matter of financial considerations have not been fully discussed or explored.

7 Conclusions

7.1 The Residential Zone concept aims to address both environmental and social concerns with the fullest possible community involvement and as a result introduce changes and improvements to the street scene.

7.2 The assessment sheet provides a more equitable comparison between competing “zones” .

7.3 Thorough consultation with residents will ensure schemes proceed with the involvement of the local community.

8 Recommendation

8.1 It is proposed that the Committee considers the following and **recommends** accordingly:


- (1) That the assessment scoring sheet be used as the basis for prioritising all future requests for Residential Zones.
- (2) That the first zone to be initiated be Pooles Lane Hullbridge, as determined using the assessment scoring sheet.
- (3) That the procedure for progressing successful schemes, including the method of public consultation, be as detailed in Section 4 of the report. (County Highways)

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Essex County Council

Background Papers:


Notes from previous meetings
Worked assessments for all four zones
Statistics relating to speed, accidents and pedestrian counts

For further information please contact Lyn Harvey on (01268) 771458



Information
Resource Centre
To: TOPS / AM / S
..... Rayleigh Office

APP 1



TRAFFIC ADVISORY UNIT

Home Zones - Planning and Design




Major village
area improvement

INTRODUCTION

Home zones are residential streets in which the road space is shared between drivers of motor vehicles and other road users, with the wider needs of residents (including people who walk, cycle, the elderly and children) being accommodated. They are about promoting quality of life and neighbourliness.

Although the introduction of a home zone can contribute to highway safety, the main benefit for people is a change in the perceptions of how the street environment can be used. Introducing a home zone allows greater scope for a wider range of activities in street space that was formerly considered to be for exclusive use by vehicles.

CASE STUDY



CASE STUDY - NORTHMOOR, MANCHESTER

This is a large regeneration project in an area of social deprivation. The area has high-density terraced housing built in a grid pattern with on-street parking and limited recreational facilities for children. Northmoor covers some 1400 dwellings dominated by pre-1919 two bedroom terraced properties with no front gardens and small rear yards.

Work on the first of four streets in phase one of the project was completed by April 2001. A dramatic streetscape design has been adopted after extensive community consultation. The carriageway has been relaid with a shared-use surface with interesting designs. Parallel parking has been replaced by echelon parking which also acts as traffic calming. The Council intends to demolish some houses in the middle of each terrace in order to create a green street through the neighbourhood which will provide landscaped areas, play spaces and walkways. A number of new three-storey houses will be built overlooking the green streets and providing natural surveillance.



LEGISLATION

The Transport Act 2000 makes provisions for home zones in England and Wales. This came into effect on 1 February 2001 and local traffic authorities now have a specific power to designate home zones in their area. They will also be able to make orders about the use of the roads and about speed reduction measures in home zones, subject to regulations to be made by the Secretary of State (for England) or the National Assembly (for Wales). Similar provisions exist in Scotland and are being considered for Northern Ireland.

POTENTIAL BENEFITS OF HOME ZONES

A home zone can turn streets into a valued public space and foster a sense of community. Greater use by people of the street space leads to an increase in natural surveillance, which in turn acts as a deterrent to crime. Any reduction in crime or fear of crime can lead to more people using the streets, so that a virtuous circle is created for the benefit of the residents.

By encouraging more people to use the streets on foot or by bicycle, home zones have the potential to contribute to a reduction in congestion and noise pollution, as well as improving air quality.

Many residents, particularly older ones, may feel isolated from their immediate neighbours. Returning the streets to areas where residents can mingle with each other can lead to a reduction in social exclusion.

By creating an attractive urban environment, home zones may also help in curbing the demand for new housing in the countryside.

GOVERNMENT POLICY

The Government announced in 1998, in the Integrated Transport White Paper, that it would work with local authorities to evaluate the effectiveness of home zones. In order to do so, nine pilot schemes were established in England and Wales. These were subject to a three year monitoring period.

"Transport 2010 - The 10 Year Plan" pledged to continue to make improvements in the street environment in towns and cities by funding more home zones.

The Government's Road Safety Strategy and Speed Reduction Strategy, as well as Planning Policy Guidance Notes 3 (Housing) and 11 (Transport), re-inforced the Government's commitment to home zones.

CASE STUDY

CASE STUDY - SITTINGBOURNE

This is a modern housing society development (1993) of about 120 dwellings along a hook shaped cul-de-sac, with off-street parking in lay-bys and small car parks. There is limited traffic calming (road humps) included within the original road layout but residents wish to see speeds reduced further. Play areas are provided but there is concern about the safety of children gaining access to them.

Phase one of the scheme has been completed. This consists of an entry feature to reduce speed and make drivers aware they are entering a different area as well as speed reducing measures within the zone. Work on phase two of the scheme (the Spur Road) is almost complete. The design changes the priority of a junction, provides a planting and seating area, and links with the adjacent play area. Work on phase three (a piazza) is due to start in the Autumn.

Further details on all of the pilot schemes may be found at www.homezonenews.org.uk

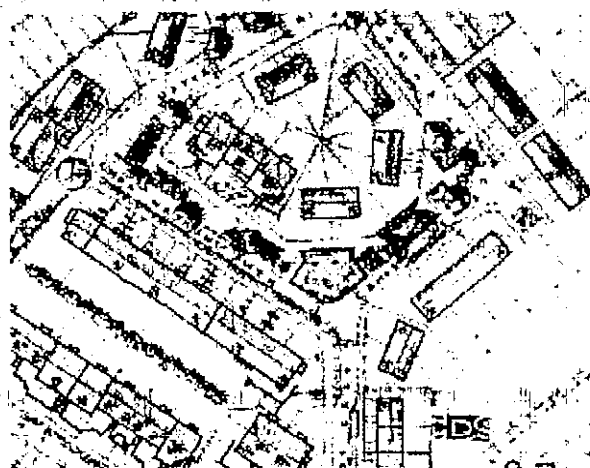
PLANNING A HOME ZONE

Community involvement is an essential ingredient. The involvement of residents is critical to the successful introduction of home zone schemes within established residential areas. Consultation will enable a scheme to reflect as fully as possible local people's needs and aspirations for their street environment. Time devoted to engaging communities at the start of a project will help prevent friction and misunderstandings between local authority officers and residents later in the process.

The planning process for a home zone may benefit from independent facilitation by professionals with awareness of community development issues, community planning techniques and knowledge of highway, landscape and urban design. That will ensure the fullest possible community involvement, allay any possible fears that a scheme is being imposed on the community by a local authority, and also encourage a more responsive and creative scheme. Initial experience suggests that the intermediary could be from a design consultancy, a local housing association, or a local authority's own community development section.

The planning of a home zone should ensure the involvement of people who would benefit disproportionately from environmental improvements to their local area, for reasons of mobility or social exclusion. In particular, elderly people, those who are disabled, children and young people, ethnic minorities and socially disadvantaged people should be specifically encouraged to contribute to the project, in ways that enable them to express their ideas with confidence.

Many people do not understand technical plans for their environment. Home zone schemes should be presented in model form, using familiar pictorial views or even using a simulated event as part of a "fun-day". Simulations have been successful in encouraging awareness of a scheme and its implications for individuals, whilst simulated street activities have encouraged people to reconsider how their street space is used, whilst also improving neighbourliness within the street.



Home Zone Plan, Sittingbourne. The plan shows the layout of the scheme, including the cul-de-sac, the spur road, and the piazza. The plan is a detailed aerial photograph of the area, with the scheme layout overlaid.



DESIGN

Home zones, unlike 20 mph zones, aim to change the role and function of the street. Distinct features of highway, landscape and urban design must encourage an understanding that the living environment is clearly as important as any provision for traffic.

Cars dominate the streets in many urban and rural communities. Within a home zone, design features should deliver self-enforcing vehicular speed restraint to the extent that drivers of vehicles understand and accept the rights of other users of the road space and adjust their speeds accordingly. Designs should be sensitive to the environment and aim to produce a pleasing streetscape.

Some households in home zones - maybe a few, maybe many - will own cars and will want convenient parking close to the house. If this is done in an effective and attractive way, it could be one of the successes of the home zone design.

Use orders have the potential to make improvements to the quality of life for home zone residents. The orders permit the use of the road for purposes other than moving up and down the road. Any uses identified should reflect activities that are supported by the local residents. Orders carry with them requirements not to obstruct the lawful use of the road by others or to deny reasonable access to premises.

Speed orders enable local traffic authorities to take measures to reduce the speed of motor vehicles and pedal cycles. The scope of the orders need not be limited to traffic calming. Within an order, local authorities need to specify the speed below which they intend to hold the traffic. Speed orders will not by themselves impose speed limits - these will still need to be set for individual roads. Local speed limits below 20mph will continue to require the consent of the appropriate national authority.

Home zone treatments can readily be applied to new-build situations, where they will provide an attractive marketing opportunity, allowing developers to distinguish their proposals from more traditional residential layouts. Local authorities should ensure that their local standards for adopting highways give sufficient scope for home zones to be actively considered. Further advice on applying the Government's policies for planning for new housing is given in the companion guide to PPG 3 "Better places to live".

In considering any proposal, local authorities need to make certain that routine maintenance programmes are extended so that home zone features are fully covered.

CASE STUDY - NOTTINGHAM

The Nobel Road Area is a 1970's residential estate in Clifton at the south-west edge of the city. It contains about 800 dwellings on 19 cul-de-sacs leading off a curved central spine road (Nobel Road). There are many small areas of low quality open space within the estate as well as a central green. There is a good bus service along the spine road. There is communal off-street parking, but this is under used as residents prefer to park on street. The aim is to reduce vehicle speeds along the spine road and create 'mini' home zones within the cul-de-sacs.

Major works were completed on the central spine road in May 2001. This phase consisted of 9 plateau features, 7 of which are narrowed to require single way working, with tree planting at each corner. Designs for 'mini home zone' areas for two cul-de-sacs are being developed by residents and a landscape architect.

These will act as demonstration projects to inspire designs for the remaining cul-de-sacs to be treated in future phases.

CASE STUDY - MAGOR VILLAGE, MONMOUTHSHIRE

Magor village is a small cluster of narrow streets containing about 40 houses and several local businesses (mainly in the village square). Homes are traditional village design. Some of the streets have no separate footways. The local primary school with public open space abuts the village core area. Conflicts between pedestrians and vehicles can occur, particularly at the start and end of the school day. Construction of Phase 1 was completed in Autumn 2001. Future proposals include road humps, junction plateaux, a one way system, street trees and planters, cycle stands, some games areas for children, introducing social spaces and removing raised footways.

MEETING THE CHALLENGE

The Government is keen to accelerate the growth of the programme of home zones and £30 million was made available in 2001 for a Home Zone Challenge scheme in England. Local authorities with traffic and/or highway functions were eligible to bid for funding. They were encouraged, where appropriate, to form alliances with other public authorities, private developers or housing associations in developing their proposals.

PILOT HOME ZONES

Local authorities are piloting nine home zones in England and Wales supported by the Department for Transport, Local Government and the Regions (DTLR). The DTLR has commissioned TRL Ltd to monitor the pilot schemes. Elements being measured include traffic

volume, speed and displacement, environmental improvement, street activity and changing attitudes. The local authorities are using a range of approaches to implement these home zones.

The nine pilot home zone schemes are in Manchester, Plymouth, Leeds, Nottingham, Peterborough, West Basing (London), Lambeth (London), Sittingbourne and Major Village.

A working group advises the Department on the results of the monitoring effort, including design and implementation issues. Membership of the group includes local authorities, the Association of Chief Police Officers, the Disabled Persons' Transport Advisory Committee, the Children's Play Council, Transport 2000, Sustrans, TRL, DTLR, and members of the devolved administrations.

REFERENCES AND ADDITIONAL READING

A New Deal for Transport: Better for Everyone.

The Government's White Paper on the Future of Transport. The Stationery Office. July 1998. ISBN 0-10-139502-7. £16.50.

Transport 2010: The 10 Year Plan. DETR, 2000. ISBN 1-851124-13-6 £15.

Guidance on Full Local Transport Plans. DETR, 2000.

A Good Practice Guide for the Development of Local Transport Plans. DETR, 2000.

Tomorrow's roads: safer for everyone The Government's road safety strategy and casualty reduction targets for 2010. DETR, 2000.

New Directions in Speed Management - A Review of Policy. DETR, 2000.

Planning Policy Guidance Note 3 - Housing. DETR, 2001. ISBN 0-11-753546-X £7.

Planning Policy Guidance Note 13 - Transport. DETR, 2001 ISBN 0-11-753558-3 £8.

Traffic Advisory Leaflet 7/01 - Walking bibliography. DTLR, 2001.

Traffic Advisory Leaflet 4/01 - Cycling Bibliography. DETR, 2001.

Traffic Advisory Leaflet 5/01 - Traffic calming bibliography. DETR, 2001.

Places, Streets and Movement. A companion guide to design bulletin 32. Residential roads and footpaths. DETR, 1998. ISBN 1-851-12113-7. £20.

By Design. Urban Design in the planning system: towards better practice. DETR, CABE, 2000. ISBN 0-7277-2937-3. £19.95

Better places to live. By Design. DETR, CABE, 2001. ISBN 0-7277-3037-1. £19.95.

(Traffic Advisory Leaflets are issued free and are available from DTLR on 020 7944 2979).

Home Zones: A planning and design handbook. Mike Biddulph. Policy Press 2001. ISBN 1-86134-371-X. £13.95

Code of Practice for Delivering Best Value in Highway Maintenance. Institution of Highways and Transportation, 2001. £85.

TRANSPORT 2000 RESOURCES

To order: sfp@transport2000.demon.co.uk

Streets for People network.

A network for community groups to deal with traffic problems and create a safer and pleasant living environment. Membership includes briefing sheets, telephone advice, and conferences. Cost to join: £5

2000, Living Streets, a guide to cutting traffic and reclaiming street space

A guide for local campaigners, community action groups and local councillors. A vision of what our streets could be like with less traffic. Counters the common arguments against traffic reduction. Publication £10. Slide set also available.

2000, Restraining the traffic - how much does it cost?

Four page info sheet for home zone campaigners (and walking, cycling, traffic calming campaigners) with costs and pros and cons of using different road safety measures...crossings, gateways, humps. Free.

2000, Experts Directory - a resource for transport campaigners

Listing of campaigners and people who can help with design, legal advice and planning. Free.

CHILDREN'S PLAY COUNCIL RESOURCES

To order: homezones@nch.org.uk

1997, Home Zones: reclaiming residential streets
A4 full-colour 12-page briefing making the case for
child-friendly residential streets, published in 1997.
Single copies free, 2-9 60p each, 10-99 50p each,
100+ 40p each

1999, Home Zones: a new look for your street!
A5 full colour leaflet introducing the home zone
concept, with space for overwriting local details.
10p each (single copies free).

1999, Home Zones video: at home in my street
Video of a 1999 study tour of continental home zones,
with notes on how to use it as part of a residents
meeting. Produced with Transport 2000. £10 local
groups and individuals, £20 corporate bodies.

Home zones news

Free full-colour newsletter, produced three times a year.
Supported by DTLR.

www.homezoneneeds.org.uk

Website, updated monthly. Supported by DTLR.

ACKNOWLEDGEMENTS

Help and assistance received from: Mike Biddolph
(Cardiff University); and the local authorities with
pilot home zones in producing this leaflet is gratefully
acknowledged.

USEFUL ADDRESSES

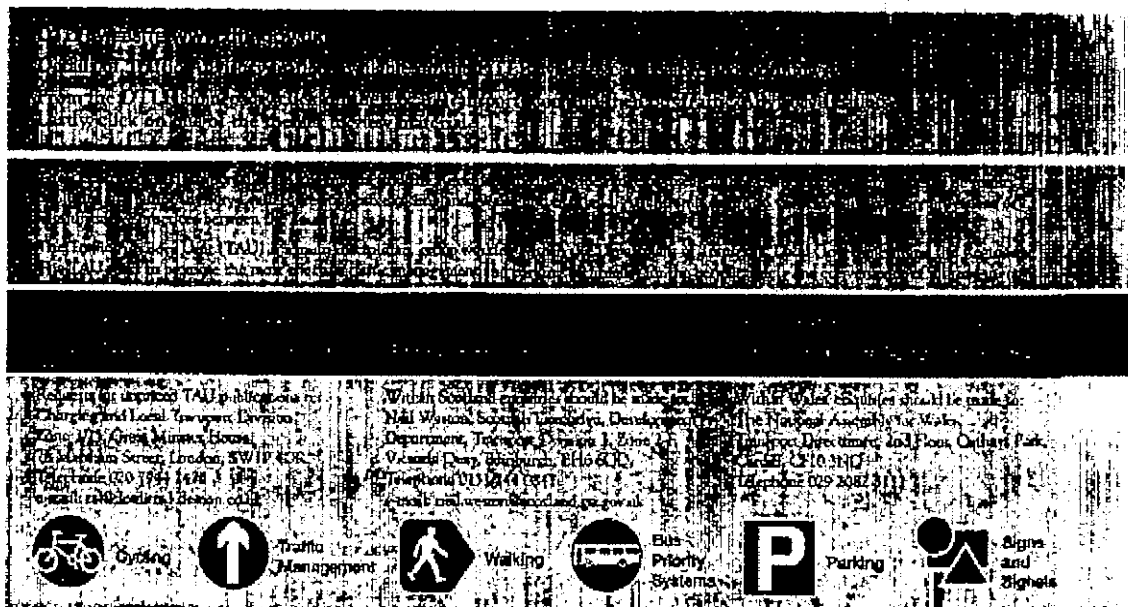
Children's Play Council
National Children's Bureau
8 Wakley Street
London EC1V 7QE
Tel: 020 7843 6016
Fax: 020 7278 9512
email: homezones@nch.org.uk

Transport 2000
The Impact Centre
12-18 Hoxton Street
London N1 6NG
Tel: 020 7613 0743
email: sfp@transport2000.demon.co.uk

Sustrans
35 King Street
Bristol BS1 4DZ
Tel: 0117 929 0888
Fax: 0117 929 4173
email: homezones@sustrans.org.uk

ENQUIRIES

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8.10

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RESIDENTIAL ZONE SCORESHEET

App 2

Location		Use of Route	
Requested by		Bus route	1
Year of submission		HGV Route (> 5%vol)	2
ACCIDENTS WITHIN FIVE YR PERIOD		Cycle route	1
Period from		Route to school nearby	1
Personal Injury Accidents		Crime and Disorder	
	Points	No problems reported to Rochford DC	0
0	0	Problems reported to Rochford DC	1
1-3	3	ROAD CHARACTERISTICS - 1 point per facility	
4-6	6	Residential	1
Above 6	9	Secondary School	1
		Primary/Infants School	1
		Shops	1
		Community facilities	1
		QAP's housing	1
		Ind/Commercial	1
Additional points for PIA involving vulnerable users eg children, cyclists, - per incident		GENERAL CONDITION OF AREA	
	-1	In need of improvement	4
		Less than satisfactory (tired)	2
		Satisfactory	0
		TRAFFIC INTRUSION	
		Is the road considered a rat-run or cut through	Yes 2
Pedestrian Number/Vehicle Number 12 hour period		Does the road sever communities from local shops and services	Yes 4
0 to 0.01	1	OTHER CONSIDERATIONS	
0.01 to 0.05	3		
0.05 to 0.1	5		
0.1 to 0.5	7		
0.5+	9		
> 20% children	1		
> 20% elderly	1		
VEHICLE SPEED 85%ile			
Existing speed limit	Mph		
Is posted limit appropriate for road	Yes No		
< limit	0	Waiting list allowance	
30mph to 33mph	1	1 st time reviewed	0
33mph to 35 mph	3	2 nd time reviewed	1
35mph to 37mph	5	3 rd time reviewed	2
Over 37	7	TOTAL	
ROUTES FITNESS FOR PURPOSE			
Footway provision			
Good both sides of road	0		
Good one side inadequate the other	2		
Inadequate both sides	4		
None	6		
Is road layout adequate	No	ACTION	
Is lighting adequate	Yes	Proceed with remedial measures	
	Upgrade req	Include in next years review	
	None	Other (specify)	
Generally are there parking problems	Yes		
	No		

8.11

**ESSEX COUNTY COUNCIL
HIGHWAYS AND TRANSPORTATION GROUP**

APPENDIX 2

**RESIDENTIAL ZONES
NOTES FOR COMPLETION**

The residential zone score sheet has been designed to enable an accurate evaluation to be made between sites of differing character, vehicle usage and levels of street activity.

The assessment builds upon fundamental engineering criteria to include environmental and social issues within an all-embracing framework.

The assessment is divided into categories, which are all of a quantitative nature, ensuring an equitable system of scoring.

Road Accident Frequency

Points are awarded for injury accidents within the zone using previous 5 years data. Additional points are awarded for vulnerable road users eg: children, cyclists and elderly persons.

Note: A child accident is one where the child's own actions had a direct influence on the accident, i.e. not a child passenger in a car.

Pedestrian/Vehicular

In order that a reasonable assessment of potential pedestrian/vehicular conflict can be determined, a survey should be undertaken (12 Hour) at the point of highest pedestrian/vehicular activity. Pedestrians and vehicles are counted as they cross a finite line, either walking along the footway or crossing the road. Again additional points may be awarded if there is a higher than average percentage of children or elderly persons in the count (>20%), since works will particularly advantage members of these groups.

By using an assessment of conflict as opposed to absolute numbers, the results give a much better indication of resident anxiety caused by the severing effects of motor vehicles.

Vehicle Speed

Vehicle speed is one of the major contributory factors when accidents occur and to the level of severity. It is also one of the major causes of anxiety for residents. A survey should be undertaken, at the point where vehicle speed is at its highest, to record values of 85 percentile and mean traffic speeds. Points are awarded where the 85 percentile speed exceeds the posted speed limit.

Routes fitness for purpose

Engineering measures may be used indirectly to overcome deficiencies within the existing carriageway.

This may be the case, for example, where there is an obvious need for a footway, but due to the width of the road or other constraining factors it is not possible to create one. A scheme may be developed to remove the need to segregate differing modes of travel.

There may also be the opportunity to provide better street lighting or protected kerbside parking within the scheme.

8.12

Use of route

The fitness of the road for the purposes for which it is used must be of paramount importance.

Many street activities are complemented by the introduction of measures, such as a cycle route or "walking buses". Therefore consideration should be given to all routes where a frequent bus service operates or where Heavy Goods vehicles exceed 5% of the total traffic volume, since these may be adversely effected by such proposals.

Road characteristics

A road's character has a great influence on traffic and residents perception of traffic related problems. Traffic is most intrusive in dense residential areas. It is these areas that the Residential Zone concept is being aimed at and stand to gain most from a sensitively designed scheme.

Other areas of prime consideration are shopping streets where there is high pedestrian activity and low traffic speeds are to be encouraged. At present the zones under consideration are not in this category.

General condition of area

The introduction of a scheme should not be restricted to just physical calming measures. A package approach providing engineering and environmental measures, together with road safety education, can be combined to enhance the safety and appearance of an area as well as forming greater social links within the community.

Thorough consultation with residents will ensure both the greatest potential for success and ultimate resident satisfaction.

Other considerations

The presence of traffic calming measures can have a significant effect on the attractiveness of a route to through traffic. An assessment of daily traffic flows together with local knowledge should be sufficient to determine if this is a problem.

Whilst there should be no hesitation in introducing physical engineering measures on individual roads, it should be preferable only where traffic will not migrate onto other unsuitable routes.

The rise in traffic levels, especially on local distributor and village spine roads has effectively cut off many young and elderly residents from local shops and services. Measures which alleviate the anxiety of crossing the road can stimulate community activity and also increase the use of other non-motorised forms of transport.

In similar circumstances, typically on estate and access roads, traffic will suppress social activity in the street. Every effort should be made to encourage a living environment where residents can feel safe and relaxed, unthreatened by traffic beneficial both to community spirit and the security of the area.

8.13

Waiting list allowance

Once a scheme has been requested, it will be included in three consecutive assessments. Thereafter, the scheme will be dropped from the assessment unless it is re-requested.

Action

Whilst it is appreciated that only a small number of the total schemes requested will be selected for treatment, the information gained can be useful in identifying problem areas and addressing these as individual matters in other programmes or reviews eg: Accident Reduction 2010 or Footway Schemes

8.14

App 3

ESSEX COUNTY COUNCIL
HIGHWAYS AND TRANSPORTATION GROUP

RESIDENTIAL IMPACT APPRAISAL – PRIORITY PREFERENCE QUESTIONNAIRE

What priority would you give to the following issues? Please tick appropriate box

	Unimportant	Low Priority	Medium Priority	High Priority	Very high Priority
1. Reducing the speed of vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Reducing number of vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Improving pedestrian safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Reducing vehicle conflict	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Improvements to road layout	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Improvements to footway layout	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Provide facilities for cyclists	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Reduce vehicle pollution	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Reduce traffic noise levels	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Improve the quality of road and footpath surfacing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Improve street lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Provision of spaces with amenity value (child's play area, seating areas etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Landscaping improvements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. Encourage community involvement in scheme's development	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Improve the area's image	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. Deter the threat of vandalism	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Litter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Remove the opportunities for joyriding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Any specific comments you would like to make -
Any specific comments

Name

Address

Date

111668A/SGA

8.15

ESSEX COUNTY COUNCIL
HIGHWAYS AND TRANSPORTATION GROUP

SCHEME PROPOSALS QUESTIONNAIRE

What is your opinion of the measures on display at the exhibition?
Please tick appropriate box

	Very bad	Bad	No preference	Good	Very good
1. Road humps	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Chicanes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Road narrows	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Priority working	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Gateways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Overrun areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Central islands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Rumble strips	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Road severance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. 20 mph zone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Waiting restrictions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Restriction on HGV	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Planting of trees	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. Seats/Benches	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Childs play area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Any specific comments you would like to make - Please also use reverse side
Any specific comment

Name

Address

Date

111668B/SGA

8.16

**ESSEX COUNTY COUNCIL
HIGHWAYS AND TRANSPORTATION GROUP**

SCHEME SATISFACTION QUESTIONNAIRE

In your opinion how have the changes made in your road affected each of the following issues?
Please tick the box which best reflects your opinion

	Increased	No change	Decreased
1. Vehicle speed	<input type="checkbox"/> Increased	<input type="checkbox"/> No change	<input type="checkbox"/> Decreased
2. Number of vehicles	<input type="checkbox"/> Increased	<input type="checkbox"/> No change	<input type="checkbox"/> Decreased
3. Pedestrian safety	<input type="checkbox"/> Increased	<input type="checkbox"/> No change	<input type="checkbox"/> Decreased
4. Vehicle conflict	<input type="checkbox"/> Poor	<input type="checkbox"/> No change	<input type="checkbox"/> Good
5. Road layout	<input type="checkbox"/> Poor	<input type="checkbox"/> No change	<input type="checkbox"/> Good
6. Footway layout	<input type="checkbox"/> Poor	<input type="checkbox"/> No change	<input type="checkbox"/> Good
7. Cycle provision	<input type="checkbox"/> High	<input type="checkbox"/> No change	<input type="checkbox"/> Low
8. Vehicle pollution	<input type="checkbox"/> High	<input type="checkbox"/> No change	<input type="checkbox"/> Low
9. Traffic noise	<input type="checkbox"/> Poor	<input type="checkbox"/> No change	<input type="checkbox"/> Good
10. Street lighting	<input type="checkbox"/> Increased	<input type="checkbox"/> No change	<input type="checkbox"/> Decreased
11. Vandalism	<input type="checkbox"/> Increased	<input type="checkbox"/> No change	<input type="checkbox"/> Decreased
12. Litter	<input type="checkbox"/> Poor	<input type="checkbox"/> No change	<input type="checkbox"/> Good
13. Joyriding	<input type="checkbox"/> Poor	<input type="checkbox"/> No change	<input type="checkbox"/> Good
14. Streetscape	<input type="checkbox"/> Poor	<input type="checkbox"/> No change	<input type="checkbox"/> Good

If you would like to make any specific comments, please use reverse side of this form.

Name.....
Address.....
Date.....

111668C/SCA

8.17