

Agenda Item 12

When the A132 was built, some highway rights from the alignment of the old road were removed. Normally adjacent to roundabouts there is additional land beyond the carriageway kept as highway, unfortunately between the arms for Ferrers Road and A132, highway rights were removed right up to the kerb line. This means that no amendments to the roundabout can be made here because there is insufficient highway land. Often tweaks to roundabouts can drastically improve the flows and capacity of a roundabout.

In the case of Shaw Farm roundabout modelling for strategic growth site 10 has indicated that mitigation will be required here to accommodate the development traffic. Currently, mitigation options are limited because of the lack of available highway land or land within the developer's control for changes to be made.

The potential for a left slip lane from Ferrers Road onto A132 has been identified. This could improve the Ferrers Road arm in the AM peak as queues do/will occur here because of the traffic flow on B1012 to A132 having priority on the roundabout. It maybe that any modelling undertaken shows that a left slip lane here would create more of an issue further down with the merger on the A132, however no design or modelling of this option exists because the land is not available. When it was found that the land is in the Town Council's ownership, officers thought there may be some scope for co-operation to ultimately secure a junction improvement that benefits all South Woodham Ferrers.

In response to your questions:

- a) No plans have been drawn up because the land has not been available to date. If SWFTC were to agree to the potential use of the land, then we could request that the developer investigate a potential mitigation solution here by producing a design and undertaking junction modelling of that design.
- b) The mitigation works would be developer works and not ECC works. Were the land in question to have highway rights over and the mitigation solutions were appropriate, the developer would have been requested to undertake the works, at their cost, for the benefit of all users. Purchasing of the land is not being suggested, but SWFTC has the opportunity to be able to assist in providing an improvement to the junction for all by dedicating a section of land as highway.
- c) The developer would be required to design the junction improvements. Should they be acceptable and progressed, the plans would clearly show the extent of land required for the works.
- d) As indicated at b) above, it is not a case of purchasing the land. We are seeking the potential agreement for SWFTC to provide the land to form part of the Highway to allow junction works to improve the functioning of the roundabout.

The approach to SWFTC is therefore to ask if there is any appetite from the Town Council to assist in delivering improvements at a junction identified as requiring mitigation. If SWFTC do not wish to make the land available, then an alternative mitigation solution will need to be progressed by the developer. It may well be that acceptable alternative mitigation could be undertaken without the use of the land in question, but we would like to consider the Shaw Farm roundabout option first.

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