

# HIGHWAYS HIGHLIGHTS

HELPFUL  
TIPS AND  
INFORMATION  
FOR LOCAL  
COUNCILLORS

## PLEASE DIVERT YOUR ATTENTION OVER HERE!

Have you ever followed an official road diversion route and wondered why it seems like a needlessly long way round? Here's why...

When one of our roads is closed to undertake planned utility or roadworks, an indicated diversion route will be designed and signed. We always try to keep roads open, but sometimes the nature of the works means that a full-closure is the only way to provide public and worker safety, or if a utility needs to work using a large excavation or on equipment over the road. So, while a closure may be frustrating, it's there for a reason.

When considering alternative routes, we must choose roads of a similar or higher classification to the one we are closing. For example if we close a 'B' road, our alternative official diversion route(s) will have to be some combination of 'B' roads, 'A' roads or motorways. This may well mean that any 'official' diversion is not the shortest one.

We do this to ensure all types of road user can safely follow the diversion route, including larger vehicles, and buses if we are closing a bus route. We also have to consider the height and weight of vehicles who will have to follow the diversion. We understand that if you are familiar with the local area you may know some shortcuts. But these may not be suitable to carry all the types or volume of traffic that the road we have closed does. It is because of this that we urge people to follow the official diversion route we provide. **You can view our diversion routes here.**

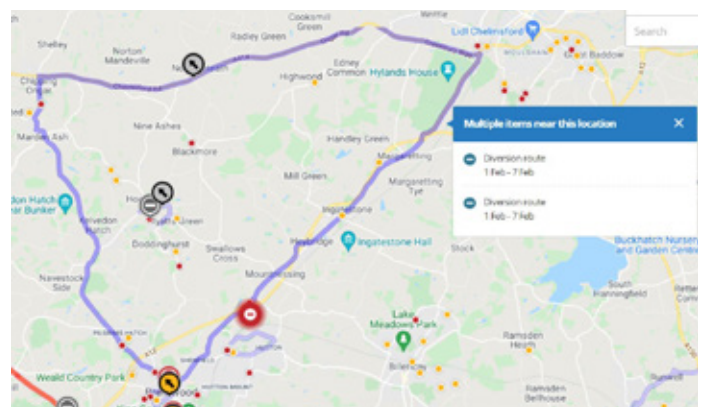
It's a similar situation when we close bridges. If we close a bridge, we will have to find a diversion route that can take similar or higher weight, length and height restricted vehicles as the route we have closed.



In small villages and rural areas this cannot always be easy to find, which is why the route can be slightly longer. Temporary closures or diversions may also be necessary for public safety or while works take place on or near to public rights of way. To close such a path to the public a Temporary Traffic Regulation Order (TTRO) is required.

This Order will be advertised in a local newspaper and on Notices placed on the route and allows landowners, developers or the County Council to legally close the route to the public for the duration of the works. **You can check the exact location of any of the Public Rights of Way affected by an Order on our interactive map here.**

So when you next follow a diversion, please remain calm - you will know it is chosen for a reason.



## COMMENT COUNCILLOR LEE SCOTT

CABINET MEMBER FOR HIGHWAYS MAINTENANCE  
AND SUSTAINABLE TRANSPORT

Thank you all for everything you did in 2021 and I know that together we will make a real difference in 2022. In a recent survey 51% of residents highlighted the condition of the roads and pavements as concerning them most and this is certainly reflected in my inbox; over 70% of the 8,500 Member Enquiry emails we receive each year relate to highways.

I'm therefore delighted we are continuing to invest in the highways network including £6m on street lighting and £14m on roads and footways maintenance. The Capital budget includes £41m on carriageway resurfacing, £10m on inspecting, repairing and replacing bridges, £8m on footway resurfacing and repairs and £7m supporting the conversion of streetlights to LED.




## MAJOR INFRASTRUCTURE A LOOK AHEAD 2022 COUNCILLOR LESLEY WAGLAND

CABINET MEMBER FOR ECONOMIC RENEWAL,  
INFRASTRUCTURE AND PLANNING

As we embark on a new year, our investment in key strategic infrastructure is continuing and we are looking forward to a number of significant project milestones in 2022.

Delivering the right transport infrastructure can support growth and help us both encourage a shift to more sustainable modes of travel and move other traffic away from local roads on to the strategic network, reducing congestion, improving our health and environment, and enhancing our communities. That is why investment in major infrastructure features prominently in our latest budget, with approximately £700million being invested in major transport infrastructure projects across Essex over the next six years.

In terms of what we have to look forward to this year, the new M11 Junction 7A – the largest infrastructure project in Essex for a number of years – is scheduled to open soon, while works are also getting started to improve M11 Junction 8, and are expected to commence on the A127/A130 Fairglen Interchange scheme (pictured bottom right) later in 2022.

The process to appoint a contractor to construct the new A120-A133 Link Road east of Colchester is underway, a planning application for Chelmsford North East Bypass will be determined in the coming months and an outline business case to bid for funding for the Army and Navy Sustainable Transport Package is expected to be submitted in the summer. You can read about many of our key larger schemes and proposals on our [Major Transport Projects facebook page here](#). 







## MID-SEASON WINTER SERVICE UPDATE


Since our winter service season started back in October, our gritter lorries have already been out on 34 runs, gritting 57 routes and using over 8,050 tonnes of salt.


Councillor Lee Scott, Cabinet Member for Highways Maintenance and Sustainable Transport at Essex County Council, says; "Over this winter period, we have received many questions from residents who have checked the weather forecast and wondered why the gritters are out when the air temperature isn't freezing. Please remember the decision to send the gritters out is based on the forecasted road surface temperature, not the air temperature. So far, our lowest temperature forecast has been -5.4C.

"As you know the gritter drivers are the same operatives who repair potholes, jet drains, streetlights etc, so they are very busy at this time of year. Therefore, I would like


to offer my thanks to our gritter team for the incredible work they do to keep our road network moving safely over the winter months."

As part of our winter service, we grit the county's A and B roads, access routes to hospitals, fire and ambulance stations and other high-risk sites, such as roads with severe gradients or higher than usual traffic levels. However, don't forget that National Highways, not Essex Highways, grit the A12, A120, M11 and M25 in Essex.

If you want to refresh your own memory of roads we grit, please have a look at our [gritting routes map online](#). 

You can also find out much more on our [other extensive winter travel pages](#) and if you would like to get daily alerts about whether we are gritting or not, then please follow our [Essex Highways Twitter feed](#). 

## STEP YOUR WAY TO FITNESS

In January, the Safer, Greener, Healthier team launched a 3k daily steps challenge and it's not too late to sign up! 

Walk 3000 steps a day up until the 20 February and you could be in with a chance of winning a top-end Garmin or pair of trainers. The free challenge is being run in collaboration with the walking and wayfaring App GoJauntly who have already curated over 70 Essex walks, all of which can be found on the App.



**NEW YEAR, NEW STEPS CHALLENGE**  
Walk 3000 steps a day for 6 weeks  
Sign up at <https://app.gojauntly.com/challenge/58>  
Challenge closes on 18th February

**SAFER GREENER HEALTHIER**

**gojauntly**

**#3kStepsADay**

## ROUTINE REPAIRS DURING NOV/DEC 2021

With the New Year starting in past week, as well as reporting on the routine maintenance totals for November and December 2021, we have added an additional table, summarising total repairs for all of calendar year 2021.

When looking at the figures, particularly the 'drains cleansed' totals, please remember that with the exception of urgent interventions, we generally clean drains and gullies on a District by District, cyclical basis. This explains why it seems some areas, like Colchester and Brentwood, had a far lower number of cleanses than other areas. In fact Colchester had a higher number cleansed late in 2021, as their cycle of works got underway. In 2021 we cleansed over 90,000 drains in total.

When considering pothole repair numbers, it is also important to remember that repairs are prioritised by severity not by district, so numbers can vary considerably.

Finally, streetlights repair totals don't include the work being carried out in the latest LED upgrade programme.

DISTRICT	COUNTY ROUTES	LOCAL ROADS	PAVEMENT DEFECTS FIXED	DRAINS CLEARED	STREETLIGHTS FIXED
BASILDON	62	67	71	665	469
BRAINTREE	41	44	121	0	500
BRENTWOOD	30	27	12	0	306
CASTLE POINT	26	14	11	4154	367
CHELMSFORD	41	51	96	0	287
COLCHESTER	22	64	19	1344	712
EPPING FOREST	57	19	36	0	404
HARLOW	7	4	15	969	337
MALDON	35	23	4	0	199
ROCHFORD	25	12	191	6417	261
TENDRING	14	23	86	2974	619
UTTLESFORD	40	44	7	0	281
<b>TOTALS</b>	<b>400</b>	<b>392</b>	<b>669</b>	<b>16523</b>	<b>4742</b>

## ROUTINE REPAIRS IN TOTAL 2021

DISTRICT	POTHoles FIXED COUNTY AND LOCAL ROADS	PAVEMENT DEFECTS FIXED	DRAINS CLEARED	STREETLIGHTS FIXED
BASILDON	1038	740	16497	6066
BRAINTREE	1060	428	13038	3989
BRENTWOOD	417	359	2212	2533
CASTLE POINT	639	352	4508	3088
CHELMSFORD	732	437	5694	4539
COLCHESTER	921	366	1703	3950
EPPING FOREST	769	428	8376	3086
HARLOW	420	491	4917	4576
MALDON	435	100	10326	1239
ROCHFORD	353	665	9136	2217
TENDRING	683	445	11474	3676
UTTLESFORD	648	90	2855	1745
<b>TOTALS</b>	<b>8115</b>	<b>4901</b>	<b>90736</b>	<b>40704</b>