



Great Maplestead Parish Council

Request for a Road Safety Review

As a result of a number of recent road safety incidents **Great Maplestead Parish Council** has been asked to look at ways in which the safety of pedestrians, horse riders, cyclists and motorists, particularly those using the shared-use roads that are outside of the immediate village centre, could be improved in order to provide a safer travelling environment for all.

The **Parish Council** is therefore requesting **Essex County Council** to undertake a review to determine what could be done to improve road safety, particularly in respect of the four approach roads which run through the village outskirts.

Background Information

Great Maplestead, a small village in North Essex approximately three miles north-west of Halstead, is a rural community of some 150 dwellings.

Three roads – along which the majority of these dwellings, the Church, the Primary School and the Village Hall are situated – run through the centre of the village and are currently subject to a 30mph speed restriction ([see Appendix 1 for sign locations](#)). An earlier road safety review resulted in a time-regulated 20mph limit being imposed, specifically around the school, on the roads within the 30mph limit area; this is operational during the children's drop-off and pick-up times.

Outside the 30mph village centre limit there are four approach roads, each subject only to the National Speed Limit (60mph). These pass through groups of outlying housing developments in close proximity to the roadside, a number of areas with poor sightlines and concealed entrances and, in two instances, through the centre of working farms, with vehicle and animal movements crossing regularly.

These shared-use NSL approach roads to the village vary in width, from 4.6m at their widest to single-file sections that are on average just 2.4m wide.

The Village Primary School attracts many children from outside the immediate local area because of its 'good' Ofsted rating – the majority of these come by car as there is no school bus. The school run accounts for much of the increase in traffic seen in recent years.

The area around the village is very popular with horse riders, cyclists and especially walkers; there are a number of footpaths either crossing or with their entrances/exits beside the NSL roads, many of which are not easily visible from vehicles ([see Appendix 2 for footpath crossing/entry locations](#)).

There has recently been a number of safety-related incidents reported by walkers, horse riders and motorists, raising concerns about the dangers posed by fast-moving traffic on the NSL stretches of these shared-use approach roads.



Reasons for the Request

The **Parish Council** has the objective of making the village's roads safer for walkers, cyclists, horse riders, farm workers and motorists alike.

It has therefore committed to:

- asking for an ECC safety review, with particular regard to considering ways of helping moderate vehicle speeds on those currently NSL sections of the village's four shared-use approach roads that run through the more populated parts of the village outskirts.
- requesting additional advisory safety measures for some of the narrowest stretches of road, where there is a greatly increased safety risk to cyclists, walkers and horse riders.

Further Information

The four roads within the parish boundary of particular concern from a road-user safety point of view are the following NSL sections of shared-use roads that pass through the village outskirts (see [Appendix 3](#) for road and picture locations):

A. Toldishall Road, from Church Road to Barretts Hall.

Houses in Toldishall Road and new housing at its junction with Lucking Street are close to the road and have driveway accesses that are concealed from traffic coming down the hill travelling west (Pics 1 & 2).



Towards Barretts Hall, FP17 crosses the narrow single track road beside a tall brick wall which obscures the crossing point for vehicles travelling east (Pic 3).



Travelling west, the brick wall surrounding the St Marys development conceals the entrance to the housing development within the wall's confines (Pic 4) and also creates a long blind bend (Pic 5) on what is a single track part of the road.



A supplementary concern is the problem of pedestrian and horse rider safety on what is an extremely narrow (approx. 2.2m) single-track section of this road leading to the Footpath 17 crossing. This includes a blind bend (Pic 6) and is somewhere where additional advisory safety measures might be appropriate.



B. Gestingthorpe Road, from New Barns to the Monks Lodge junction.

Sightlines along this single track road, which is also a well-used walking route, are restricted when travelling south (Pic 7). The road then passes through a ribbon development of houses occupied by families with young children, along which are several concealed driveway accesses and roaming wildfowl. (Pic 8)



C. Lucking Street, from the Toldishall Road junction to the 30mph limit.

This road runs past houses with short driveway access, then over a narrow bridge before going through a working farm, with accesses either side of the road concealed by a blind crest and bend heading north (Pics 9, 10, 11 & 12).



It then runs past a group of dwellings located close to the road. The nature of the straight open aspect of the road, after the farm entrances going north (Pic 13), encourages spirited driving, to the concern of both residents and horse riders using the farm stables, for which this is a frequently-used access route.



D. Great Maplestead/Monks Lodge Roads from Chelmshoe Farm to the 30mph limit.

This road passes through a working farm and then down a lengthy section of just 2.4m wide single track road. (Pics 14 & 15).



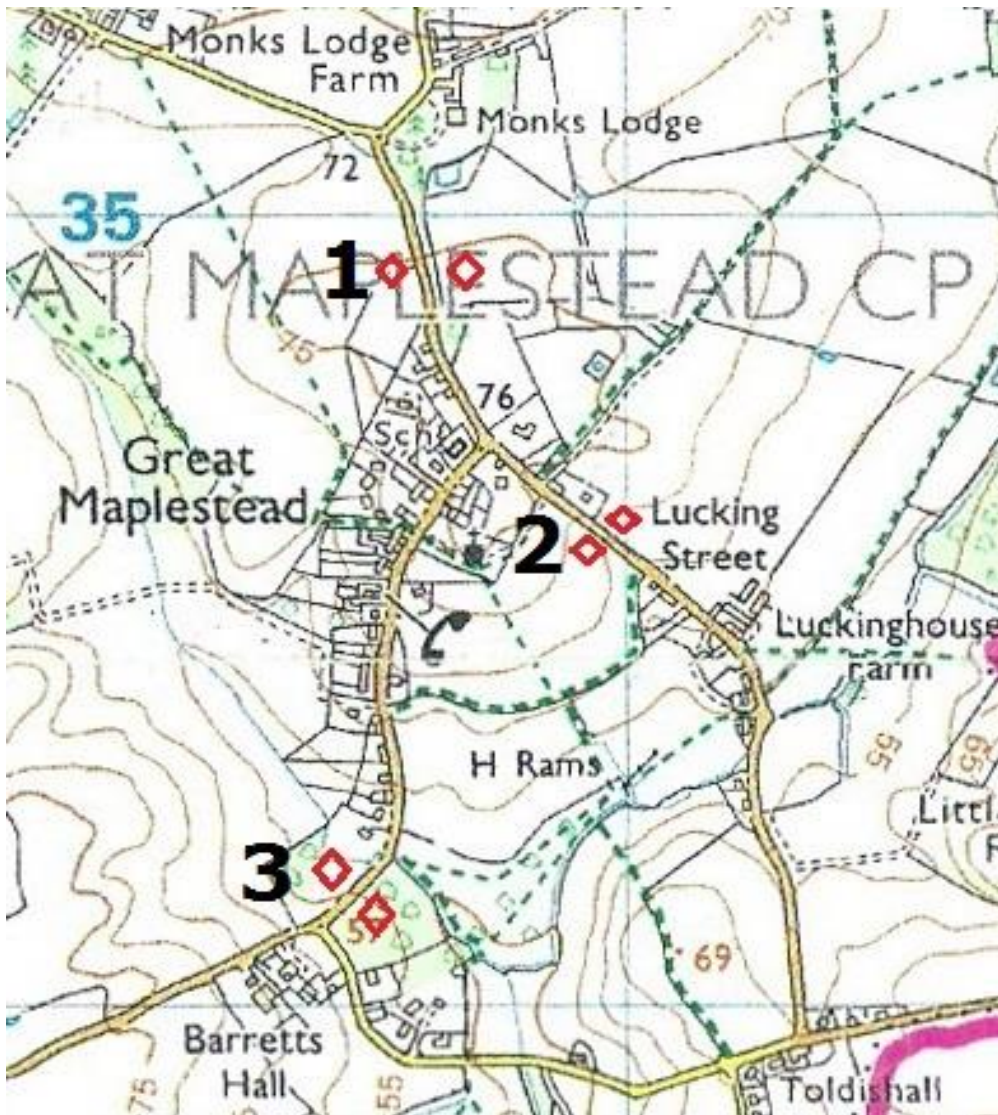
At the subsequent junction with Gestingthorpe Road the view to the right going south into the village is restricted by vegetation (Pic 16), effectively masking any vehicles travelling in the opposite direction or intending to make the turn into Gestingthorpe Road. Similarly, coming out of the village travelling north on Maple Lodge Road, the view to the left at this junction is effectively blind for vehicles trying to turn right, (Pic 17) making this area particularly hazardous for motorists, cyclists and horse riders.



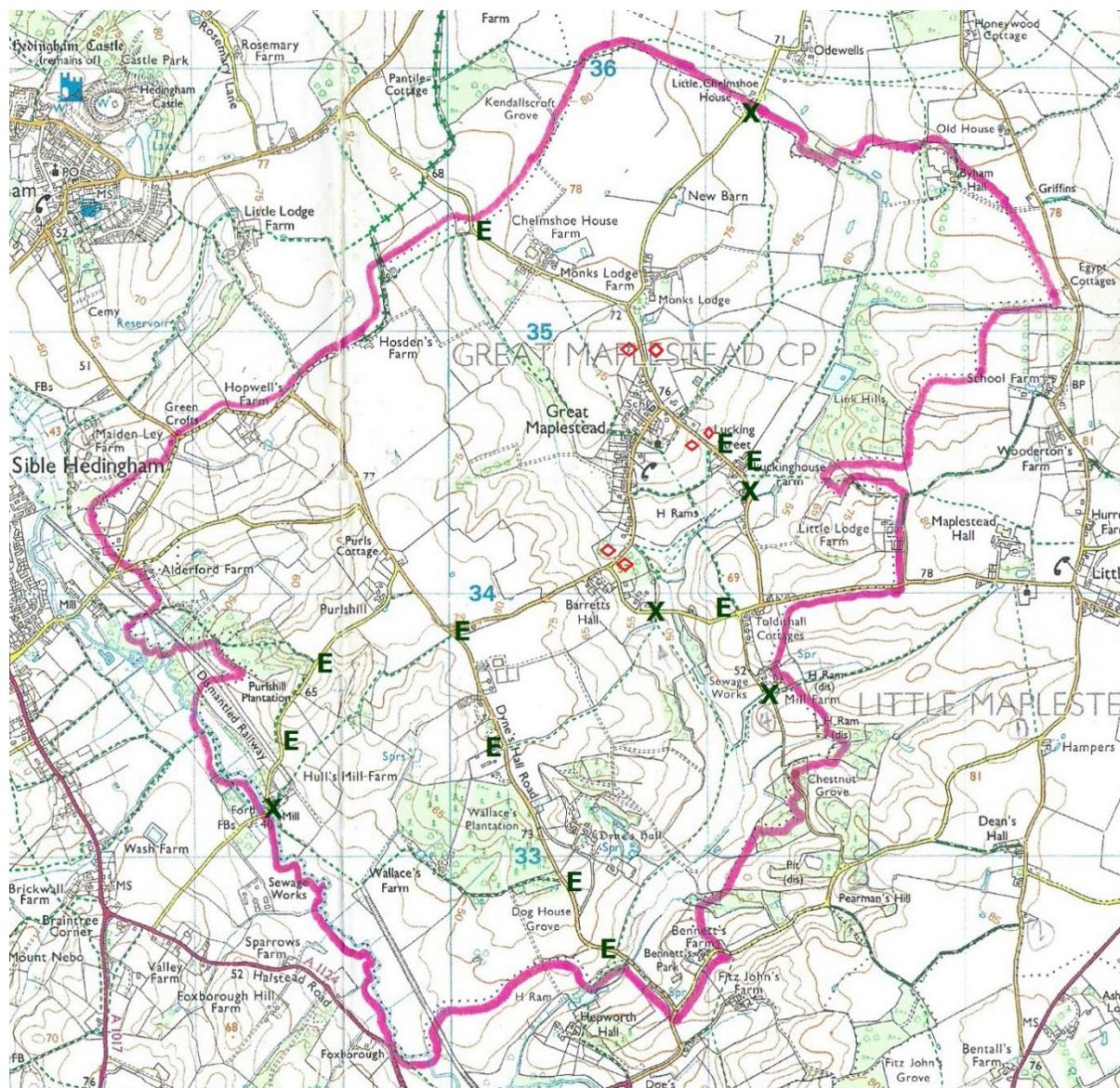
Summary

The **Parish Council**, having committed to requesting this road safety review on behalf of its parishioners, would be more than happy to assist in the process, in whatever way might be required, in order to help **ECC** carry out its review in as timely a manner as possible.

Great Maplestead – 30mph Limit Sign Locations



Great Maplestead – Footpath Intersections with NSL Roads



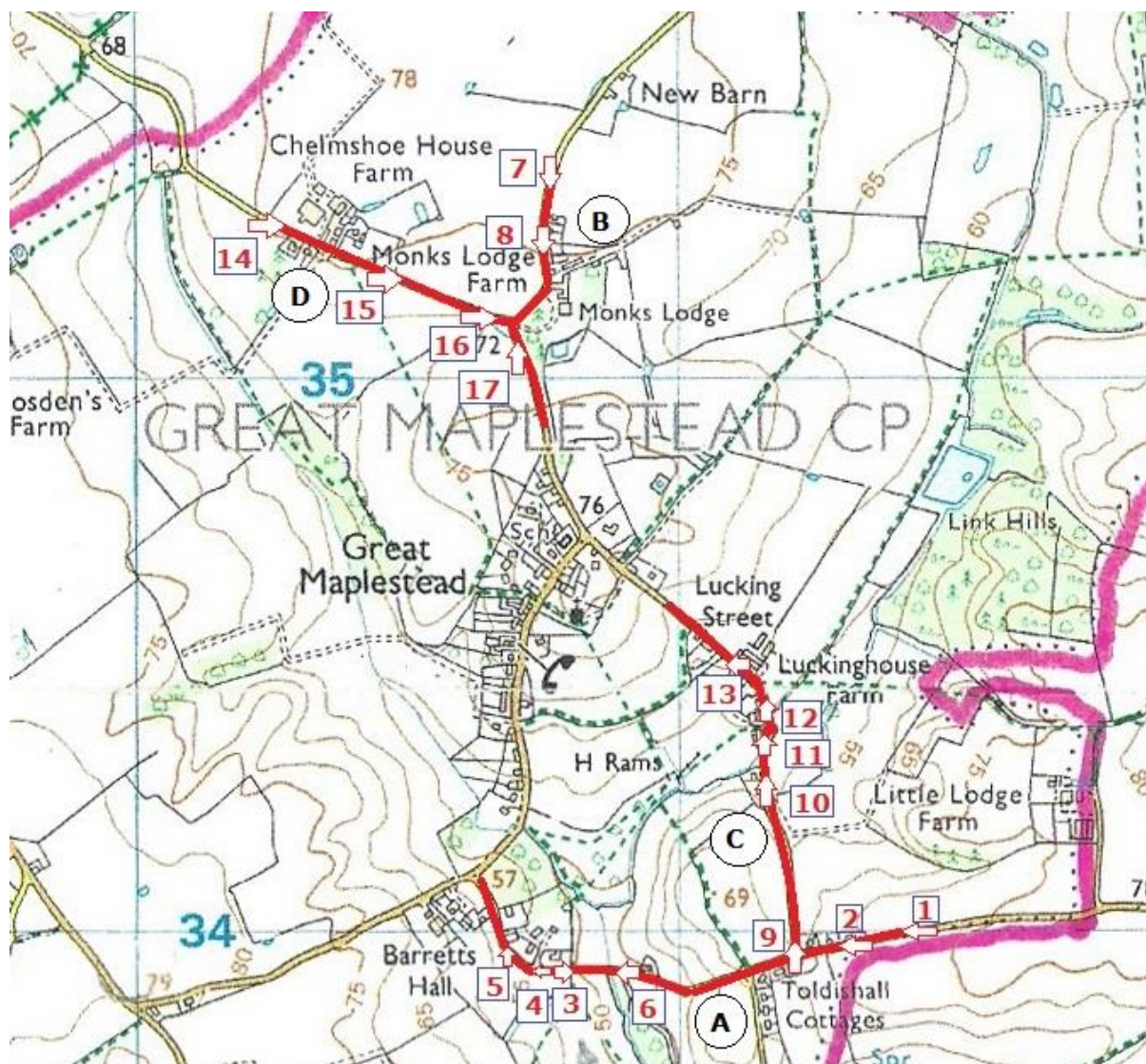
Legend:

E = footpath entry/exit points

X = footpath crossing points

█ = Parish Boundary

Great Maplestead – Road Safety Review Areas



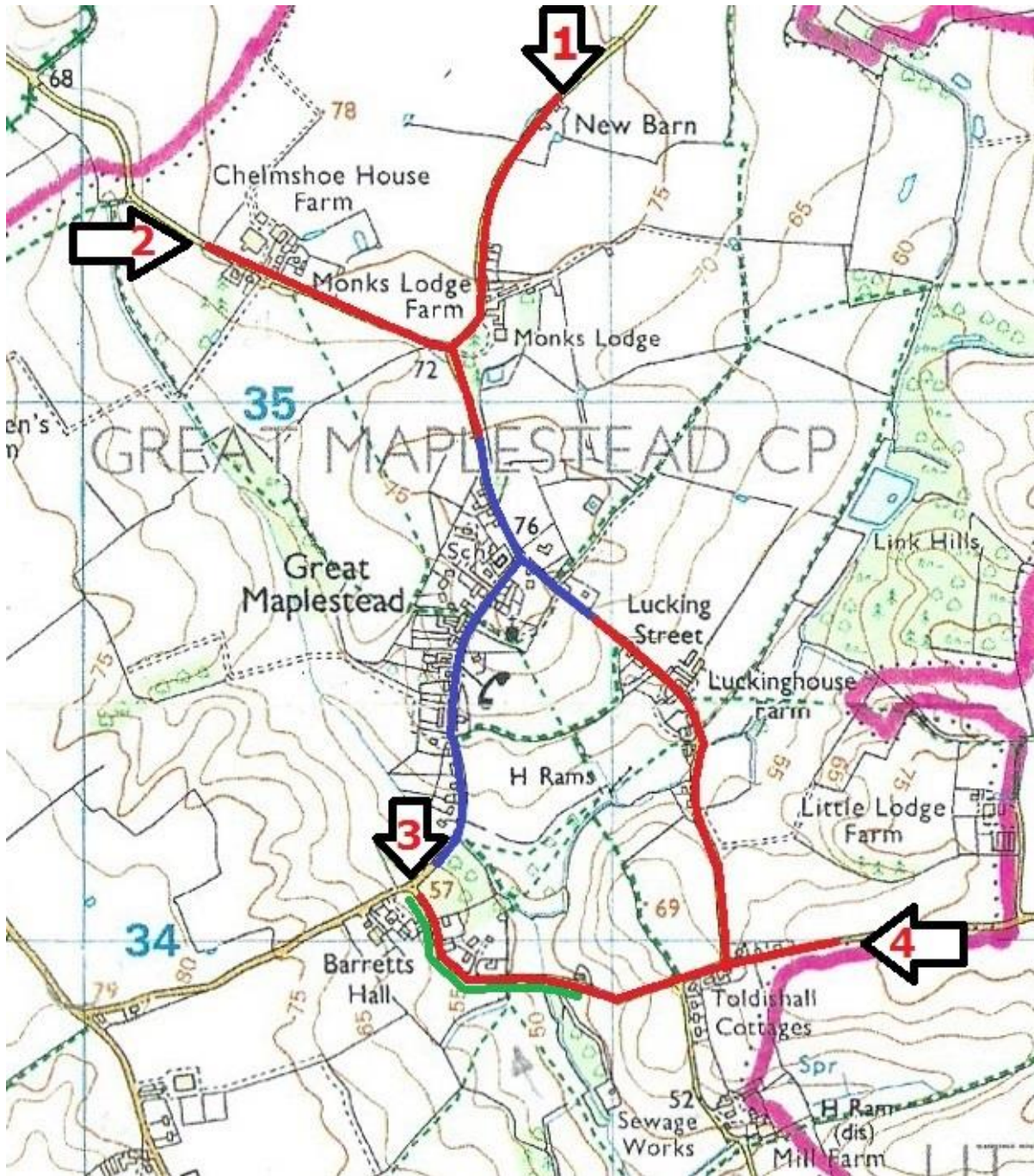
- A. Toldishall Road, from Church Road to Barretts Hall.**
- B. Gestingthorpe Road, from New Barns to the Monks Lodge junction.**
- C. Lucking Street, from the Toldishall Road junction to the 30mph limit.**
- D. Great Maplestead Road from Chelmsloe Farm to the 30mph limit.**

Key:





1 **Picture locations** – arrows indicate direction of view

Great Maplestead – Road Safety Review

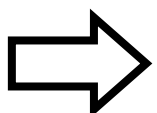
40mph Speed Limit Proposal



Key:

-  Existing 30mph limit roads
-  Proposed 40mph limit roads
-  Proposed 20mph advisory limit section 



 **Picture locations** (overleaf) – arrows indicate direction of view

1. Gestingthorpe Road @ New Barn

- to the 30 limit in Maple Lodge Road



2. Great Maplestead Road @ Chelmshoe Farm

- to the 30mph limit in Maple Lodge Road



3 & 4. Toldishall Road & Lucking Street

- from Barretts Hall (3) to Church Road (4)
- from the Toldish Hall Road junction to the 30 limit in Lucking St.

