

## Epping Forest District LOCAL HIGHWAYS PANEL MINUTES

15 January 2020 at 17:00 hrs

Committee Room 2, Epping Forest District Council Civic Offices

<b>Chairman:</b>	Councillor V Metcalfe (ECC)
<b>Panel Members:</b>	Councillor A Jackson (ECC) Councillor M McEwen (ECC) Councillor C Pond (ECC)  Councillor P Keska (EFDC) Councillor A Lion (EFDC) Councillor D Wixley (EFDC) Councillor B Scruton (Epping Town Council)
<b>Other Councillors:</b>	Councillor N Avey (EFDC) Councillor S Kane (EFDC)
<b>Officers:</b>	Sarah Alcock – Highways Liaison Officer (Essex Highways) David Gollop – Design Manager (Essex Highways) Ian Henderson – Senior Road Safety Engineer (Essex Highways)
<b>Secretariat:</b>	Jackie Leither – Democratic Services Officer (EFDC)

Item		Owner
1.	<b>Welcome and Introductions</b>  The Chairman welcomed Members, Officers and Guests present and asked that everyone formally introduce themselves.	
2.	<b>Apologies</b>  Apologies had been received from Councillor C Whitbread (ECC), Councillor G Mohindra (ECC), Councillor R Gadsby (ECC) and Councillor C Roberts (EFDC).  <b>Declarations of Interest</b>  There were no declarations of interest pursuant to the Council's Code of Member Conduct.	

3.	<p><b>Minutes</b></p> <p><b>RESOLVED:</b></p> <p>That the minutes of the meeting held on 4 September 2019, be agreed by the Panel as a true record.</p>	
4.	<p><b>Matters Arising from Minutes of the previous meeting</b></p> <p>Councillor Lion advised that he had not received a link to LEPP154001 – Epping Forest – Cycling. Cycling Action Plan as stated in the previous minutes.</p> <p>The HLO stated that she would send the link out again to all Panel Members.</p> <p>Cllr C Pond asked if she could also send the link to Mark Squire at Loughton Town Council.</p>	<b>SA</b>
5.	<p><b>Casualty Reduction Schemes 2020/21</b></p> <p>The Chairman welcomed Ian Henderson, Senior Road Safety Engineer (SRSE) from Essex Highways who was attending the Panel meeting to brief the committee on Casualty Reduction Schemes.</p> <p>The SRSE advised that road safety engineering function had the primary aim of reducing the risk of collisions on the road network by implementing a range of low-cost improvements. Three clear accidents were looked at before any remedial actions were taken. A report was then prepared and presented to Councillor Bentley at the end of the year for the work to be approved.</p> <p>The guidance for any road remedial works to be undertaken in the District were measured in cluster sites for collisions:</p> <ul style="list-style-type: none"> <li>• 4 personal injury collisions in a 50-metre radius in urban areas over the last 3 years; and</li> <li>• 3 personal injury collisions in a 250-metre radius in rural areas over the last 3 years.</li> </ul> <p>Information would be gathered from Police records for identified collision patterns at cluster sites. The Police would also categorise the collisions into one of three categories, fatal, serious or slight.</p> <p>Each collision site would be ranked out of over 300 collision sites in Essex, the lower the ranking the more serious the collisions with regard to them being slight, serious or fatal.</p> <p>The Design Manager, D Gollop stated that serious and slight categories related to personal injuries, drink drivers, drug drivers and police chases were discounted from the statistics as Essex Highways were looking for patterns that were similar.</p>	

**(a) Location: A112 Sewardstone Road j/w Avey Lane to the Grange Site  
Ranking: 69 (Rural Site)**

The cluster site collision information had identified 6 serious collisions and 4 slight collisions from 01/01/2016-31/12/2018.

A study of the personal injury collisions at this location indicated a pattern of vehicles losing control and travelling too fast for the conditions through this section of road.

A study of the conditions of the carriageway surface showed it was 'below investigatory' level with localised areas of crazing and signs of rutting.

To provide an improved carriageway skid resistance surface (high Polished Stone Value (PSV) and refreshing the carriageway markings. To encourage compliance with the speed limit it was proposed to increase the frequency of the 40mph repeater signs through this section.

Councillor C Pond asked if the speed limit could be lowered from a 40mph to a 30mph.

Councillor S Kane advised that parts of Sewardstone Road were 40mph going down to 30mph.

The SRSE advised that Sewardstone Road met the 40mph speed limit criteria.

The Chairman stated that it might be useful to do another speed survey along Sewardstone Road.

Members expressed concern that the carriageway resurfacing works would come from their LHP budget.

The HLO confirmed that the cost of the carriageway resurfacing works would not come out of the LHP's budget as there was a separate budget for these works but the signs and lines would come out of the LHP budget.

**(b) Location: A414 Bend 150 metres South of Water End Farm  
Site Ranking: 120 (Rural Site)**

The cluster site collision information had identified 2 serious collisions and 1 slight collision from 01/01/2016-31/12/2018.

A study of the personal injury collisions at this location indicated a pattern of loss of control. Two of the collisions were of serious severity and one was slight in severity.

To provide enhanced (yellow backing) Chevron signs through the bends, to indicate the severity of the bends and encourage appropriate speeds through the bends.

	<p><b>(c) Location: B182 Bury Lane, Epping Site Ranking: 64 (Rural Site)</b></p> <p>The cluster site collision information had identified 3 serious collisions and 3 slight collisions from 01/01/2016-31/12/2018.</p> <p>A study of the personal injury collisions at this location indicated a pattern of loss of control. Three collisions involved southbound vehicles and three collisions involved northbound vehicles, all collisions occurred in the daylight and four occurred in wet/damp conditions.</p> <p>To provide verge marker posts through the series of bends from the Thatched Cottage (to the north) to the leisure facility entrance (to the south) and to provide delineation of the carriageway. Enhanced (yellow backing boards) 40mph terminal signs and enhanced 40mph repeater signs would be increased to encourage appropriate speeds through the bends.</p> <p><b>(d) Location: Gravel Lane A1112 near j/w Pudding Lane Site Ranking: 36 (Rural Site)</b></p> <p>The cluster site collision information had identified 2 serious collisions and 4 slight collisions from 01/01/2016-31/12/2018.</p> <p>A study of personal injury collisions at this location indicated a pattern of vehicles failing to give way at the junction of Gravel Lane and Pudding Lane. The relocation of the traffic island and hatching the section adjacent to the layby will alter the effective radius of the junction and control turning speeds through the junction.</p> <p>To provide carriageway hatching at the junction and to relocate the traffic island.</p> <p><b>(e) Location: Goldings Hill, Loughton</b></p> <p>The SRSE advised over a 10 year analysis there had been 16 personal injury collisions along Goldings Hill both northbound and southbound especially at the part of the road where there was a sharp bend.</p> <p>The SCRIM (Sideway-Force Coefficient Routine Investigation Machine), which measures wet skid conditions has shown that high friction surfacing would benefit along parts of the carriageway.</p> <p>To provide LED chevron signs warning that there was a bend and to resurface that part of the carriageway with high friction surfacing.</p> <p>Councillor Pond stated that the trees were very close to the road and the drainage should be looked at as it would be full of leaves and debris, also that there was a high deer collision in this area.</p> <p>Councillor Wixley added that there used to be wooden posts with a 40mph sign attached to them at regular intervals along Goldings Hill and the Epping New Road. Over the years these have rotted and fallen over so these need to be checked and reinstated. The HLO advised that the 40 mph posts would be checked.</p>	<b>SA</b>
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<p><b>6.</b></p>	<p><b>2019/20 Funded Schemes</b></p> <p>The HLO updated Members on the current position of all the schemes which the EF Local Highways Panel had recommended for inclusion in the 2019/20 programme.</p> <p>Members were reminded that the costs supplied are budget estimates only and there was the possibility that a final scheme cost could change, dependant on issues which may arise during the detailed design and construction. The Panel would be kept informed of any budget adjustments that were required.</p> <p><b>Match Funded Schemes</b></p> <p>LEPP162028 – Willingale Road, Loughton. A formal consultation for the implementation of double yellow lines was in progress. Objections had been received regarding the removal of the school keep clear markings which were on the junction. The Panel were asked to decide if the ‘keep clear’ markings at the junction should be removed or stay.</p> <p><b>AGREED:</b> That the Panel agreed the ‘keep clear’ markings should stay.</p> <p>LEPP172035 – Roebuck Lane, Buckhurst Hill. An informal consultation with residents had been completed regarding the removal of the current bolt down speed humps along Roebuck Lane. Consultation letters were sent to 107 residents which resulted in 41 (38%) responses received. 27 (66%) requested that the speed humps remain and 14 (34%) requested that the speed humps be removed.</p> <p>As the majority of respondents requested the speed humps remain, it was recommended that this scheme was progressed to design and implementation of fit for purpose speed humps.</p> <p>The Chairman agreed that there was no other economic solution as if they were taken out then more people would use the road.</p> <p><b>AGREED:</b> The Panel agreed that this scheme would be put forward for consideration at the next meeting for inclusion in the 2020/21 programme to be progressed to design and implementation of fit for purposes speed humps. Consultation with the Cllr Metcalfe as the County Member for the proposed locations of the speed humps.</p> <p><b>Funded Schemes 2019-20</b></p> <p>LEPP172026 – Bell Common Road, Epping. An informal consultation with the residents had now finished and the information was being collated, with the preferred option progressing to design and target costs.</p> <p>LEPP181001 – Chigwell Lane, A1168, M11. Reduce the northbound section of Chigwell Lane to single carriageway, completed September 2019.</p> <p>Councillor Lion stated that although this scheme was completed it was still dangerous as the cars still backed up to turn right into Langston Road therefore blocking the main carriageway.</p>	<p><b>SA</b></p>
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LEPP182008 – Old Shire Lane, Honey Lane, Farthingale Lane and Stoney Bridge Drive, Waltham Abbey. HGV Movement. This scheme was in design to provide a physical width restriction on Old Shire Lane just after the entrance to the Marriott Hotel. There will also be double yellow lines to allow access.

Councillor S Kane asked once the design had been completed what was the next step.

The HLO advised that this would come to the next meeting on 30 March 2020 to be considered by the Panel to recommend funding in 2020/21 financial year.

LEPP182020 – Chigwell Lane, j/w Oakwood Hill. Traffic Management improvements. Outline design and target costs to be undertaken to look at reducing the width of the central island thereby increasing the length of the right-hand filter lane. It was noted that utility covers were present within the central island and these would need to be resolved.

The HLO advised that this scheme would come back to the 30 March meeting.

Councillor Pond stated that from the 26 March 2020 buses would be using that lane to turn right into Oakwood Hill.

LEPP163001 – Church Lane to the Rabbits bus stop footway. To install a footway to make access to the Rabbits bus stop easier for residents that live in Church Lane.

The HLO advised that work had started but it was discovered that GigaClear had laid fibre optic cables in a different position to what the plan said. The HLO stated that she had been trying to contact GigaClear but not had much success therefore this scheme would be carried forward to the 2020/21 municipal year.

Councillor Lion stated that he was Chairman of the Digital Innovation Zone (DIZ) and that he had contacts at GigaClear and that he would pass on the details to HLO.

LEPP192012 – Cobbins Brook Bridge, Upland Road. Design and implementation of priority working system at the Cobbins Brook Bridge has now been completed.

<p>7.</p>	<p><b>Schemes Awaiting Future Funding</b></p> <p>The HLO advised that the Schemes Awaiting Funding list (attached to the agenda on page 27) identified all the scheme requests which had been received for the consideration of the Epping Forest Local Highways Panel.</p> <p>Members were asked to review these schemes and consider funding recommendations for those they wish to see delivered in 2020/21 and remove any they would not wish to consider for funding.</p> <p>Costs supplied are estimated only and there was the possibility that the final scheme cost could change significantly, dependant upon issues which may arise during the detailed design and construction.</p> <p><b>Safer Roads</b></p> <p>Members agreed to note Safer Roads as the budget had not yet been determined.</p> <p><b>Traffic Management</b></p> <p>A total of £122,500 had been allocated to Traffic Management. The HLO advised that the schemes marked in red should be removed from the list but asked Members to agree each one. A scheme that was marked in red was against ECC policy or there was no appropriate engineering solution.</p> <p>LEPP172025 – Fiddlers Hamlet j/w Stewards Green Road and Coopersale Street. A Casualty reduction scheme was implemented on 8 August 2016, the site would be monitored before any further measures were considered.</p> <p><b>AGREED:</b> Members agreed that this scheme should stay on the schemes list.</p> <p>LEPP182013 – All roads in Loughton Conservation areas to reduce to a 20mph speed limit. The majority of speed surveys completed concluded that the average daily speeds were below 20mph. If the mean speeds are under 20mph then according to the guidance in place for implementing 20mph zones was not required.</p> <p><b>AGREED:</b> Members agreed to remove this scheme from the list.</p> <p>LEPP182002 – A113 London Road, Abridge. The speed survey results did not indicate a speeding issue on the A113 London Road.</p> <p><b>AGREED:</b> Members agreed to remove this scheme from the list.</p> <p>LEPP162066 – Forest Lane j/w New Forest Land and Manor Road. Resurfacing was completed in June 2018 and all recorded collisions were prior to the new LED lighting being installed. Since the road had been resurfaced there have been no reported collisions.</p> <p><b>AGREED:</b> Members agreed to remove this scheme from the list.</p>	<p><b>SA</b></p> <p><b>SA</b></p>
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LEPP182025 – Sewardstone Road j/w Mott Street, Waltham Abbey. The Design Manual for Roads and Bridges sets out the design criteria for mini roundabouts. Mini roundabouts work well where traffic flows are balanced on each of the arms. Therefore, based on traffic flows alone, a mini roundabout was not suitable for this location.

**AGREED:** Members agreed to remove this scheme from the list.

LEPP182028 – Lindsey Street, Epping. The validation had been completed and the recommendation was to install a gateway feature and 'SLOW' markings be progressed to a detailed design and scheme delivery. This scheme will be come to the March Panel meeting to finalise the programme of what was to be taken forward.

LEPP182031 – B184 Beauchamp Roding. Residents have requested the speed limit be dropped from 60mph to 40mph.

Councillor McEwen stated that a resident had contacted her and advised that they had a disabled child and had difficulty getting the child into the vehicle due to the speed of the vehicles.

The HLO advised that the speed data showed the average speed to be between 42-45 mph the area is open and had good visibility and a reduction in the speed limit did not comply with the Essex Speed Management Strategy.

The DM commented that if there was one particular issue with access along this road that if Councillor McEwen could give the HLO the property location then it could be reviewed.

**AGREED:** Members agreed to leave this on the schemes list until a review of the location and difficulty accessing a vehicle was reported back to Members and a later date.

LEPP182032 – Manor Road, Lambourne End. The speed survey results in the 40mph section of Manor Road did not indicate a speeding issue therefore a speed reduction would not be considered at this time.

**AGREED:** Members agreed to remove this scheme from the list.

LEPP182033 – Duck Lane, Thornwood. The speed survey results did not indicate a speeding issue on Duck Lane. Therefore, traffic calming measures would not be considered.

**AGREED:** Members agreed to remove this scheme from the list.

LEPP192001 – Epping Road, Broadley Common. In validation, speed survey data evidence supported installation of a VAS. We are waiting for confirmation from the Parish Clerk to the preferred location.

Councillor Avey asked if traffic lights could be installed in this location.

The DM replied that this could be brought to the Panel to agree funding, but installation of Traffic lights would be a very costly exercise. He advised that for

the present it should be monitored.

LEPP192004 – A113 Ongar Road, Abridge. The Highway boundary indicated that the land required to install all of the signs was on common land. Therefore this could not be progressed until the land issue was resolved.

The HLO advised that this scheme should be amber and not red and should therefore stay on the scheme list.

LEPP192008 – Highland Road, Nazing. This scheme was in validation awaiting highway boundary information.

LEPP192018 – Loughton Lane, Theydon Bois. This scheme had been through validation and it was determined that this scheme was against policy.

**AGREED:** Members agreed to remove this scheme from the list.

LEPP192029 – Oakwood Hill, Loughton. The speed survey results did not indicate a speeding issue on Oakwood Hill therefore traffic calming would not be considered.

**AGREED:** Although this scheme did not meet the requirement of the speeding survey Members agreed to leave this scheme on the list to monitor.

LEPP152086 – The Broadway, Debden, Loughton. This scheme was amber as awaiting completion of feasibility study, it would come to the March panel meeting.

The HLO advised that all schemes marked amber had previously been approved for a feasibility study/detail design and the results were awaited before the scheme could be fully considered.

### **Walking**

The Chairman stated that the cost of these schemes were relatively high compared to the budget that the Panel had to spend and the Panel needed to discuss at the next meeting whether they should stay on the list or be removed.

LEPP183003 – Abridge Road. Validation was complete and the recommendation was to install a footway and dropped crossing point.

The Chairman advised that this footway came out at £72,500 and was for the benefit of 4 dwellings and the Panel should decide on smaller schemes which would benefit more residents in the district. This would come back to the March Panel meeting for a decision.

LEPP133015 – Hemnall Street, Epping. This scheme cannot be progressed until the land issues have been resolved with the City of London, who own the land.

LEPP193008 – Piercing Hill j/w Morgan Crescent. Pedestrian refuge to provide a safe crossing point. This scheme would stay on the list until the March Panel where it can be discussed in detail with the Ward Member in attendance.

	<p><b>Cycling</b></p> <p>The Panel did not have any comments.</p> <p><b>Passenger Transport</b></p> <p>LEPP195002 – Englands Lane, Loughton. Request for a bus stop with a pole and flag on both sides of the road. This scheme was in validation and would be discussed at the next Panel meeting.</p>	
<p><b>8.</b></p>	<p><b>Any Other Business</b></p> <p>The Chairman advised Members that they should book a time slot with Sarah the week before the next meeting to go over their individual ward items. Sarah would be at the Civic Offices the week before and she will email the date to Members before.</p> <p>The Chairman stated that the Oakwood Hill / Langston Road congestion be looked into.</p> <p>Councillor C Pond stated that the only bus that serves the Epping Forest Shopping Park was being withdrawn.</p> <p>Councillor Kane stated that there was a degree of fault with the design of the entrance and exit to the car park but that ECC designed the traffic around the area.</p> <p>The Chairman commented that there must be a way to stop the traffic turning right into the park as that was what caused the congestion. The entrance needed to be accessed from the other side of the road, with a mini roundabout further down and the exit should be at the opposite end of the carpark.</p> <p>Members expressed concern that the traffic was having trouble getting to other businesses in Langston Road and the effect this was having on the other businesses. The experts need to look at the traffic congestion problem as it was a daily problem.</p> <p>The DM stated that an action should be taken to go out and look at the congestion problem. This would fall under the remit of the strategic team and then a report should go to Cllr Bentley's surgery.</p>	
<p><b>9.</b></p>	<p><b>Date of Next Meeting</b></p> <p>The next meeting of the Epping Forest District Local Highways Panel would be on Monday 30 March 2020 at 5pm in Committee Room 2 at the Civic Offices.</p>	