

## Epping Forest District LOCAL HIGHWAYS PANEL MINUTES

23 January 2019 – 17.00-18.20

Committee Room 2, Epping Forest District Council Civic Offices

<b>Chairman:</b>	Councillor V Metcalfe (ECC)
<b>Panel Members:</b>	Councillor C Whitbread (Vice Chairman (ECC)) Councillor A Jackson (ECC) Councillor C Pond (ECC) Councillor P Keska (EFDC) Councillor G Mohindra (EFDC) Councillor C Roberts (EFDC) Councillor E Webster (EFDC) Councillor B Scruton (Epping Town Council)
<b>Other Councillors:</b>	Councillor N Avey (EFDC) Councillor S Kane (EFDC)
<b>Officers:</b>	S Alcock – Highways Liaison Officer, Essex Highways Q Durrani – Assistant Director (Technical), EFDC
<b>Secretariat:</b>	J Leither, Democratic Services Officer, EFDC
<b>Guests:</b>	I Henderson, Essex Highways D Gollop, Essex Highways P Seabright, North Essex Parking Partnership (NEPP)

Item		Owner
1.	<p><b>Welcome and Introductions</b></p> <p>The Chairman, Councillor V Metcalfe had tendered her apologies for the meeting and the Vice-Chairman, Councillor C Whitbread assumed the role of Chairman for the meeting.</p> <p>The Chairman welcomed Members, Officers and Guests present and asked that everyone formally introduce themselves.</p>	
2.	<p><b>Apologies</b></p> <p>Apologies had been received from Councillor V Metcalfe, Councillor N Avey, Councillor R Gadsby and Councillor C Roberts.</p> <p><b>Declarations of Interest</b></p> <p>There were no declarations of interest pursuant to the Council's Code of Member Conduct.</p>	

<p><b>3.</b></p>	<p><b>Minutes</b></p> <p><b>RESOLVED:</b></p> <p>That the minutes of the meeting held on 26 September 2018, be agreed by the Panel as a true record.</p>	
<p><b>4.</b></p>	<p><b>Matters Arising from Minutes of the previous meeting</b></p> <p>Councillor CC Pond referred to the previous minutes of the meeting held on 26 September 2018 where he had been in touch with LRT and they had agreed for the buses to be diverted so that the works could be done during the day. Since then LRT have had a change of staff and this would need to be confirmed with them again.</p>	<p><b>SA</b></p>
<p><b>5.</b></p>	<p><b>2019/20 Casualty Reduction Schemes briefing</b></p> <p>The Chairman welcomed I Henderson from Essex Highways who was attending to brief the committee on Casualty Reduction Schemes.</p> <p>I Henderson 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 collisions with the same trend/pattern were analysed 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 collisions in a 50 metre radius in urban areas; and</li> <li>• 3 collisions in a 250 metre radius in rural areas.</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><b>(a) Location: B170 Palmerston Road j/w Victoria Road, Buckhurst Hill</b></p> <p>The cluster site collision information had identified 3 serious collisions and 3 slight collisions from 01/01/2015-31/12/2017.</p> <p>A study of the personal injury conditions at this location showed a pattern of vehicles turning into or out of Victoria Road across oncoming vehicles on Palmerston Road and failing to give way to traffic on Palmerston Road.</p> <p>To permit safer turning movements into and out of Victoria Road from Palmerston Road, it was proposed to provide a 'Yellow Box' marking at the junction of Palmerston Road and Victoria Road. To raise awareness of the junction it was also proposed to install advanced 'Crossroad Ahead' warning signs on the Palmerston Road approaches and to install a 'Give Way' sign on Stradbroke Grove and refresh all carriageway markings through the junction.</p>	<p><b>SA</b></p>

Councillor C Pond highlighted that buses serving Buckhurst Hill Station did not have enough room to manoeuvre on the station forecourt due to the amount of cars parked there and parking enforcement was needed looking at.

Parking restrictions at the junction itself was also discussed with the NEPP representative.

**(b) Location: B194 Waltham Road near j/w Laundry Lane, Nazeing**

The cluster site collision information had identified 3 serious collisions and 2 slight collisions from 01/01/2015-31/12/2017.

A study of the personal injury conditions at this location showed a pattern of vehicles losing control and colliding with other vehicles or roadside objects.

Three collisions involved south-west bound vehicles and two involved north-east bound vehicles. To encourage lower approach speeds it was proposed to raise awareness of the junction by providing an advanced 'Side Road Ahead' warning with 'Reduce Speed Now' sub-plates on both the B194 approaches. It was also proposed to provide 'Verge Marker Posts' through the junction to guide road users through the junction bends.

**(c) Common Road j/w B181 Epping Road, Epping**

The cluster site collision information had identified 1 serious collision and 6 slight collisions from 01/01/2015-31/12/2017.

A study of the personal injury conditions at this location showed a pattern of failing to give way turning right out of Common Road into the path of oncoming traffic and nose-to-tail collisions on the northbound approach to the junction.

To provide northbound road users, on Common Road, with suitable advanced warning of the junction ahead and encourage appropriate approach speeds. It was proposed to replace the existing Give Way sign on a yellow backing (on Common Road) which had become faded and to clear all vegetation from traffic signs on all approaches. A high proportion of the collisions occurred in wet/damp conditions. A study of the 2018 carriageway condition shows the skidding resistance of two of the approaches to be 'Below Investigatory Level', which suggests that the junction should be treated to reduce the approach to a single lane exit.

**(d) A113 London Road / Romford Road, Little Colemans**

The cluster site collision information had identified 1 serious collision and 3 slight collisions from 01/01/2015-31/12/2017.

A study of the personal injury conditions at this location showed a pattern of vehicles losing control as they negotiated the bends. Forward visibility of oncoming traffic was restricted by the alignment of the carriageway and the adjacent vegetation.

To permit safer movements through the bends, it was proposed, to provide enhanced double bend warning signs on yellow backing with advisory maximum

speed 30mph sub-plates on both approaches to encourage lower entry speeds. It was also proposed to provide back-to-back chevron signs on the northbound approach to the bends and clear all adjacent vegetation from sign locations. A study of the carriageway condition showed deficiencies in the skidding resistance of the carriageway surface, it was therefore proposed to resurface the carriageway through the extents of the bends.

It should be noted that there had recently been a fatal collision of the same nature at this location, whilst it was not included within this study, it was an indication of an ongoing problem at this location.

**(e) B172 Coppice Row j/w Loughton Lane, Theydon Bois**

The cluster site collision information had identified 1 serious collision and 6 slight collisions from 01/01/2015-31/12/2017.

A study of the personal injury conditions at this location showed a pattern of drivers failing to give way to oncoming traffic when turning from Loughton Lane onto B172 Coppice Row.

To provide north eastbound road users improved visibility when exiting from Loughton Lane onto the B172 Coppice Row and help prevent masking of westbound traffic on Coppice Row, it was proposed to provide the following measures to reduce the number of casualties at this location:

- Move the Give Way line on Loughton Lane and adjust the kerb line;
- Relocate the parking facilities on Loughton Lane further south; and
- Relocate the Give Way sign in Loughton Lane

**(f) A113 Abridge Road j/w entrance to Nuffield Health Fitness & Wellbeing, Chigwell**

The cluster site collision information had identified 1 fatal collision, 1 serious collision and 2 slight collisions from 01/01/2014-30/06/2017.

A study of the personal injury conditions at this location showed a pattern of vehicles exiting the access and colliding with northeast bound traffic on Abridge Road (A113).

To provide improved inter-visibility between approaching vehicles and vehicles exiting the access by cutting back the overhanging vegetation. It was also proposed to improve the conspicuity of the access by providing centre hatching and to leave a gap at the junction with the access. An alternative solution was to widen the carriageway sufficiently to allow the give way to be brought forward and provide improved inter-visibility. Councillor Mohindra also raised the enquiry as to whether the speed limit could be reduced to 40mph along this section.

Councillor G Mohindra asked who paid for the casualty reduction schemes.

	<p>The HLO advised that the casualty schemes were funded from the capital budget.</p> <p>I Henderson stated that it was a statutory duty to research and improve collisions that happen on the roads.</p> <p>Councillor G Mohindra said that safety works should not come out of the EF LHP funds especially now as EFDC co-fund, this should be taken to Councillor Bentley as principal money should not come into safety issues.</p> <p>Councillor A Jackson said recently speed checks had been set up outside his home by way of a pneumatic tube counting system and when motorists saw this they slowed down to the 30mph speed limit. At other times vehicles, especially motorbikes would travel down that stretch of road between 70-80mph. Therefore, no action was taken as the speeds recorded were not unduly high. Would the panel agree to see if alternative measures could be put in place to record the high speeds along that stretch of road.</p> <p>The HLO advised that the pneumatic tubes collect data in a series of 15 minute bins which took the average speed of vehicles that cross the tube, therefore if one car crosses at 70mph and the next five cross at 25mph the mean average would be taken and this would provide the data.</p>	
<p><b>6.</b></p>	<p><b>Approved Works Programme 2017/18 and 2018/19</b></p> <p>The HLO updated Members on the schemes and advised that the feasibility studies for the schemes highlighted in green had been completed.</p> <p>LEPP172005 – District Wide Finger Posts. The HLO advised that the order for the scheme had been place in February 2018 and only one of the nine ordered had been delivered. The new anticipated delivery should be by the end of January 2019. Concerns have been raised regarding the supplier’s delay in delivering the order and alternative suppliers were being sourced for future orders.</p> <p>Councillor C Whitbread asked if the old iron posts should be listed. Councillor C Pond stated that they should be locally listed and he would progress this.</p> <p>LEPP152001 – Church Road, Buckhurst Hill. This scheme was for a one way system but would not be proceeding due to there being the A104 Epping New Road running one end and the A121 High Road running the other end.</p> <p>LEPP162065 – Pic Hill, Waltham Abbey, one way system. There was an informal consultation with residents of options being considered and the results would be detailed in the feasibility study that was due to be completed by the end of February 2019.</p> <p>LEPP142011 – War Memorial, Lindsey Street, Epping, junction improvements. Officers met with the City of London to discuss how to progress this with representatives from the Town Council also in attendance. This land belongs to the City of London and they require a land swap at a ratio of 1:10 of adjacent</p>	<p><b>SA</b></p>

	<p>land to the Forest. ECC and Essex Highways do not have the land required, therefore this scheme was not viable to progress. This scheme should therefore be cancelled but this would have to be a Panel decision. Members agreed that as this scheme had been designed that they would put it on hold until such time the land becomes available in the future. The HLO advised that any further discussions with the City of London would need to be had a political level as this was not something that EssexHighways could progress any further as the City of London made it clear at the meeting they would not relax the land swap ration of 1:10.</p> <p>LEPP133015 – Hemnall Street, Epping, Footway. The draft feasibility study had been completed and was currently being reviewed. Early indications suggest that that this scheme cannot progress and may no longer be viable as the land required to install a footway belonged to the City of London and currently we were unable to meet their demands of their required land swap of 1:10.</p> <p>LEPP162011 – Forest Road j/w Smarts Lane, Loughton, Parking restrictions. The TRO process had been started, however, may not be completed by the end of March 2019 as it had the potential to receive objections which may lengthen the process as all objections would have to be considered.</p> <p>LEPP142039 – Pyrles Lane, Chester Road, Hillyfields, implementation of a speed table. The budget adjustment had been agreed by the Panel and the works to deliver this scheme have been scheduled for the school half term in February 2019.</p> <p>LEPP162014 – Lower Road, Loughton, No entry. The design element has been completed and were waiting on targets costs to be provided to deliver this scheme in 2019/20.</p> <p>LEPP162016 – Mott Street, Waltham Abbey, HGV signage. The signage was installed in August 2018 at Mott Street j/w Sewardstone Road. Land issues were currently being resolved to install signage on Avey Lane end. This could then be passed on to the Direct Delivery Gang for installation.</p> <p><b>Safer Road Schemes</b></p> <p>LEPP181001 – Chigwell Lane A1168 M11 Motorway, Loughton. The new design of this scheme had been completed and objections from County Members had now been withdrawn, this scheme can now progress. Highways England will close the slip road in April 2019 to resurface the carriageway, therefore it would make sense for these works to be done at the same time. This was yet to be confirmed.</p> <p><b>Direct Delivery Schemes</b></p> <p>LEPP173004 – Harlow Road, Matching Tye – signage. The Panel agreed at its meeting in September 2018 to add this scheme onto the approved works programme.</p> <p>LEPP172022 – Stonards Hill j/w Alderton Way – Bollards. The Panel agreed at its meeting in September 2018 to add this scheme onto the approved works programme.</p>	<p>SA</p> <p>SA</p>
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<b>7.</b>	<p><b>Potential Capital Schemes 2019/20</b></p> <p>The HLO advised that Members should look at all of the potential schemes that were in validation and email her with what they felt were the most important</p>	

	<p>schemes that the Panel would wish to take forward so that they can come to the March 2019 panel.</p> <p>The Panel were asked to look at all the schemes that were in red to decide what could be removed.</p> <p>The HLO stated that she had been advised LEPP182022 – Lechmere Avenue, Chigwell and LEPP182024 Colebrook Path, Loughton were to be removed.</p> <p>LEPP 152086 – The Broadway, Loughton. Councillor Mohindra stressed that work was needed to be done to the central reservation to keep the grassed area looking tidy.</p> <p>The HLO advised that this scheme was waiting for validation.</p>	
<p><b>8.</b></p>	<p><b>Speed Surveys and VAS Repairs</b></p> <p>The HLO advised that the speed surveys as tabled on pages 37-39 of the agenda had been completed.</p> <p><b>Section 106 Programme 2018/19</b></p> <p>Passenger transport improvements – Cartersfield Road development. This scheme has now been completed.</p> <p><b>Walking</b></p> <p>The Panel did not have any comments.</p> <p><b>Public Rights of Way</b></p> <p>The Panel did not have any comments.</p> <p><b>Cycling</b></p> <p>The Panel did not have any comments.</p>	
<p><b>9.</b></p>	<p><b>Any Other Business</b></p> <p>Councillor Jackson advised that a move to change disused farmyards into estates was widespread in the division. Estates get expanded again and again and this had over 21,000 vehicle movements a day. Why are Essex Highways are not determining the saturation of the highway as more and more developments are added?</p> <p>Mr Gollop advised the function of reviewing planning applications sits outside Essex Highways. It is undertaken by ECC Development Team and follows the statutory guidelines.</p> <p>Cllr Jackson said that the Panel members should put the question up to Councillor Bentley</p>	



	<p>Councillor Pond advised that there was a low bridge in Roding Road, Loughton the bridge had a height of 13ft 3ins and had suffered a few hits over the years. The signs were not visible enough and needed looking into with the possibility of installing a height detection.</p> <p>Mr Gollop from Essex Highways stated that if a vehicle were to activate the height detection they would then have nowhere to go as there was nowhere for a large vehicle to turn. It would be possible to look at the bridge and bring options to the panel.</p> <p>Councillor Pond asked if this scheme could be added to the Potential Schemes list for 2019/20.</p> <p><b>RESOLVED:</b></p> <p>(1) That a question be put to Cllr Bentley how more could be done to determine the saturation of the highway as more and more developments are added</p> <p>(2) That a scheme be added to the Potential Schemes list for 2019/20 regarding the low bridge in Roding Road, Loughton and how to make the signs more visible.</p>	
<p><b>10.</b></p>	<p><b>Date of Next Meeting</b></p> <p>The next meeting of the Epping Forest District Local Highways Panel would be Wednesday 20 March 2019 at 5.00pm. <b>Please note the change of venue</b> to 25 Hemnall Street, Epping CM16 4LU (next to the Epping Sports Centre).</p>	