

Epping Forest Local Highways Panel Minutes

Monday 10 June 2019 at 5.00pm

Council Chamber, Epping Forest District Council Civic Offices

Chairman:	Councillor V Metcalfe (ECC)
Panel Members:	Councillor C Whitbread (Vice Chairman (ECC)) Councillor M McEwen (ECC) Councillor C Pond (ECC) Councillor R Gadsby (ECC) Councillor G Mohindra (ECC) Councillor S Kane (EFDC) Councillor P Keska (EFDC) Councillor D Wixley (EFDC) Councillor B Scruton (Epping Town Council)
Officers:	S Alcock – Highways Liaison Officer (Essex Highways) D Gollop (Essex Highways)
Secretariat:	J Leither – Democratic Services Officer (EFDC)

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

<p>3.</p>	<p>Minutes</p> <p>RESOLVED:</p> <p>That the minutes of the meeting held on 23 March 2019, be agreed by the Panel as a true record.</p>	
<p>4.</p>	<p>Matters Arising from Minutes of the previous meeting</p> <p>There were no matters arising from the previous minutes.</p>	
<p>5.</p>	<p>Update</p> <p>Overview of Map Essex and Panel Future</p> <p>The HLO advised Members of an application on Essex Highways website called Map Essex. This was a tool which showed the highway assets that were under the remit of Essex Highways and what they looked after such as bus stops, the extent of the Essex highway and footway network, the highway record and public rights of way network. You could also see the resurfacing programme for Essex.</p> <p>There would be a layer on this application so that all planned works from the Local Highways Panel (LHP) could be seen. Therefore, you would be able to save your area and get updates and notifications of planned works. Map Essex would have information of all Essex Highways works.</p> <p>This was all part of the drive towards Essex County Council becoming paperless. The HLO advised that she would be able to meet with Members to show them how to use Map Essex.</p> <p>LHP Direct Delivery Gang – 2018/19</p> <p>D. Gollop, Design Manager advised Members that over the last year, the Direct Delivery Gang (DDG) had successfully managed to complete many of the smaller schemes at a reduced cost thereby saving the LHP’s money that went back into their budgets and enabled more schemes to be completed.</p> <p>The DDG were formed to reduce timelines and costs and specialised in smaller works such as:</p> <ul style="list-style-type: none"> • Signs and Lines; • Bollards; • Guardrailing; • Tactile Paving; and • Drop Crossings. <p>The timescale was 4-6 weeks typical Direct Delivery mobilisation compared to 12 weeks required by the Supply Chain. The 4-6-week target cost was therefore not needed for Direct Delivery and the construction was completed up to 12 weeks earlier than what the Supply Chain would deliver.</p>	<p>SA</p> <p>DG</p>

	<p>£1.15m of works budget were identified as suitable Direct Delivery Schemes and 37.8% of this £1.15m was used saving over £700k.</p> <p>There were currently 2 Direct Delivery Gangs covering the whole of Essex and each gang consisted of 3 staff.</p> <p>As the DDGs had proved to be successful and cost cutting, looking to the future of the DDG capabilities it was hoped they would be able to do:</p> <ul style="list-style-type: none"> • Footways; • Bus stops; • Central islands; and • Minor drainage. <p>The Chairman asked if the DDG could enforce road closures and temporary traffic lights.</p> <p>D. Gollop advised that they could not enforce road closures but could do part road closures and temporary traffic lights.</p> <p>Councillor Mohindra asked if the DDG could work above head height.</p> <p>D. Gollop stated that they could.</p> <p>The HLO advised that the DDG bring in savings to the LHP as the Supply Chain partner were much more expensive and as a panel they needed to discuss and decide a way forward. Other LHP's were holding back an amount from their budgets for smaller schemes to be completed by the DDG.</p> <p>Officers would look at the schemes that came forward and would decide what the DDG are able to do and then bring it to the panel.</p> <p>Councillor C Whitbread stated that the DDG had the capacity to deliver the smaller schemes quicker and under budget compared with the Supply Chain partner.</p> <p>Members asked if there were any plans to employ a third DDG.</p> <p>D Gollop advised that each of the DDG's did 175 schemes a year and to be able to employ a third team there would have to be enough work for them to pay for themselves. Each DDG cost around £250k a year to run.</p>	
<p>6.</p>	<p>Funded Schemes 2019/20</p> <p>The HLO advised that the Approved Works Programme had changed names to the Funded Schemes List to ensure clarity of the schemes that have funding for delivery and which are awaiting funding.</p> <p>The report in the agenda provided an update on the current position of all the schemes which the Epping Forest LHP had recommended for inclusion in the 2019/20 programme.</p>	<p>SA</p>

	<p>Budget Summary 2019-20</p> <table border="0"> <tr> <td>Capital Budget</td> <td style="text-align: right;">£349,774</td> </tr> <tr> <td>Safer Roads Schemes</td> <td style="text-align: right;">£102,500</td> </tr> <tr> <td>Total Value of Commissioned Schemes</td> <td style="text-align: right;">£ 86,000</td> </tr> <tr> <td>Remaining Budget to Allocate</td> <td style="text-align: right;">£161,274</td> </tr> </table> <p>Members were reminded that the costs supplied were budget estimates only and there was the possibility that the final scheme cost could change, dependant on issues which may arise during detailed design and construction.</p> <p>The HLO recommended that any budget remaining for 2019/20 was allocated at this meeting to ensure delivery in this financial year. Any budget unallocated would be reported back to ECC.</p> <p>Match Funded Schemes</p> <p>LEPP162028 – Willingale Road Loughton – Traffic management improvement. Additional funding of £4,500 was needed as UKPN connections were required and this had not been accounted for in the original estimated costs.</p> <p>AGREED: The Panel agreed additional funding of £4,500.</p> <p>LEPP172006 – A112 Sewardstone Road (Dowding Way, Waltham Abbey to Baden Drive, Gilwell Hill) – To improve the signing and lining to highlight speed limits at bends and junctions along this route. The Supply Chain costs came in higher than quote and additional funding of £3,500 was needed to complete this scheme.</p> <p>AGREED: The Panel agreed additional funding of £3,500.</p> <p>Schemes funded in 2019/20</p> <p>The HLO advised that when updates became available she would contact Members to advise them.</p> <p>LEPP181002 – A113 Abridge Road j/w entrance to Virgin Active. The HLO and Design Manager were to meet with Top Golf and Virgin Active to discuss how they could improve the visibility for vehicles exiting their premises. They would also be asked to contribute funds to this scheme.</p> <p>Councillor Pond asked if there were any updates to LEPP182004 – A121 Loughton High Road j/w The Drive and Brooklyn Avenue. The HLO advised that she was waiting for the feasibility study to be completed.</p> <p>LEPP173003 – Garnon Mead / Garnon Bushes Pathway – Footway. Trial holes indicated the presence of fibre optic cables. This scheme needed to be put on hold until the costs to divert these utility services was known.</p> <p>Councillor C Pond asked why LEPP162014 – Lower Road, Loughton, No Entry was costed so high at £15,500.</p>	Capital Budget	£349,774	Safer Roads Schemes	£102,500	Total Value of Commissioned Schemes	£ 86,000	Remaining Budget to Allocate	£161,274	<p>SA</p>
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	The HLO advised that the VAS had to be relocated and was included in the cost.													
7.	<p>Schemes Awaiting Funding</p> <p>The HLO advised that the Potential Schemes List had changed names to Schemes Awaiting Funding list to ensure clarity of the schemes that have been received for consideration by the Epping Forest LHP.</p> <p>Members were asked to review these schemes and consider funding recommendations for those they wished to see delivered in 2019/20 and remove any they would not wish to consider for funding.</p> <p>The HLO advised that there was £184,500 left to allocate to schemes.</p> <p>Budget Summary</p> <table border="0"> <tr> <td>Traffic Management</td> <td style="text-align: right;">£229,000</td> </tr> <tr> <td>Walking</td> <td style="text-align: right;">£201,000</td> </tr> <tr> <td>Passenger Transport</td> <td style="text-align: right;">£ 9,000</td> </tr> <tr> <td>Cycling</td> <td style="text-align: right;">£ 0</td> </tr> <tr> <td>Public Right of Way</td> <td style="text-align: right;">£ 0</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">£439,000</td> </tr> </table> <p>The costs supplied are estimated and there was the possibility that a final scheme cost would change significantly dependant on issues which may arise during the detailed design and construction.</p> <p>On the list the RAG column acknowledges the status of the scheme:</p> <p>G - Validated as being feasible and is available for consideration. A - Previously been approved for feasibility, results wait for consideration. R - Scheme request received but is against ECC policy or no solution. V - Scheme request received, in the initial validation process.</p> <p>Traffic Management</p> <p>LEPP162032 – Powdermill Lane j/w Leaview, Waltham Abbey – Overrun area to be constructed as per detailed design.</p> <p>LEPP172016 – Fyfield Road, Ongar – Upgrade the existing zebra crossing by relining.</p> <p>LEPP182009 – Lower Forest Road, Loughton – Speed limit change and deer warning signs – HLO advised the reduction in speed limit requested does not meet the Essex Speed Strategy however it is feasible to put in</p> <p>LEPP182007 – Bridge Hill, Epping – To improve the traffic movement through the bridge.</p>	Traffic Management	£229,000	Walking	£201,000	Passenger Transport	£ 9,000	Cycling	£ 0	Public Right of Way	£ 0	Total	£439,000	SA
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	<p>LEPP182008 – Old Shire Lane, Honey Lane, Farthingale Lane and Stoney Bridge Drive, Waltham Abbey – Measures implemented to prevent HGV's accessing these local roads.</p> <p>LEPP182011 – B1393 j/w Rye Hill Road – Traffic calming measures.</p> <p>LEPP182016 – A128 Brentwood Road, Ongar – 30mph repeater signs to make drivers aware they are in a 30mph limit and chevron signs marking the bend. – HLO advised that the 30mph speed limit is by virtue of street lighting and therefore 30mph repeater signs would not be implemented, however it is feasible to install the chevrons at the apex of the bend.</p> <p>LEPP182030 – Sewardstone Road, Waltham Abbey – Installation of a suitable physical barrier at either end of the path to prevent access by all vehicles on the western side of the road opposite the Bakers Arms.</p> <p>LEPP192003 – Crown Hill, Upshire – Traffic calming.</p> <p>LEPP192005 – District wide finger posts – This scheme was commissioned in 2017/18 and now required a further £6,500 to install them.</p> <p>LEPP192012 – Cobbins Brook Bridge, Epping Upland – Priority working on approach to bridge.</p> <p>LEPP152086 – The Broadway, Loughton – Central reservation. A feasibility study was recommended to look at options to resolve the parking problems</p> <p>AGREED: The Panel agreed to recommend all of the above schemes to go forward for funding.</p> <p>LEPP182021 – Chigwell Lane j/w Oakwood Hill – Traffic management improvements. Improved access has been requested to the right hand filter lane, junction at Chigwell Lane and Oakwood Hill and a staggered junction with Langston Road.</p> <p>Option 1 – It was proposed that an outline design and target costs were undertaken to reduce the width of the central island, increasing the length of the right-hand filter lane. It was noted that there were utility covers within the central island that would need to be resolved.</p> <p>Option 2 – If Option 1 was proved to be unfeasible due to costs and the presence of utilities, it was proposed to change the existing kerb line to high containment kerbing to prevent overrunning of the grass verge.</p> <p>Members expressed concerns and agreed that the scheme needed to be looked at totally otherwise the problems occurring there could be made worse.</p> <p>It was agreed that this scheme would go back to the ECC Strategic Development department to find a suitable way forward and an update would come back to the next meeting.</p>	
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<p>LEPP162069 – Dobbs Weir, Roydon – Footway. The HLO advised that at the last panel meeting the panel had agreed to not progress this scheme this financial year and the HLO and Cllr Jackson would discuss this with the Parish Council.</p> <p>LEPP182025 – Sewardstone Road j/w Mott Street – Mini roundabout. This scheme was in validation but did not lend itself to a mini roundabout. It was suggested that a no right turn could be implemented or look at other ways to reduce the speed at that junction.</p> <p>LEPP192004 – A113 Ongar Road, Abridge – Traffic management improvements. The highway boundary indicated that the land required to install all of the signs was on common land, therefore this could not progress until the land issues are resolved.</p> <p>LEPP182029 – Forest Drive, Theydon Bois – Feasibility study to improve the shopping area in Theydon Bois to be delivered by a third party team and study would be funded by Theydon Bois Parish Council.</p> <p>Walking</p> <p>LEPP183003 – Abridge Road – Footway. It was agreed by the panel has been agreed not to go forward.</p> <p>AGREED: The schemes as below have been agreed to go forward.</p> <p>LEPP193001 – Meads Path, Loughton – Handrails to assist mobility impaired pedestrians on steep part of path.</p> <p>LEPP183006 – Shernbroke Road, Hayward Court and Milhoo Court – Dropped crossings. This scheme’s budget could come in less than anticipated as it may be suitable for the DDG to deliver.</p> <p>LEPP193002 – Staples Way and Forest Way, Loughton – Street Lighting. Essex Highways have already replaced one of the lamp columns.</p> <p>LEPP163001 – Church Lane to the Rabbits bus stop – Footway. HLO to investigate if this scheme is suitable for the DDG to deliver. If not this scheme to come back before the Panel, for when funding becomes available.</p> <p>Passenger Transport</p> <p>LEPP195001 - A113, Ongar Road, Abridge - Bus stop. Highway boundary indicates that the land required to install the hard standing is Common Land, therefore this cannot progress until the land issue is resolved.</p> <p>AGREED: That the process to de-register the common land be progressed as this also includes the land for LEPP192004 – A113 Ongar Road, Abridge – Traffic management improvements.</p>

	<p>Public Rights of Way</p> <p>LEPP178001 – Public Bridleway, no 14 from Forest Way to Woodbury Hill. Request to resurface the bridleway. Councillor Pond stated that this scheme had been on the list for over a year and he would really like to see this schemes validation completed. The HLO advised that she would speak with the PRoW team and report back as to where in the process this scheme currently was.</p>	
8.	<p>Appendix 1</p> <p>Surveys</p> <p>Questions raised previously by the panel about the accuracy of the Automatic Traffic Counts currently used, that drivers slow when they see them, so are not representative of the speeding concerns that are raised.</p> <p>D Gollop advised that in essence it still remains the most reliable way to obtain data over the count period we traditionally use (7 days). Whilst it is noted the concern is that motorists spot and adjust their speeds, given they are reasonably conspicuous it would suggest this has little bearing on the overall result, however they would be an exceptionally cheap form of traffic calming if they did.</p> <p>We have explored using radar detection units. It is true their accuracy is improving, but they still seem to produce inaccurate readings both in speed and vehicle classification. They cost significantly more to deploy and draw a lot of power to use, meaning the period able to be counted is significantly shorter than desired.</p> <p>The use of TruCam has recently been raised and why they are not used by ECC/EssexHighways to obtain evidence of speeding. The TruCam system is used by Police because it produces the most accurate results of any detection system. The unit is expensive to purchase and has to be manned by a fully trained person at all times to be operated, meaning we would need to pay for a person to work 24/7 to obtain the data required. Given the cost of a normal survey is £250, this technology is still the best system to achieve a cost effective outcome.</p> <p>Rangers Report March 2019 – May 2019</p> <p>Cllr Pond advised that he had made previous requests for Rangers assistance in his area and they hadn't been completed. HLO advised they were all put on the list, but not all jobs would be suitable for the Rangers to complete. She would investigate the reasons these jobs had not been completed.</p>	<p>SA</p> <p>SA</p>
9.	<p>Any Other Business</p> <p>There was no other business to report.</p>	
10.	<p>Date of Next Meeting</p> <p>The next meeting of the Epping Forest District Local Highways Panel would be on Wednesday 4th September 2019 at 5pm in Committee Room 2 at Epping Forest District Council's Civic Offices.</p>	

