

**ROCHFORD DISTRICT LOCAL HIGHWAYS PANEL  
NOTES OF MEETING HELD 12 JULY 2013**

**County Councillors:** Cllrs T C Cutmore, K Gibbs, M Hoy, M Maddocks and C G Seagers  
**District Councillors:** Cllrs C I Black, K H Hudson, Mrs G A Lucas-Gill, M J Steptoe and T E Mountain

**Visiting Councillors:** Cllr E Johnson, Deputy to the Cabinet Member for Highways and Transportation

**Officers:** S Scrutton (RDC Head of Planning & Transportation), S Perry (ECC Principal Area Transportation Co-ordinator), N Szpigelman (ECC Highways Liaison Officer), M Valentine (ECC Highways Liaison Officer), G Webster (ECC Safety Engineer), K Kintrea (ECC Capital Works and Improvement Manager) and M Power (RDC Minutes)

<b>Agenda Item</b>	<b>Key observations</b>	<b>Decision/Action</b>
Election of Chairman and Vice-Chairman	It was noted that there is a requirement for a County Councillor and a District Councillor as either Chairman and/or Vice-Chairman of the Panel.	Cllr C G Seagers was elected as Chairman of the Panel.  Cllr K H Hudson was elected as Vice-Chairman of the Panel.
Notes of the meeting on 13 March 2013	The notes of the meeting of 13 March 2013 were agreed as a correct record.	
Introduction and Public Questions	A copy of the Local Highways Panel Guide for Members would be circulated to Panel Members.  In response to a question, there was discussion around the request that a 10mph advisory speed limit be considered for Magnolia Road, Hawkwell. DfT guidance states that Magnolia Road cannot have a 10mph limit. As agreed by the Panel at its meeting on 13/3/13, a 20mph speed limit would be imposed: £20,000 had been allocated for this.	Circulate LHP Guide to Panel Members (SP)

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<p>Ashingdon Road Resurfacing Works</p>	<p>K Kintrea, ECC Capital Works and Improvement Manager, advised that a site investigation and feasibility studies had revealed tar and an old cast iron gas main within the construction of the carriageway. Consequently, the ECC Design team would have to undertake a full design on the works, which would result in delay in delivering the scheme until summer 2014. Discussions were being held with the Gas company and tests would ascertain whether the gas main will need replacing.</p> <p>The works will be funded out of the Highways maintenance budget, not the LHP budget. This was an exceptional item on the Agenda as maintenance does not fall under the remit of the LHP.</p> <p>Publicity and consultation will be undertaken before the works are done, although it was noted that companies potentially affected by the works had been consulted prior to the scheduled start of the works last Easter and advised that a complete resurfacing would be required and Ashingdon Road would be closed.</p> <p>Members were extremely concerned at a further delay to the resurfacing. The road is extremely well used and has been in urgent need of repair for years, with deep cracks and holes appearing. Potholes had been left unrepaired due to the imminent resurfacing works. Members were advised that, because of the delay to the resurfacing works, maintenance would once again resume on an on-</p>	
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<p>Enhancements to Pavements and Crossings between Coachman's Court and Town Centre, Rochford</p>	<p>going basis and regular safety inspections would be undertaken.</p> <p>County Highways advised that summer is seen as the most efficient time to do these works. The reason for the delay in commencement of the works is that drainage, kerbing and gas supplies will need a more detailed design: the straightforward scheme that was originally envisaged is no longer possible.</p> <p>The works would be subject to availability of funding in 2014/15 and there is no facility to reserve funds until the following year. Works for 2014/15 would be subject to prioritisation.</p> <p>The issue of the lengthy time frame for completion of these works as well as the issue of funding would be reported by Members to the Cabinet Member for Highways. The design team manager would be asked if the design process could be expedited.</p> <p>A request had been received from residents of Coachman's Court, Rochford for improvement to pavements and crossings between Coachman's Court and Rochford Town Centre to provide residents with easier access to the town centre. Currently the footpath is uneven and difficult for use by mobility scooters. It was suggested that an assessment of pavements and dropped kerbs, in terms of providing suitable access for Coachman's Court residents, would be done at the same</p>	<p>ECC Cabinet Member for Highways and Transportation to be advised of delay of commencement of resurfacing works in Ashingdon Road and the issue of funding being subject to availability in the 2014/15 budget. Update to be provided for 10/10/13 meeting. (SP/MV)</p> <p>An assessment of possible improvement</p>
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	<p>time as the Ashingdon Road design works. It was agreed that as there is a crossing close to Coachman's Court there is no need to put in an additional crossing.</p>	<p>works to the pavements between Coachman's Court and Rochford Town Centre to be undertaken. (SP/MV)</p>
<p>Hullbridge Road – Bus Stop Relocation</p>	<p>The scheme to relocate the bus stop at the junction with Rawreth Lane to ease congestion, which the Panel approved at its last meeting, had not yet gone forward to the detailed design stage. The Panel has allocated £70,000 for the design and the works for moving this bus stop. Section 106 monies would be used for improvements to the parking area at the nearby shops to improve traffic flow.</p> <p>Residents in the area by the proposed bus stop relocation spoke at the meeting, stating that they believed this location for the bus stop would be dangerous. They were concerned that a 'half-width' bus layby was planned, which would create further congestion: County Highways understood that a full-width layby was planned: this would be confirmed. NS also confirmed that no scheme would be delivered without a thorough safety audit being undertaken and so the residents could rest assured that the scheme would not pose a safety issue.</p> <p>The residents believed that there were only three buses per hour along this stretch of road and that the congestion was caused by the mini roundabout in Hullbridge Road going towards Hullbridge, which prevented traffic from Rawreth Lane accessing</p>	<p>The background to the proposals to be circulated to Panel Members prior to the 10/10/13 meeting, along with details of all bus stops in the area and their frequency of travel.</p> <p>ECC senior engineer to attend the Panel meeting on 10/10/13 with the proposed designs.</p> <p>The traffic survey video shown at the last Panel meeting to be shown again at the meeting on 10/10/13.</p> <p>The option of siting the bus stop at the junction with Ferndale Road to be passed to the engineers. The design process for the existing proposal to move the bus stop to continue in the meantime.</p> <p>Access to electronic presentations/ Google Earth to be available at future Panel meetings. (SP/MV)</p>

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	<p>Hullbridge Road. They requested additional signage indicating who has right of way at this junction. County Highways advised that policy would be against putting additional signage in this location. It was part of the highway code to give way to the right; therefore, County Highways will not be installing signage to indicate who has the right of way at this roundabout. It was requested that the possibility of this signage be investigated nonetheless.</p> <p>As a further option to the original proposed site, residents requested that the bus stop be sited to the north of its existing position, by Ferndale Road, as it was felt that this would have minimal impact on traffic and residents. However, this option would not allow buses from Chelmsford along Rawreth Lane to use the stop. The Panel agreed that the Ferndale Road option be fed back to the engineers for consideration. (A full public consultation would be undertaken when the scheme design is completed.)</p> <p>It was requested that the traffic survey video that was shown at the last Panel meeting be shown again at the meeting on 10 October and that the engineer attends the meeting with the proposed designs. It was also agreed that the options previously proposed and subsequently discarded are circulated to the Panel via email. Also requested for this meeting were details of all bus stops in the area and the frequency of their travel. The background of the proposals would be circulated to</p>	
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	<p>Panel Members prior to the meeting, along with statistics around bus services.</p> <p>Access to Google Earth and presentations electronically be available at future meetings.</p>	
<p>Hullbridge Road – Pedestrian Crossing o/s Lubbards Farm, Rayleigh</p>	<p>It was confirmed that the petition submitted contained 230 signatures, indicating a high level of public support. It was argued that because the PV<sup>2</sup> survey had been undertaken on a cold, wet day in February, the results were not representative of the actual usage. It was requested that a further survey be commissioned for September to give a more accurate result. The option of holding this funding for a footway at this location was discussed but no final outcome was decided as the item was going to be referred to the Cabinet Member for Highways first.</p> <p>The results of the PV<sup>2</sup> survey had been provided at the last Panel meeting; a copy would be forwarded to Panel Members.</p> <p>Although there are a large number of activities on the other side of the road, it was contended that pedestrians did not cross at this point in the road due to the lack of a crossing. Due to public and Panel support for a crossing in this location, the matter would be raised directly with the Cabinet Member for Highways and Transportation. All schemes must follow ECC policy and DfT guidance. Provision of a list showing road classifications in the</p>	<p>(Post meeting note: Following the meeting with the Cabinet Member for Highways and Transportation, the further PV<sup>2</sup> survey will no longer be necessary as the crossing has been approved.)</p> <p>A copy of the original PV<sup>2</sup> survey to be forwarded to Panel Members.</p> <p>The matter to be referred to the Cabinet Member for Highways and Transportation.</p> <p>The Chairman advised that a list of classifications for all roads in the District would soon be circulated by the Cabinet Member for Highways.</p>

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	District was requested.	
Potential Schemes for consideration of Panel, including Casualty Reduction Schemes	<p><b><u>Casualty Reduction Schemes</u></b></p> <ul style="list-style-type: none"> <li>• Mini roundabout Ashingdon Road j/w Dalys Road and Roche Ave, Rochford: pattern of fail to give way collisions at existing mini roundabout – <b>scheme to progress design work approved.</b> (Panel to have further input when designs completed.)</li> <li>• Mini roundabout Ashingdon Road j/w West Street and Hall Road, Rochford: <b>scheme to progress design work approved.</b></li> <li>• Lower Road j/w Church Road, Hullbridge: <b>scheme approved.</b></li> <li>• Warwick Road j/w Clarence Road, Rayleigh: <b>scheme approved</b> - updated design to be brought to Panel meeting on 10/10/13.</li> <li>• Rayleigh Weir A127 Eastbound Off-slip, Rayleigh: <b>scheme approved.</b></li> </ul>	<p>Casualty Reduction Schemes: all approved.</p> <p>Request to check with S106 monies in respect of Hall Road, Rochford development will be available for highways improvements.</p> <p>Warwick Road j/w Clarence Road, Rayleigh: updated design to be brought to Panel meeting on 10/10/13.</p>
	<p><b><u>Minor Schemes</u></b></p> <ul style="list-style-type: none"> <li>• Fountain Lane - prevent vehicles from travelling wrong way down one-way street: traffic count <b>agreed</b> to see what impact this scheme may have on traffic</li> </ul>	

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	<p>flow. If traffic count figures are acceptable, then full scheme to go ahead.</p> <ul style="list-style-type: none"> <li>• Mucking Hall Lane 30mph signage: <b>agreed.</b></li> <li>• North Street, Rochford – traffic island enhancements – <b>agreed.</b></li> <li>• Thames Close, Rayleigh – removal of grass verge to create turnaround area – <b>agreed.</b></li> <li>• Eldon Way, Rochford – scheme against policy so cannot be agreed.</li> <li>• Rochford Town Centre – 20mph zones (perceived speed issue North, East, South and West Streets, and Weir Pond Road – <b>not agreed.</b></li> <li>• Ashingdon Road j/w Brays Lane – Upgrade of crossing illumination – scheme not within policy so <b>cannot be agreed.</b></li> <li>• Rectory Avenue, Hawkwell – perceived speeding issue. The highest recorded average speed was 28.5 mph. Results presented to Panel show there is no speeding issue at this location.</li> <li>• Ashingdon Road j/w The Chase – bridleway link at Rouncefall, Hawkwell to be created: works <b>agreed.</b></li> </ul>	<p>Design to be circulated to the officer and local Ward Members/officer when available.</p> <p>Correspondence around why businesses do not qualify for brown signs to be forwarded to Cllr Hoy.</p>
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	<p>(A resident at the meeting advised that there are volunteers to do some of the work.)</p> <ul style="list-style-type: none"> <li>• London Road – anti-social behaviour in the hammerhead, proposal to create a gating order to close the highway – agreed. (Request that a robust, steel gate be used.)</li> <li>• Causton Way, Rayleigh – dead end signage – <b>agreed.</b></li> <li>• Ashingdon Road opposite playing fields – upgrade of existing zebra crossing to signalised crossing. Scheme currently being validated</li> </ul>	<p>Ashingdon Road, upgrade of existing zebra crossing – to be brought to 10/10/13 Panel meeting.</p>
	<p>Bus stop/route improvements – approved in 2012/13.</p>	
<p>Indicative Programme for Schemes Approved 2012-13</p>	<p>Any questions should be addressed to NS/MV.</p>	
<p>Parking Partnership Minutes</p>	<p>The Minutes of the South Essex Parking Partnership Joint Committee 6 June 2013 were noted.</p>	
<p>Any other business</p>	<p>The following were raised:-</p> <ul style="list-style-type: none"> <li>• Chevron signs missing from outside the Mission Hall, Shopland Road, Sutton. This is important signage in this location for safety reasons. This scheme will be passed to Maintenance by MV.</li> </ul>	<p>No validation to be carried out for maintenance works.</p>

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	<ul style="list-style-type: none"> <li>• Cllr Hoy questioned why the junction of Hall Road and Watery Lane did not meet ECC's criteria as a casualty reduction site.</li> <li>• There was an issue also with missing chevrons on the first sharp bend in Lower Road, Hawkwell.</li> </ul>	<p>County Highways team to advise.</p> <p>Missing chevrons in Lower Road, Hawkwell to be investigated.</p>
<p>Dates of forthcoming meetings</p>	<p>Thursday 10 October 2013 at 10 am Thursday 30 January 2014 at 10 am</p>	

The meeting started at 10 am and ended at 1.17 pm.