

UTTLESFORD DISTRICT COUNCIL LOCAL HIGHWAYS PANEL MINUTES – 24 OCTOBER 2022, 18:00 HRS

VIDEO CONFERENCE CALL

Chairman:	Councillor Ray Gooding (ECC Member)
Panel Members:	Councillors Susan Barker (ECC Member), Martin Foley (ECC Member), Paul Gadd (ECC Member), Garry LeCount (UDC Member), Geof Driscoll (UDC Member), Rod Jones (UDC Member) and Geoffrey Sell (UDC Member)
Also Present:	Councillor Danielle Frost (Great Dunmow Town Council)
Officers:	Essex Highways – Daniel Maclean, Highway Liaison Team Leader Essex Highways - Sarah Tomlin, Highway Liaison Officer
Secretariat:	UDC – Cassie Shanley-Grozavu – Democratic Services Officer
Public Speakers:	Nick Allen, Stuart Charles, Colin Raraty and Malcom Rodgers

Item		Owner
1.	<p>Welcome and Introductions:</p> <p>The Chair welcomed the Panel.</p>	
2.	<p>Declarations of interest:</p> <p>There were no apologies for absence or declarations of interest.</p>	
3.	<p>Minutes of meeting held on 27 June 2022 to be agreed as correct record:</p> <p>The minutes of the meeting held on 27 June 2022 were approved as a correct record.</p>	
4.	<p>Matters Arising from Minutes of the previous meeting:</p> <p>Councillor Le Count asked if the traffic schemes in Hall Road, Henham and the B1051 from Stansted to Elsenham would be discussed at the meeting. The Chair confirmed that an update would be provided.</p>	



<p>5.</p>	<p>Public Questions:</p> <p><u>Mr Colin Raraty</u></p> <p>Mr Raraty, Headteacher of Rodings Primary School in Leaden Roding, addressed the Panel regarding the community's concerns around the safety of the road outside of their school. He said that he had spoken to many parents who were worried about the safety of the road; in particular, an increase in the speed of vehicles and the current speed limit not being adhered to.</p> <p>During his address, Mr Raraty made the following comments:</p> <ul style="list-style-type: none">• Roding Primary School covered 9 villages and, despite being located in a small village, was an urban sized primary school with nearly 300 children.• The traffic outside the school was getting worse and the last half term had been particularly difficult. The Primary School had carried out two road safety assessments with Essex Police in the past year. In the first assessment, 25 cars were stopped, and their average speed was 37mph. When the process was repeated, the average speed of vehicles pulled over was 40mph.• Vehicles did not adhere to the nearby pedestrian crossing and there had recently been a near-miss with a parent and a pram.• Mr Raraty had requested that the 30mph zone be extended up the B184, and for the speed limit outside the school to be dropped to 20mph. However, he had been informed that this was not possible due to the road's status.• He also requested improved signage, such as a speed activated sign to indicate the 30mph zone. He had been informed by a resident that there had previously been signage with flashing lights which had been operated during school pick up and drop off times but this had not been replaced.• He said that the school was located on the B184, and was slightly set back which meant that drivers did not realise the school was there until they were very close. The current signage was too close to the school.• Motorbikes had frequently used the road as a racetrack. <p>In response to a question from the Chair, Mr Raraty confirmed that the wig-wag traffic signage was last in operation nine years ago. Councillor Barker added that there was a scheme to replace the signage, however this had been dropped following an inspector's decision.</p> <p>Councillor Barker added that the school children from nearby villages were transported in lots of minibuses as opposed to using a smaller number of coaches, and there were a number of Ukrainian students who now attended the school, further adding to the traffic.</p>	
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She said that the Zebra Crossing nearby had only been installed after an accident.

Councillor Gadd suggested that the school contact the Parish Council who would be able to pay for and commission new signage. Councillor Barker responded that this site would qualify for funding by the LHP due to the average speed being over 10 mph. Additionally, a scheme was at the top of the list for LHP funding three years ago.

Councillor Sell expressed concern about safety and suggested that the Parish Councils who fell into the school's catchment area could consider collaborating in a joint funding effort. He suggested that the traffic police could operate speed checks in the area as a short-term deterrent to drivers.

Councillor Driscoll asked why the signage had not been replaced and updated with new equipment. The Chair said that it was never obligatory to update equipment, hence a lot of systems fell into disrepair.

The Highway Liaison Team Leader explained that the possibility of a 20mph speed limit was discounted due to the road being located on a Priority 2 (PR2) route. Furthermore, if drivers were not currently adhering to the 30mph limit, it was unlikely that they would adhere to a 20mph limit.

He said that installing a speed camera was outside the remit of the LHP, however the Department for Transport would be publishing guidance shortly around self-funded speed cameras. The possibility of further signage could be investigated and whilst a vehicle activated sign was discounted initially, there had been a change in the criteria. He said that Highways Officers could look at conducting a speed survey in order to bring forward a Vehicular Activated Signs (VAS) to be considered in next year's schemes.

D. Frost arrived 18:25

Mr Stuart Charles and Mr Nick Allen

Mr Charles and Mr Allen addressed the Panel regarding their concerns with traffic speed on High Easter Road.

They explained that there was a 60-metre stretch of High Easter Road which was very narrow and did not have a footpath. Whilst they had not carried out a quantitative speed assessment, they believed that vehicles were travelling at around 35-45 mph, despite the speed limit being set at 30mph. They were requesting a 20mph enforced speed area and the installation of radar signs. Furthermore, they requested advice on how to move forward with collecting



evidence; including help in how to retrieve evidence without conflict, and if it would be possible for this to be conducted by another authority.

Councillor Barker declared that she lived on this road and explained that it was used frequently by commercial vehicles, such as Anglian Drainage, Lodge Coaches and various agricultural contractors. She said she had spoken to Anglian Drainage, and they responded that if any of their contractors were found to be responsible for the speeding, they would cease their contract with them and they would also issue a general warning to other contractors.

The Highways Liaison Team Leader said that it was within the remit of the LHP to carry out speed surveys and this would be done using tubes across the carriageway to measure activity 24 hours a day for a week. He said this would capture the average speed of vehicles, the class of vehicles and the timings that the speeds were being reached. They would then share the data with Councillor Barker before looking at options for schemes which the LHP could consider.

If the revenue funding was available for a survey before the end of the financial year, a scheme could then be considered for next year. He said that although a 20mph speed limit was not feasible, due to the stretch of road being located on a PR2 route, speed indicator signage could be installed, if the average speed was found to be 10mph above the limit. He said that this signage could be funded by the LHP or by the Parish Council.

Councillor Driscoll said that the latest figures on speeding was that 45% of people hit by a vehicle travelling at 30mph died. This statistic was 5% for vehicles travelling at 20mph.

Mr Malcom Rodgers

Mr Rodgers addressed the Panel regarding his concerns around speeding in High Roding. He had previously spoken to the Panel in the January meeting. He explained that there were further problems in High Roding which needed to be addressed.

During his address, Mr Rodgers made the following comments:

- Within the 30mph limit, there were 74 properties, of which 26 had front doors directly onto the pavement. The road and pavement were not of uniform width, with some of the pavement not wide enough to fit a pram.
- Most of the cars and lorries travelled at 40mph, and motorbikes frequently at 60mph. He noted that some motorbikes did slow down, however these were a minority.
- There was a 40mph sign at the north end of the village, and another which had been stolen six years ago and not replaced. He emphasised that clear signage was important.



	<ul style="list-style-type: none">• There had not been any serious accidents, however it was important to be proactive, rather than reactive. He said that speed limits were not the answer, and he proposed another solution of speed tables. He acknowledged that he would have to wait for a solution but said that it would be beneficial in the long-term. In the meantime, he requested that the speed limits were amended, and limits pushed out further. <p>Councillor Le Count highlighted that speed tables were very useful but could not be installed without lighting in the village</p> <p>The Highways Liaison Team Leader said that they were restricted in terms of which traffic calming measures could be used on this route, however design engineers could look at the site for traffic management suggestions and share the results with Councillor Barker.</p> <p>The Chair proposed a review of the site and for Officers to put forward suggestions to Councillor Barker, before being brought back to the Panel.</p>	
<p>6.</p>	<p>Report on Funded Schemes</p> <p>The Chair welcomed Sarah Tomlin into her new role as Highway Liaison Officer for Uttlesford.</p> <p>The Highway Liaison Team Leader provided an update on the current position of all the schemes which the Uttlesford Local Highway Panel had recommended for inclusion in their 2022/23 programme.</p> <p>Councillor Barker clarified that the funding from UDC was not match funding, but a contribution from the Council.</p> <p>The following comments were made:</p> <p><u>Scheme 3 (Byways 75 Debden - Surface improvements to byway)</u> Officers would re-examine the scheme and if the work was found to be unnecessary, then it would be brought back to the Panel for reconsideration.</p> <p><u>Scheme 17 (Ongar Road, Gt Dunmow - 40mph buffer speed limit)</u> This scheme was currently in the design stage and Highways Officers were confident that it would be delivered. They agreed to share the designs with Councillor Jones, before the implementation of the scheme was considered.</p> <p><u>Scheme 18 (B1051, Stansted to Elsenham - Weight limit)</u> The feasibility study would be completed before March, and the recommendations would be considered for next year's program.</p>	



The study would determine what traffic could not use the route and where it would be diverted. It would also consider if the scheme would include extending signage across district borders and how this would work.

Scheme 22 (Hall Road, Henham - 40mph buffer speed limit)

The scheme was allocated for Quarter 4 delivery. It was noted that it had taken over 3 years to complete, primarily due to the Covid-19 pandemic.

Scheme 32 (Newbiggen Street, Thaxted - Chicane parking)

The Highways Officers would liaise with the engineers who were currently considering the options to amend the parking on Newbiggen Street. Councillor Foley requested that a 20mph speed limit be considered within the scheme.

Scheme 33 (A1060 Chelmsford Road jct with Dunmow Road, Hatfield Heath - Mini roundabout) and Scheme 34 (Stortford Road / Chelmsford Road, Hatfield Heath - Mini roundabout)

The Parish Council had spoken to the Lord of the Manor who had agreed in principle to resolving the common land issues. They were awaiting a response from Highways regarding the design of the schemes, in order for the landowner to decide which land to give away.

Scheme 35 (B184 Wimbish - 30mph speed limit)

Since the publication of the report, it was noted that the objections received during the consultation process had now been withdrawn and the scheme would progress as planned.

During discussion, Highways Officers also clarified the following:

- There were recommendations from a Task and Finish Group, due to go to Scrutiny Committee in November, about changes to the reporting of Highways. Under these changes, a new online system would be developed. Members would be able to access detailed information about Highway schemes, including the assessments that were carried out, options considered and the stage of the scheme. There would also be an interactive, customer facing system which would share key information about the schemes with the public.
- Officers were considering reviewing the validation process, due to the extended timescales for a scheme to be complete. This would initially mean that more funding would be allocated for schemes to cover the additional stages completed in a year. Any funds not used would be brought back to the LHP to be reallocated.
- Comments were included within the report if required, if there was no comment Members only needed to focus on the

	completion date.	
7.	<p>Report on Schemes Awaiting Funding:</p> <p>The Highway Liaison Team Leader provided an update on the schemes awaiting funding. He said that there had been 9 designs which the Panel agreed to fund, which would be considered for implementation in the next financial year. There were an additional 55 schemes in the validation stage.</p> <p>He said that although the LHP had received additional funding, the Design team had no further resource and this had created a delay on some schemes. Officers were focussing on clearing the backlog across all 12 LHPS before March when next year's program would be decided.</p> <p>The Highways Liaison Team Leader agreed to look at Scheme 20 (B184 - Wimbish to Saffron Walden - 50mph speed limit) in order to reconsider the recommendation not to proceed. Members highlighted the number of fatalities on the road, especially around the bend near the Water Tower on Thaxted Road.</p> <p><u>Scheme 39 (Walson Way/Hampton Road, Stansted - 20's Plenty Signage)</u> It was confirmed that the scheme's validation would be concluded by March and the next stage would be considered in next year's program.</p> <p><u>Scheme 42 (Hoblongs Junction, Gt Dunmow - Junction reconstruction)</u> Councillor Jones said that there were plans for Hoblongs Junction to be improved by the developers of the new Smiths Farm development, rather than by Essex Highways. Highways Officers responded that they were awaiting a response from the Design Team, and maybe this scheme was not required. Councillor Barker said that it had been identified as an accident site, and the previous Highways Liaison Officer had been looking at bringing a scheme forward.</p> <p>The Highways Liaison Team Leader said that if the developer did not build the Smiths Farm development in the current economic climate, then S106 funding from nearby developments could be used.</p> <p><u>Scheme 28 (Walden Road, Radwinter Road, Ashdon - SID)</u> The Highways Liaison Team Leader said that the scheme for a Vehicle Active Sign did not meet the criteria for LHP funding and would need to be funded by the Parish Council.</p> <p>Councillor Foley said that the scheme was to replace existing</p>	



	<p>signage, which had been previously authorised by Essex County Council, as it was within the criteria. The Officer confirmed that as it was non-working asset, the site had been reassessed and found to no longer fit the criteria. He agreed to share the survey data with Councillor Foley.</p> <p>Members agreed to remove Scheme 28 from the list of Schemes Awaiting Funding.</p>	
<p>8.</p>	<p>AOB</p> <p>Councillor Foley highlighted the recent flooding in Thaxted and Ashdon. He said that the roads had a number of issues, such as pavement height and gullies, which made them not fit for purpose in the event of heavy rain. He said this was particularly important as the topography of the land, along with the new developments, made the area at risk of flooding. Similarly, in Lower Thaxted, there was a greater risk of flooding due to the new developments.</p> <p>The Chair said that if there was a need for a safety scheme, it would be considered by the LHP, however, if it related to maintenance it would not be relevant. The Highways Team Liaison Officer added that generally, flooding schemes would not go through the LHP for consideration, as the Flooding Team's Capital Budget would fund the worst areas. He said the panel could consider funding for small schemes and asked that the Member contact their Highway Buddy.</p> <p>Councillor Barker said that, although the Panel was not able to spend additional funding due to the constraints on the design resource, it was always good to have spare money. She asked that the Panel be informed, if there was some flexibility to add to the program.</p> <p>Councillor Sell said that he was aware of approximately £200k left in Section 106 funding from the Forest Hall Park development which covered the Birchanger and Stansted areas. He asked if it was possible for the funding to come to the Highways Panel. The Highways Liaison Team Leader agreed to speak to the S106 team.</p> <p>Councillor Driscoll asked if data for the A1383 Birchanger Junction with Stansted Road had reached the target needed for action. The Chair agreed to look into it.</p> <p>Councillor Driscoll also queried the speed surveys which he had requested for Howe Green School, the Start Hill and Stane Street junction and the B183 near Bush End. Councillor Barker responded that Howe Green was on the list of sites awaiting a survey but there wasn't speeding at the Start Hill junction.</p> <p>During further discussion about frequent flooding on the B183,</p>	



	Councillor Barker requested that Councillor Driscoll forwarded her evidence of flooding on the road, two hours after the rain had stopped.	
10.	Date of next meeting: <ul style="list-style-type: none">• 16 January 2023• 27 March 2023 <p><i>The meeting closed at 19:46</i></p>	