

**UTTLESFORD DISTRICT COUNCIL LOCAL HIGHWAYS PANEL  
MINUTES – 27 JUNE 2022 18:00 HRS  
VIDEO CONFERENCE CALL**

<b>Chair:</b>	Councillor Ray Gooding (ECC Member)
<b>Panel Members:</b>	Councillors Susan Barker (ECC Member), Martin Foley (ECC Member), Paul Gadd (ECC Member), Geof Driscoll, (UDC Member), Rod Jones (UDC Member), Garry LeCount (UDC Member).
<b>Also present:</b>	Councillor Danielle Frost (Great Dunmow Town Council)
<b>Officers:</b>	Essex Highways – Rissa Long, Highway Liaison Officer
<b>Secretariat:</b>	UDC – Clare Edwards – Democratic Services Officer

Item		Owner
1.	<b>Welcome and Introductions:</b>  The Chair welcomed the Panel.	
2.	<b>Apologies for Absence and Declarations of Interest:</b>  Apologies were received from Councillor Sell.  No declarations of interest were received.	
3.	<b>Minutes of the Previous Meeting:</b>  The minutes of the meeting held on 7 <sup>th</sup> April 2022 were approved.	
4.	<b>Matters Arising from Minutes of the Previous Meeting:</b>  Councillor Barker said that the byway in Great Canfield would not go ahead and would come off the list of schemes, this would not be revisited.	
5.	<b>Public Questions</b>  The Democratic Services Officer read out a statement from a resident of Great Dunmow, Mr A Buckley: -  The concerns that he raised were as follows:-	

- Safety on the stretch of the B184 Ongar Road between the Lukins Drive/Hibbert Drive roundabout and the start of the national speed limit just before where the road crosses the A120, relevant to vehicles traveling in both directions.
- There were 3 new housing developments along this stretch, Maynard Park (Taylor Wimpey), The Brambles (Redrow) and Oaklands (Go Homes) and as you would expect there was a significant number of children and older people living in these developments who have to cross the Ongar Road.
- The speed which cars and motorbikes travel at along the 30mph stretch.

He said that there were no speed cameras, speed bumps or zebra crossings and police presence was rare, so there were no incentives for the reckless drivers to adhere to the 30mph limit.

He suggested that the following options could be looked into resolve the situation

- Speed bumps – although not practical due to the Ride London and many other cycle events that take place regularly on this road, in addition to it being a major route for HGVs and large farm machinery.
- Chicanes - Not practical for the same reasons.
- Traffic cameras
- Reduction to 20mph – might help but if the 30mph limits were ignored he said he was not confident that the 20mph limit would be obeyed.

He asked the panel to consider his statement and implement some traffic calming measures in the near future.

The Highway Liaison Officer said that there had been a speed assessment for a zebra crossing some years ago but because the traffic was moving too fast and the criteria were not met for the amount of pedestrians crossing the road it did not go ahead.

She said that there was a current scheme for a 40mph buffer to slow the traffic down which was available to fund. She said that within that scheme other traffic calming measures would be considered but it was complicated by the number of accesses, the fact that it was a priority route and a bus route, which restricted the measures that could be implemented. She said that a feasibility study could be carried out in order to properly understand what could be done in this area.

#### Hoblongs Junction

The Highway Liaison Officer said that she had met with the relevant parties and the scheme from 2014 could be reinstated which was for realignment of the junction. She agreed to share the design with

	<p>Councillor Jones.</p> <p>She said that the scheme opened up the roundabout and included the addition of a Pegasus crossing. This could potentially join up with the other crossing on Ongar Road.</p> <p>The Highway Liaison Officer said that she had initiated surveys at the junction and the design from 2014 would be safety audited.</p> <p>Councillor Jones thanked the Highway Liaison Officer and said that any traffic calming measures in this area would be very helpful.</p>	
<p><b>6.</b></p>	<p><b>Report on Funded Schemes</b></p> <p>The Highway Liaison Officer said that there was a further £228,835 of budget left to be allocated.</p> <p>The following comments were made:-</p> <p>Scheme 3 Great Chesterford to Saffron Walden – Cycleway The confirmed cost was awaited from Sustrans.</p> <p>Scheme 12 B1051, Stansted to Elsenham - Weight limit The confirmed cost was awaited. This would be for a feasibility study which would produce detailed designs that would include alternative routes for vehicles to take.</p> <p>Scheme 15 Hall Road, Henham - 40mph buffer speed limit The design was nearly completed, the legal element would be carried out and subject to objections the date of completion would be brought forward.</p> <p>Scheme 17 Quendon Village - Traffic calming. Carried forward from last year and had been completed.</p> <p>Scheme 21 B184 Wimbish - 30mph speed limit The Highway Liaison Officer said that objections had been made to the length of the proposed 30mph limit. The length was the maximum that could be implemented. She said that the Traffic Regulation Order team would contact Councillor Foley and if he agreed with the objections then it would hold up the scheme. The Highway Liaison Officer said that a comprehensive response would also go back to residents explaining the reasons for the proposed length of the limit and she hoped that the objections would be withdrawn.</p> <p>Scheme 24 Thaxted Road, Saffron Walden - New footway An amendment to this scheme had been agreed with Councillor Gadd, that only the footway and not the cycle route would go ahead.</p>	

<p><b>7.</b></p>	<p><b>Report on Schemes Awaiting Funding</b></p> <p>The Highway Liaison Officer said that there was a total of £326,300 of potential schemes against a budget of £228,785 so prioritisation would be needed.</p> <p>The following schemes had funding agreed by the panel: _</p> <p><b>Traffic Management.</b></p> <p>Scheme 2 Gallows Green Road, Great Easton - Speed limit Agreed cost of £7,500 The mean speeds did not meet the recommendations of Essex County Council however due to a number of accidents on the road including a fatality, Councillors and the Parish Council had requested that it went ahead.</p> <p>Scheme 3 Thaxted Road, Debden - Formalisation of the layby Agreed cost £32,500. This was a joint venture and Uttlesford District Council would deliver the work in September. The panel's contribution would be £32,500. It would include a curb around the whole verge.</p> <p>Scheme 7 Stebbing Village - Speed limit signage The validation was completed, the cost was £11,500 and would include scheme 8 Stebbing Green - Speed limit signage.</p> <p>Scheme 9 B184 Ongar Road, Great Dunmow - 40mph buffer speed limit Agreed cost of £6,000.</p> <p>Scheme 13 A1060, Margaret Roding – Signage Agreed cost of £3,800</p> <p>Scheme 19 Bury Water Lane - Raised table for the zebra crossing Agreed cost of £10,000 for detailed design and feasibility</p> <p>Scheme 23 Duton Hill, Gt Easton - Water gauge Agreed cost of £7,500</p> <p>Scheme 24 Quicksett Road, Elmdon - Junction amendments Agreed cost of £16,000</p> <p>Scheme 34 School Road, Felsted - Deer warning signage Agreed cost of £7,500</p> <p>Scheme 35 High Street, Little Chesterford - 20mph speed limit Agreed cost of £6,000 The Highway Liaison Officer confirmed that there was a weight limit</p>	
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already in place, surveys had been carried out and it met the criteria.

Scheme 41 Newbiggen Street, Thaxted - Chicane parking  
Agreed cost of £6,500 for the feasibility study to look at the options.

Scheme 58 Saffron Walden Market Square – Pedestrianisation  
Agreed cost of £6,500 for formal legal process and detailed design.

Scheme 59 Saffron Walden south - Dropped crossings  
Agreed cost of £63,000  
To aid mobility for wheelchairs, this included 10 locations.

Scheme 63 Roding Drive / Dunmow Road, Takeley - Mini roundabout improvements.  
Agreed cost of £11,500

### **Walking**

Scheme 2 Water Tower Place, Saffron Walden - New access  
Agreed cost of £6,500  
To formalise the informal footpath and go ahead with the detailed design including topographical surveys. The land belonged to Highways and there could be potential liability issues if this was not completed.

Scheme 6 Borough Lane, Saffron Walden - Pedestrian refuge  
Agreed cost of £5,000  
Looked to introduce a pedestrian refuge in the middle of the road.  
Feasibility and design.

Scheme 10 George Street, Saffron Walden - Footway widening  
Agreed cost of £6,500  
A study to investigate whether the footway could be widened to replace the temporary bollards.

### **Public Rights of Way**

There were two schemes in this section:-  
Scheme 1 Swards End - Byway reinstatement  
Scheme 2 High Roding 57 / Gt Dunmow 43 (Doves Lane) - Byway reinstatement

It was agreed to fund scheme 1 Swards End - Byway reinstatement  
Agreed cost of £50,000.

Other schemes were discussed and the following noted.

Scheme 38 Walden Road, Radwinter Road, Ashdon – SID  
The Highway Liaison Officer said that this did not meet the criteria

	<p>for a VAS sign and would therefore not go ahead through the Panel.</p> <p>She said that Essex County Council would only fund VAS and SID signs if the mean speeds were recorded as being 10mph above the speed limit. The Parish Councils could fund through the new VAS process as long as they took on the installation and ongoing maintenance costs. She said that she would e-mail the scheme link to all members.</p> <p>Scheme 42 Howe Green Road, Little Hallingbury - Traffic calming The Highway Liaison Officer agreed to send the surveys to Councillor Driscoll.</p> <p>Scheme 49 Gate house Bridge - Sign for the bridge This scheme would not be funded as it was included in the Grove Hill weight limit scheme, the list would be updated to show this for the next meeting.</p> <p>The Highway Liaison Officer gave an update on the Grove Hill scheme which was to introduce a weight limit covering all the central areas of Stansted and would include signs to show what alternative routes should be taken. The feasibility study would make sure that the problem was not just moved onto to another road or area.</p> <p>The Highway Liaison Officer said that the next stage that could potentially follow on from this scheme would be to enforce the weight limit by camera. She said that this would only happen once the legislation was passed and the weight limit had been in place for a period of time to see if vehicles were complying.</p> <p>Scheme 62 Waterbutt Cottages, Quendon - Parking provision amendments Cost of £3,000 for the feasibility study. The panel decided not to fund this scheme, as there were already white lines on the asphalt, which although residents said were not in keeping with the conservation area, would not affect safety and were purely aesthetic.</p>	
<p><b>9.</b></p>	<p><b>Any Other Business</b></p> <p>Councillor Driscoll asked about safety at the junction at Birchanger Lane and the B1383. He asked if the speed of vehicles at the junction could be measured. The Highway Liaison Officer agreed to look out data on a previous speed survey.</p> <p>The Panel thanked the Highway Liaison Officer for her hard work over the years and wished her luck in her new role.</p>	

	The Highway Liaison Officer said her last day was 22 <sup>nd</sup> July and asked Councillors to put scheme requests through to the generic e-mail address.	
<b>10.</b>	<b>Date of Next Meeting:</b>  Monday 19 <sup>th</sup> September 2022 at 6pm	

*Meeting closed at 7:50pm*