

## LOCAL HIGHWAYS PANEL – MINUTES AND ACTIONS

	<b>PRESENT:</b>
<b>Date: 29<sup>th</sup> September 2015</b>	<b>Panel Members:</b> Cllr Keith Bobbin, Cllr Anthony Hedley, Cllr Mark Ellis, Cllr Malcolm Buckley, Cllr Nigel Le Gresley, Cllr Kay Twitchen
<b>Venue: Committee Room 4, County Hall</b>	
<b>Apologies:</b> Cllr Melissa McGeorge, Cllr William Archibald, Cllr Ray Howard, Cllr Kerry Smith	<b>Other Attendees:</b> Will Price – Highway Liaison Officer, Sonia Church – Highway Liaison Manager, Bradley Blackwell – Apprentice (Essex Highways) Bernard Foster – Parish Council Representative, Theunis Kreuger – Transport Planner, Charles Freeman – Transport Planner

<b>Item:</b>	<b>Action:</b>	<b>Action Owner:</b>
1.	<p><b>Welcome and Introductions</b></p> <p>Cllr Bobbin welcomed everyone to the meeting.</p>	
2.	<p><b>Declarations of Interest</b></p> <p>There were none.</p>	
3.	<p><b>Minutes of meeting held on 30<sup>th</sup> June 2015 and Matters Arising</b></p> <p>Councillor Bobbin led the Panel through the previous meeting's minutes. There were no matters arising.</p>	
4.	<p><b>Noak Hill/Wash Road Update</b></p> <p>Will Price introduced Charles Freeman and Theunis Kreuger who were in attendance to present the findings of their traffic modelling study on Noak Hill/Wash Road/Dunton Road.</p> <p>The pair talked through their findings which can be summarised as follows:</p>	

- Traffic flows on Dunton Road were well within design capacity. The only time at which the road edged toward capacity was when there was an accident on the A127. There was good compliance with speed limits, with mean speeds below 31mph in 30mph section of road and less than 40mph in unrestricted section. The study showed that traffic calming had had a positive effect on mean speeds.
- A number of different designs had been “modelled” at the junction of Wash Road and Noak Hill Road to assess what impact safety improvements would have on traffic flows. Most notably this included the assessment of a roundabout and 2 separate signalised junction layouts. The study showed that all arms of the junction were currently operating within the design capacity of the road, but that the implementation of any of these measures would have a significant impact on traffic, particularly on the A176, often pushing junction arms over their design capacity.
- A right hand turn ban for traffic exiting Wash Road West was also modelled. This did not have a negative effect on traffic flows, and instead was shown to improve the situation for those wishing to turn left out of Wash Road West. The Panel were reminded that this had almost been implemented in the past, but was cancelled by Cllr Bass after public disapproval. CF informed the Panel that a right hand turn ban would affect 70 vehicles at peak times, representing 4% of traffic in this location.
- Collision Patterns showed that the right hand turn movement out of Wash Road West remained a safety issue.

Cllr Twitchen voiced her strong support for the RHT ban, suggesting that it was the only way the Panel could fulfil their obligation of seeking to improve safety without compromising congestion levels. Cllr Twitchen went on to suggest that the RHT ban should apply to traffic entering Wash Road West as well as exiting Wash Rd West, as this would be likely to further improve road safety.

There was unanimous support amongst all Panel Members for the RHT ban for traffic exiting Wash Road West, and some discussion surrounding the necessity of a ban for those entering Wash Road West (advocated by both Cllr Twitchen and Cllr Buckley). Officers informed Members that collision data had not identified any safety issues for those making the right hand turn into Wash Road. Some Members suggested that banning this movement might increase traffic on the A127. The Panel majority eventually decided that any ban should only

	<p>apply to those exiting Wash Road for the time being. The situation could then be monitored and the ban extended in future if required.</p> <p>WP informed Members that he would draft a Cabinet Member briefing note outlining the reasons why the Panel wished to go ahead with the Right Hand Turn ban. He suggested that Members may also wish to contact Cllr Johnson independently.</p>	WP
5.	<p><b>Report 1 – Basildon Borough Approved Scheme List</b></p> <p>WP talked the Panel through the list of previously approved schemes and invited any questions/comments.</p> <p>Cllr Buckley advised that the land surrounding the footpath on Salcott Crescent (scheme LBAS 142002) belonged to Basildon Borough Council, and therefore that any plans affecting this land would need to be approved by them. WP said he would pass this information on, but that the scheme engineer would have undertaken land ownership investigations as part of the scheme.</p> <p>Cllr Twitchen voiced her concern that LBAS 142001 (London Road, Billericay) had still not been completed. WP apologised and explained the reasons for delay, namely a change in policy which required more extensive survey work, and the dependence on Siemens for installation. He informed Cllr Twitchen that the keep clear markings and sign improvements that had been requested in the area were now complete.</p> <p>Councillor Le Gresley asked about progress on scheme LBAS142046 (Church Road JW Southend Rd) which he said had been outstanding for some time. WP advised that detailed design was ongoing, with completion expected in Feb 2016. Cllr Twitchen queried the location of this scheme and asked that town/village information be included in the meeting papers. WP confirmed he would do this.</p> <p>WP raised scheme LBAS 142047 (A129 Southend Rd/Bakers Farm Close feasibility study), which he said had been completed but not to the standard he expected. He informed the Panel of his recommendation to put scheme LBAS 152029 (pedestrian refuge widening in same location) on hold until the study had been properly completed since he was not sure that ped refuge widening was the only option available. Cllr Le Gresley and the Panel agreed with this proposal, but Cllr Le Gresley asked for a timeframe for report</p>	<p>WP</p> <p>WP</p> <p>WP</p>

	<p>completion. WP advised that it would be completed prior to the next meeting.</p> <p>Members voiced their unhappiness with the length of time taken on investigations, and urged more prompt scheme delivery. WP and SC advised that WP was seeking to address this by ensuring reports were completed fully first time round, and that LBAS142047 was a prime example of this.</p> <p>Cllr Le Gresley queried scheme LBAS152027 (20mph school designs), outlining what he now understood to be the difference between 20mph zones and limits. He clarified that he did not generally support the introduction of traffic calming measures on busy roads, and therefore would prefer limits outside schools that he had selected for design. WP and SC described Policy pertaining to 20mph zones and limits, and advised that they would pass on Cllr Le Gresley's comments to the design engineer. They also explained the physical difference between zones and limits. WP advised that only some of the schools selected by Members would qualify for a limit rather than a zone, and that any Members who wished to change their preference should email him ASAP.</p>	All
6.	<p><b>Report 2 – Potential Schemes 2016/17</b></p> <p>WP advised that any schemes marked Red or Amber in the RAG column were awaiting design, feasibility or validation and therefore there was not too much he could provide by way of update at this time of year.</p> <p>Cllr Hedley advised that he had requested 2 x parking schemes in Billericay (Billericay School and Western Road). WP said that he had received the Billericay School request only, and asked that the other request be re-sent. With regard to the Billericay School Potential parking scheme, Cllr Hedley advised that Basildon Borough Council may be willing to contribute. WP advised that this scheme was still at the "feasibility study stage" and that joint funding could be explored upon completion of the study, although there would likely be sufficient LHP budget to cover any recommended improvements.</p> <p>Cllr Buckley raised the unlikelihood of Hodgsons Way meeting PV<sup>2</sup> criteria and therefore suggested that the listed survey here be cancelled and the scheme removed from the list. Panel Members agreed that this was an unlikely crossing location. Cllr Le Gresley agreed that the</p>	<p>Cllr Hedley</p> <p>WP</p>

	<p>survey could be cancelled on the understanding that WP email him detailing the reasons why the site was unlikely to meet the criteria. WP advised he would do so as long as it was not too late to cancel the survey, which had already been requested.</p> <p>The Panel collectively requested that the salt bin schemes be removed from the Potential Scheme List on the grounds that Cllr Smith's salt bin requests were too numerous, and were not in-keeping with the salt bin criteria.</p>	
7.	<p><b>Report 3 – Ranger Update</b></p> <p>WP directed Members to the report and welcomed any questions.</p> <p>Cllr Twitchen asked how best to make a ranger request. WP and SC advised that they should be logged online via the “report it” tool. If this was not possible requests could be sent to WP who would log on their behalf.</p> <p>Cllr Buckley asked how much of the Basildon revenue budget was being spent on rangers each year. WP advised that he could not remember the precise sum, but that he would bring the figure to the next meeting.</p>	WP
8.	<p><b>A.O.B.</b></p> <p>The Panel had no other business to raise. Observer and Parish Cllr Bernard Foster was invited to speak. He discussed the need for a physical deterrence to support any right hand turn ban at Wash Road West.</p>	
9.	<p><b>Date of Next Meetings</b></p> <p>The next meeting dates were confirmed to be 14<sup>th</sup> Jan and 29<sup>th</sup> March with rooms TBC.</p>	