

**TRANSPORT AND HIGHWAYS COMMITTEE held at HIGH STREET  
GREAT DUNMOW at 7.30 pm on 13 JANUARY 2005**

Present:- Councillor G Sell – Vice Chairman in the Chair.  
Councillors E C Abrahams, C M Dean, D W Gregory,  
B M Hughes and J E Menell.

Also present at the invitation of the Chairman:- Councillors J F Cheetham and  
S Flack.

Officers in attendance:- A Bovaird, M Cox, P O'Dell, J G Pine  
and P Hardy (Essex County Council).

**TH39 STATEMENT BY MEMBER OF THE PUBLIC**

Prior to the meeting a statement was made by Mr and Mrs Morgan concerning problems with parking at Belmont Hill, Newport. A summary of their statement and the Council's reply is attached as an Appendix to these Minutes.

**TH40 APOLOGIES FOR ABSENCE AND DECLARATIONS OF INTEREST**

Apologies for absence were received from Councillors W F Bowker and  
A M Wattebot.

Councillors C M Dean, B M Hughes, J E Menell, J F Cheetham and S Flack  
declared personal interests as members of SSE.

Councillor Gregory declared a personal non-prejudicial interest in agenda item  
5 as an employee of Airport Carz.

**TH41 MINUTES**

The Minutes of the meeting held on 11 November 2004 were received,  
confirmed and signed by the Chairman as a correct record.

**BUSINESS ARISING**

**(i) Minute TH29 - Local Highways and Transportation Service for  
Essex**

In answer to a question from Councillor Menell it was confirmed that under the new Local Service Agreement that was currently being negotiated, the Road Safety Officers would be based in Saffron Walden for at least the next three years. In the longer term there would be a new Chief Executive at the County Council and a further review of the Highways Centres of Excellence was likely to take place. It was too soon to tell whether there would be any change to the delivery of the Road Safety function resulting from that review.

**(ii) Minute TH37- Uttlesford Transport Forum**

Officers and other stakeholders had met with Stansted Parish Council to discuss local issues relating to rail safety and problems with vandalism. It had been reported that the police had arrested a number of local youths in relation to stone throwing incidents. The Group hoped to put in place a mechanism to speed up the reporting of incidents.

**(iii) Minute TH38 – Local Road Safety Advisory Committees**

In answer to a question from Councillor Menell, it was confirmed that both Local Road Safety Advisory Committees had appointed a representative to attend the Committee and they would be invited to all future meetings.

**(iv) Minute TH27 – Statements by Members of the Public**

Councillor Flack had not yet received a reply to her question asked at the previous meeting. Officers agreed to investigate this and report back to her direct.

**TH42**

**LOCAL SERVICE AGREEMENT FOR HIGHWAYS AND TRANSPORTATION SERVICE FOR ESSEX – PROGRESS REPORT**

The Committee was advised of the progress that was being made with the preparation of the Local Service Agreement. At the last meeting Members had resolved that the Road Safety Officers should continue to be based in Saffron Walden and asked that the request be made at the one-to-one Member level meeting with Councillor Bass. At that meeting, Councillor Bass had confirmed that the officers could be based at the Saffron Walden offices. The District Council had also asked that the County Council pay the costs associated with retaining the Road Safety Officers in Saffron Walden. A further meeting was to be arranged to resolve these issues, but it was confirmed at this stage that the County Council would pay the accommodation costs and also provide space for storage.

The report clarified the delegation of responsibility for the local road decision-making. It was now proposed that the Head of Highways and Transportation would delegate local road decision-making to the Area Highway Managers, who would only act in agreement with the District and Borough Councils. This would avoid the need for delegation of Highway Authority powers to district and boroughs, but would still be consistent with the concept of the LSA as a model for local decision-making.

RESOLVED that

- 1 the progress being made with the preparation of the LSA be noted;
- 2 subject to the satisfactory resolution of the issue relating to the costs of the Road Safety Officers, the emerging draft LSA proceed to sign up.

**AUDLEY END STATION TO SAFFRON WALDEN CYCLEWAY, AND  
FEASIBILITY OF DEVELOPMENT OF AN INTEGRATED TRANSPORT  
PACKAGE FOR AUDLEY END STATION**

The Committee was advised that further to its resolution on 21 June 2004, to revisit the feasibility of a cycleway from Audley End to Saffron Walden, the new Draft Corporate Plan now required a study to ascertain how to develop a safe cycle way and that an action plan be developed by 31 March 2006. The meeting, requested by Members, had been held on 14 October 2004 and was attended by District and County Council representatives as well as Wendens Ambo Parish Council and Saffron Walden Town Council. It was agreed that Essex County Council would ask Mouchel Parkman to provide the likely cost of the necessary study. This was estimated at £6,368 plus VAT and could be funded from the 2005/06 Quality of Life Programme Office Budget. Appropriate traffic survey work would cost £2,436 plus VAT, if it was required. The summary report could be delivered by the end of June 2005 with the traffic survey work being undertaken at a later date. The reason for undertaking the survey work later was the short-term distortion to traffic flows that would be caused by the work to the Sparrows End Hill junction, where a new roundabout was about to be constructed. The Committee agreed with this course of action. Councillor Hughes emphasised that the eastern section of the road from Saffron Walden to Audley End was a priority for any measures to improve safety.

Councillor Menell informed the meeting that Wendens Ambo Parish Council was against any proposal for a cycleway through the village. She then referred to the highway works that were due to start at the Sparrows End Hill junction. The Parish Council was unhappy at the amount of consultation about this scheme and felt that the number of lamps and the amount of signs were excessive. Paul Hardy replied that the scheme had been in the design phase for over a year and the parish council had been kept informed. The lighting scheme had been designed by experts, had been well tested and used modern street lighting for minimal light pollution. He did however agree to look again at the proposed streetlight for Rookery Lane.

With regards to the development of an integrated transport package for Audley End station, a preliminary meeting had taken place to discuss how this package might be developed by a "task and finish" group. The purpose of the group would be to identify all the problems, aspirations and proposals relating to the operation of the station and to see how these might be taken forward. A further meeting was being arranged for the end of January 2005 and the Uttlesford Transport meeting on 19 January 2005 would obtain initial views of these stakeholders.

RESOLVED that

- 1 the Committee authorise funding from the Quality of Life Programme Office Budget for the Mouchel Parkman Study into options for a safe cycleway between Audley End Station and Saffron Walden, including the traffic survey work, if subsequently required;

- 2 the Uttlesford Transport Forum co-ordinates and oversees the Council's input to the work on the feasibility of developing an integrated transport package for Audley End Station.

#### **TH44 FLY PARKING AROUND STANSTED AIRPORT**

The Committee was advised that as part of the Section 106 Agreement associated with the expansion of the airport to 25 mppa, BAA Stansted had been obliged to carry out a study of the level of fly-parking by air passengers that was taking place on the public highway within 5 miles of the airport boundary. In October 2003, a freephone hot line had been set up for the reporting of such incidents. During that year 77 incidents had been reported at Takeley, mainly in Garnetts and in the northwestern part of the village closest to the airport. With the opening of the new A120 it was possible that incidents of fly parking might start to occur further afield.

A meeting had taken place between BAA, the District Council and the County Council which agreed that the hotline should continue in order to gain an accurate picture of the problem. The Highways Working Group of the Stansted Area Transport Forum would be looking at the reported cases to assess the possible measures to alleviate the problem. These could include residents' parking zones or "no waiting" restrictions.

Councillor Cheetham said that the number of incidents of fly-parking were on the increase. She also reported that there had been cases of vandalism to the parked cars and action should be taken as soon as possible. The Committee considered that the restricted "no waiting" option was likely to be the most effective and easiest to enforce. Paul Hardy said that, in order to avoid delay, the County Council could start preliminary work on an appropriate scheme prior to the next meeting.

RESOLVED that

- 1 officers of the District and County Councils in conjunction with the Decriminalisation Task Group, local parish councils and BAA, investigate measures to ameliorate problems associated with fly-parking in Takeley, including residents only parking zones or "no waiting" restrictions.
- 2 officers implement any reasonable scheme as soon as possible with referral to this Committee in relation to any objections received.

#### **TH45 DECRIMINALISATION OF PARKING ENFORCEMENT TASK GROUP**

The Committee received the Minutes of the Decriminalisation of Parking Enforcement Task Group held on 4 January 2005.

**(i) Minute DPE34 – Options for Car Parking Payment Methods**

Following a motion at Full Council, officers had been asked to provide details of alternative parking methods in all of the Council's car parks. The options of pay on exit machines and staffing at kiosks had been investigated. Both options were considered to be prohibitively expensive in terms of capital outlay and ongoing revenue costs. The Group agreed but asked that other possible systems be looked at including the use of pre payment vouchers that were purported to be used in other districts.

RESOLVED that no changes be made to implement the payment methods outlined in the report, but officers consider further methods, including prepayment vouchers and report to the next meeting of the Task Group.

**(ii) Minute DPE35 - Car Park Charges**

The Committee noted a recommendation from the Task Group for the proposed increase in car parking charges.

**(iii) DPE36 – Review of Decriminalisation**

The Task Group had been advised that clarification was still required on which authority should have the responsibility for coning. This could have a huge implication for the district.

RESOLVED that the Transport and Highways Committee be asked to write to the Chief Constable and the Chairman of the Police Authority to clarify the issue of responsibility for coning.

**TH46**

**SERVICE PLANS BUDGET AND COUNCIL PRIORITIES 2005/06**

The Executive Manager (Finance and Asset Strategy) presented a report that provided a basis for finalisation of the Committee's General Fund Budget for 2005/06, subject to final considerations by the Resources Committee and Full Council. It contained full details of the base budget, prepared on the basis of current levels of service provision, a refined list of spending pressures previously considered and proposals to achieve the budget reductions required following the resolution made by Council on 14 December 2004. The savings targets put forward by the Council were Assisted Travel, £3,000 and Car Parks £27,000.

The appendix to the report suggested options for achieving these savings. It was considered that the Concessionary Fare budget could be reduced by £3,000 as the take up during the last year suggested that the Council was likely to be in surplus.

With regards to car parking charges, it was suggested that the tariff in all the Council's car parks be increased by 10p, which would increase income by £85,000. It was also proposed to increase season ticket prices proportionately, which would increase income by £5,000. The Decriminalisation Working Group had also asked for an investigation into

multiple tickets sales and provision for this was made in the budget for up to £10,000 reduction in income. In answer to Members' questions, the Committee was informed that the charges had not been increased for two years and an increase of any less than 10p would be inconvenient in terms of coinage. It was also pointed out that car parking charges were one of the Council's only substantial income streams and that increases in income on a regular basis were advisable to counter rising costs of services. The Committee agreed to the proposed charges but asked that its effect be monitored.

The Committee asked that, in the longer term, different tariffs and other payment options be considered.

RESOLVED that the Committee

- 1 approved the base budget for 2005/06 and submits it to the Resources Committee;
- 2 proposes the following budget reduction/additional income sufficient to achieve individual savings targets and submit these to the Resources Committee.

#### **Assisted Travel**

Reduce budget by £3,000

#### **Car Parks**

Increase all tariffs by 10p - £85,000

Increase season ticket prices proportionately - £5,000

Multiple ticket sales – make provision for up to £10,000 reduction in income

- 3 Further investigate the feasibility of half hour tariffs in short stay car parks, two-hour parking tariffs in Dunmow, other payment options and car park machines that give change.
- 4 Informs the Resources Committee that there are no budget reduction/additional income options (other than those noted in (iii) above) that it would wish to be disregarded if the Council's overall finances so permitted.

**TH47**

#### **RESURFACING OF THE M11**

*The Chairman agreed to the consideration of this item on the grounds of urgency, as action was required before the next meeting of the Committee.*

The Chairman reported that the Phase 2, M11 resurfacing, from Newport to Ugley, had been delayed. This part of the road was close to residential properties and particularly noisy. Councillor Dean added that parts of Elsenham were also near to the motorway and experienced similar problems.

Officers agreed to clarify, with the Highways Agency, the planned phasing of the resurfacing works.

RESOLVED that representations be made to the Highways Agency asking that the M11 resurfacing works take place as soon as possible.

The meeting ended at 9.10 pm.

## **STATEMENT BY MR AND MRS MORGAN**

Mrs and Mrs Morgan spoke about the parking problems on the slip road at Belmont Hill Newport. This drive provided access to properties and was also a well used pavement for school children. 3 new houses were being built here and cars were regularly blocking access. This was very inconvenient for the owners of the property and was only likely to get worse when the houses were completed. There was a health and safety issue as cars were being forced to back out onto a busy road.

The parish council agreed that the situation was hazardous supported the Mr and Mrs Morgan's request for a parking restriction.

Officers agreed to look at the situation and report back to a future meeting.