

# Nazeing focus day

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## DRAFT REPORT

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## NAZEING FOCUS DAY

### 1. Introduction

- 1.1 There is a published account of a Nazeing Parish Council meeting in 1952<sup>1</sup> where the chairman attributed the 'growing menace' of lorry traffic to the transporting of gravel from local pits and coal from Broxbourne Station to local glasshouses<sup>2</sup>. This 'growing menace' appears to have got worse and in February 2006 the Nazeing Action Group was established in response to increasing local concern about large and heavy goods vehicles (HGV/LGVs) on local roads.
- 1.2 The purpose of the focus day was to help identify practical solutions to these problems by encouraging relevant stakeholders to discuss the transport and planning related issues in the Nazeing and Roydon parishes together.
- 1.3 The focus day was held on 10 March 2007 at the Dobbs Weir Community Hall and was attended by 37 people including local District and Parish councillors, officers of relevant authorities, business representatives, local community organisations and residents.
- 1.4 The focus day was organised by Epping Forest District Council and facilitated by Theo Dennison.

### 2. SARA

- 2.1 The underlying structure for the day was provided by the SARA problem-solving model. SARA is a simple problem-solving tool involving four stages: Scanning, Analysis, Response and Assessment.

#### *The SARA problem-solving model*

##### **Scanning**

- Spotting problems
- Using local knowledge
- Drawing on all sources
- Collecting basic data
- Mapping

##### **Assessment**

- Checking on delivery
- Checking the effect
- Reviewing the problem
- Learning the lessons

##### **Analysis**

- Looking for patterns
- Defining the problem
- Looking for causes
- Using hunches
- Testing theories

##### **Response**

- Devising solutions
- Looking at all options
- Identifying resources
- Setting objectives
- Working with the community

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<sup>1</sup> Only Seventeen Miles from Town – The story of Nazeing part 2

<sup>2</sup> I am grateful to Colin Gibbon for having found and highlighted this account.

### **3. Initial scanning exercise**

- 3.1 Prior to the focus day a number of the participants were interviewed to identify local concerns and help clarify the issues that should be the focus of discussion<sup>3</sup>.
- 3.2 Five key problems were identified:
1. The amount of HGV/LGV traffic on the narrow winding roads in Nazeing and Roydon (e.g. congestion on Roydon High Street, North Street, Nazeing Road/St Leonards Road junction and the Fish and Eels Bridge).
  2. The size of HGV/LGV vehicles on the roads in Nazeing and Roydon.
  3. The speed of traffic in the villages.
  4. The danger to pedestrians, cyclists and motorists within the villages and visitors to the Lea Valley Regional Park (e.g. conflict between vehicles and pedestrians around the Fish and Eels Bridge, Hoe Lane, Paynes Lane).
  5. The destruction of roads, verges, trees, walls and street furniture along village roads (e.g. the Fish and Eels Bridge, Hoe Lane, Low Hill Road).
- 3.3 A general concern was expressed about the amount of traffic in the area but the obvious and significant HGV/LGV issues were felt to be paramount.

### **4. Causes**

- 4.1 While HGV/LGV issues have been around for some time they appear to have got significantly worse recently provoking the establishment of the Nazeing Action Group, community meetings and protests, letters to local elected representatives and comment in the local press.
- 4.2 A number of factors were identified that may have contributed to the perceived increase in HGV/LGV traffic but there appears to be no comparative data available to confirm whether traffic volumes have actually increased. Given the extent of expressed concern, it would seem sensible to encourage the relevant authorities to collect data on traffic and particularly HGV/LGV volumes in Nazeing and Roydon.
- 4.3 In the meantime, the Nazeing Action Group has undertaken a survey. On 31 July 2006 surveys were conducted at the Nazeing crossroad and on Hoe Lane.

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<sup>3</sup> I am particularly grateful to Cllr Toni Cooper, Peter French and Nicola Wilkinson for their very helpful tours of the area.

*Nazeing Action Group survey – Nazeing crossroads*

Time	4.30- 7.00	7.00- 9.00	9.00- 11.00	11.00- 1.00	1.00- 3.00	3.00- 5.00	5.00- 7.00
<b>7.5 tonne</b>	21	25	41	45	61	21	16
<b>HGV<sup>4</sup></b>	23	45	49	64	69	90	53
<b>Total</b>	44	70	90	109	130	111	69

*Nazeing Action Group survey – Hoe Lane*

Time	6.00- 7.00	7.00 - 9.00	9.00 - 11.00	11.00- 1.00	1.00- 3.00	3.0 0- 4.0 0	5.00- 6.30
<b>7.5Ton</b>	1	3	41	27	10	10	1
<b>HGV</b>	4	20	81	25	37	16	6
<b>Total</b>	5	23	122	52	47	26	7

- 4.4 These are useful results, particularly in the absence of official figures, and it would be helpful if a comparative survey could be undertaken in these areas on 30 July 2007<sup>5</sup> to confirm whether or not the number of LGV/HGV vehicles is increasing.
- 4.5 Epping Forest District Council agrees with local residents and stakeholders that the number of HGV/LGVs appears to be increasing. The most frequently mentioned causes of additional HGV/LGV traffic were:
1. Industrial expansion in Broxbourne/Hoddesdon/Harlow.
  2. The growth in HGV/LGV traffic associated with the Lea Valley glasshouses.
  3. The introduction of packhouses/packing sheds in the Green Belt.
  4. The change of use of former agricultural buildings to other commercial and industrial uses that require very large HGV/LGVs.
  5. Unsuitable industrial developments being allowed in the villages that require a large number of HGV/LGVs (e.g. Timber recycling).
  6. HGV/LGVs ignoring weight and size restrictions (e.g. on Dobbs Weir Road, Roydon Bridge/High Street).
  7. Nazeing, Roydon Village and Broadley Common now being treated as a rat run to and from the M25 in Waltham Abbey (J26) due to problems and works on the M25.

<sup>4</sup> LGV/HGV vehicles heavier than 7½ tonnes

<sup>5</sup> One year on from the Nazeing Action Group's first survey and similarly on the last Monday of July.

## **5. Exacerbating factors**

5.1 In addition to the factors that may have caused additional HGV/LGV traffic a number of other factors were identified that may have made matters worse and might be worth exploring in search of solutions.

5.2 The factors identified were:

1. The reclassification of narrow and winding local roads as County routes PR1 and PR2.
2. Traffic Management Systems showing roads in Nazeing and Roydon as alternative routes.
3. The new road bridge over the railway line in Hoddesdon (Essex Road) which has made it quicker to go through Nazeing to get on the M25 Eastbound (J26) than go along the A10 (J25).
4. M25 (J25) Tunnel work causing traffic to look for alternative routes.
5. The granting of licences for HGV/LGVs to be sited (parked up) in Nazeing.
6. The lack of enforcement of the 7.5 tonne weight restriction and the difficulties policing exceptions for access and loading.
7. The lack of enforcement of the 7' 6" width restrictions.
8. A lack of enforcement generally by the Police and VOSA.
9. Inadequate road signage and lighting (e.g. at T-junction of Dobbs Weir Road and Sedge Green).
10. Lack of consultation on key transport and planning issues.
11. County and District councils facing conflicting planning priorities and lack of knowledge of the implications of decisions across authority boundaries.

## **6. Future Issues**

6.1 Looking ahead, participants identified three further factors that might increase HGV/LGV traffic in the area and thereby cause additional adverse impacts. These were:

1. The planned expansion of commercial and industrial developments in the Green Belt proposed in the Local plan.
2. The East of England plan for 20,000 new homes in Roydon and Harlow.
3. Further industrial development caused by Stanstead's expansion.

## **7. HGVs/LGVs in Essex**

7.1 Essex is one of the key transport gateways to and from the United Kingdom. The close proximity of London and the major ports in the Haven Gateway and Thames Estuary, as well as Stansted Airport, makes Essex an important county for freight distribution.



- 7.2 More than 100 million tonnes of freight are moved every year to, from and within Essex<sup>6</sup>. The County Council anticipates that freight traffic in Essex will continue to grow at a rate faster than the national average due to the 'Gateway' status of the County. The County Council is working hard to capture the economic benefits of this growth, whilst eliminating the negative impacts associated with increased freight movements on the infrastructure<sup>7</sup>.
- 7.3 Two large ports have been conditionally approved for Essex, with container port developments at Shellhaven and Bathside Bay at Harwich, alongside the expansion of Felixstowe in neighbouring Suffolk that will all have significant impacts on the County's network.
- 7.4 These developments, coupled with the planned expansion at Stansted Airport are likely to result in increased demand for road and rail freight<sup>8</sup>.

## **8. Road classification**

- 8.1 The classification of roads in Essex as elsewhere is closely related to the use and degree of importance of the road as a traffic carrier. Most of the freight destined for the continent or other parts of the country is carried on the County's strategic road network – particularly Motorways and trunk roads.
- 8.2 Essex County Council recognises that traffic has increased substantially over the years and a large proportion of strategic and trunk roads in Essex are either operating at or exceeding their capacity<sup>9</sup>. This inevitably leads to some vehicles leaving the strategic network and using less suitable local roads to get to their destination. In part the rat running through Nazeing, Roydon Village and Broadley Common by traffic from the M25 (J26) reflects this and is made worse by traffic problems and road works on the M25.
- 8.3 A recent 'reclassification' of a number of roads in Nazeing and Roydon has led to suspicions that HGV/LGV traffic was being encouraged to use unsuitable local roads.
- 8.4 The County Council emphatically deny this and have explained both previously and at the focus day that the 'reclassification' has not changed the status of any local roads. They further add that the classification is principally a matter affecting road maintenance.
- 8.5 The confusion and resulting suspicion is hardly surprising. It seems improbable that roads are deemed to be County Primary Routes 1 or 2 for the purpose of maintenance rather than their use and if, as residents suspect, the classification reflects the status of the roads within the Council Council's road network then however unintended their classification will influence what drivers will do.
- 8.6 One particular reason why local residents, particularly on Dobbs Weir Road, have been angered by the 'reclassification' is that they have also been told

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<sup>6</sup> 30% of this freight passes through the County, Essex Local Transport Plan 2006-2011.

<sup>7</sup> Essex Local Transport Plan 2006-2011.

<sup>8</sup> Essex Local Transport Plan 2006-2011.

<sup>9</sup> Essex Local Transport Plan 2006-2011.

by the County Council and Police that traffic calming measures that they believe are necessary cannot be implemented on a Primary Route.

- 8.7 Davina Millership reassured residents that appropriate traffic calming measures were not ruled out by the classification of roads as Primary Routes 1 or 2. It appears though, that some roads the County Council recognises as having a major role in the road network are not regarded by the local community as being suitable for large volumes of traffic and particularly HGV/LGVs.
- 8.8 This may be unavoidable because there is a shortage of suitable roads in this part of Essex and only 3 roads cross the County boundary into Hertfordshire. There are a multiplicity of destinations surrounding Nazeing and Roydon that attract and generate significant traffic volumes and it is the County Council's responsibility to ensure that road users are able to reach their destinations as well as protecting the character of the area.
- 8.9 Essex County Council is developing a County Freight Strategy that will among other things determine which roads are deemed most suitable for HGV/LGVs. Davina Millership clearly stated that consultation with residents and stakeholders would occur before the strategy is finalised<sup>10</sup>. Local residents and other stakeholders will therefore have an opportunity to have their say on where HGV/LGV traffic is encouraged to go and hopefully this will remove any remaining concern and suspicion.

## **9. Bridges**

### *Essex Road Bridge*

- 9.1 Ed Borton complained that when the 53 acre industrial site at Essex Road had been approved, Hertfordshire County Council had set requirements on the developer that would have to be met but that Essex County Council did not appear to have done the same. As a result additional HGV/LGVs were now using the Fish and Eels Bridge - a very unsuitable small bridge over the Lea.
- 9.2 John Preston explained that Epping Forest District Council had not been consulted on the bridge and that if they had they would have looked for improvements to the road network to facilitate any additional traffic. He indicated that he thought that there would be even more traffic from the Essex Road site in future.
- 9.3 Looking at the road signs on both sides of the Fish and Eels Bridge, on the Hertfordshire side there are signs establishing a 30 mph speed limit and indicating that drivers are approaching a 7½ tonne limit (the sign appears to refer to the weight restriction some way along Dobbs Weir Road rather than the Fish and Eels Bridge). On the Essex side, a 40 mph speed limit applies to a section of Dobbs Weir Road near the Fish and Eels Bridge and a weight limit applies at the other end of Dobbs Weir Road near its junction with Sedge Green.

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<sup>10</sup> Cassandra Robinson is the lead officer on the County Freight Strategy and she will meet with Area teams such as Davina's in due course

- 9.4 The Essex Road Bridge is an elegant and practical structure and if anything its only fault is that it spans the railway line with such confidence and with such clean sight lines that it might excite a belief in drivers that it is more than just a bridge to an important new industrial site. Indeed, on the far side of the bridge a sign indicates that it offers access to 'Industrial Areas'. Having gone over the bridge and turned right at the roundabout there is little to indicate that the road narrows rapidly and traffic is about to be squeezed over the Fish and Eels Bridge – and even if it did the opportunities to turn round are severely limited.

*Fish and Eels Bridge*

- 9.5 The road surface on the Fish and Eels Bridge is showing obvious damage and a crack is also visible in the south side abutment. A number of local residents have tried to draw attention to the damage being done to the bridge and if one thing comes out of the focus day it should be a survey of the bridge to make sure that it is safe.
- 9.6 Residents are concerned that the bridge is now being expected to carry far more traffic and far heavier traffic than it can bear. Some additional traffic may be serving the new industrial site on Essex Road though there appeared to be little evidence of this<sup>11</sup>. More likely is that traffic is being attracted over the new railway bridge to access the road network in Essex.
- 9.7 In so far as HGV/LGV traffic over the Fish and Eels Bridge is serving local businesses within Epping Forest they would be exempt from the 7½ tonne limit on Dobbs Weir Road, but if HGV/LGV traffic is using the bridge as a shortcut to other destinations this ought to have been identifiable from the results of the enforcement operations the Police have previously undertaken on Dobbs Weir Road.
- 9.8 It would be useful to review the results of these enforcement operations to see if it is possible to identify the reason HGV/LGVs are using the Fish and Eels Bridge and whether it has become a significant short cut to the road system in the Essex for through traffic.
- 9.9 Depending on the results of the survey of damage to the Fish and Eels Bridge, it may also be necessary to revise the weight limit on the bridge. This could have a dramatic effect on the volume of HGV/LGV traffic along Dobbs Weir Road and would be very welcome locally.

*Network Rail Bridge on Nazeing New Road*

- 9.10 Nazeing Parish Council have expressed concern about what will happen when the Network Rail Bridge is closed for approximately 18 months for strengthening works.
- 9.11 The proposed weight limit on the bridge after these works are completed is 40 tonnes. A number of participants identified that if the strengthening works allowed the bridge to carry 44 tonnes then the HGV/LGV traffic currently required to service the gravel pits would be able to use it rather than other less suitable roads.

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<sup>11</sup> Based on personal observation prior to the focus day.

- 9.12 It was recognised that the bridge belonged to Network Rail and there may be engineering reasons, as well as financial ones, that might prevent even a strengthened bridge being able to carry 44 tonnes. However it was felt that this possibility was worth exploring with Network Rail and other partners because of the benefits that would follow locally.
- 9.13 David Anstey indicated that many of the key stakeholders would be meeting shortly to discuss the Park Development Framework and the bridge could be added as an item for consideration.

## **10. Weight restrictions**

- 10.1 The meeting noted that while 7½ weight limit signs were common in the area, HGV/LGVs as small as 7½ tonne were not. In part the number of larger HGV/LGVs was explained by the amount of produce that had to be moved. Jimmy Russo said that a single pallet of cucumbers would weight a tonne, so in practice the move toward heavier vehicles was unavoidable as far as local glasshouses were concerned, “Nobody uses 7½ tonne vehicles”.
- 10.2 Paul Fincham explained that while there were a number of 7½ tonne weight restrictions in the area (e.g. Dobbs Weir Road) there were exemptions for access and loading. In practice this meant that excepting for through traffic there were no effective limits on the size of HGV/LGVs on local roads. In addition, it made enforcement more difficult because vehicles ignoring weight restrictions could not be easily identified without either stopping them or following them for some distance.

## **11. Width restrictions**

- 11.1 Width restrictions apply on Hoe Lane and Low Hill Road and signs are displayed to ensure drivers are aware of this. But there are no physical barriers to prevent large vehicles using these roads.
- 11.2 It wasn't altogether clear whether the width restrictions were advisory or meant that larger vehicles should not use these roads. It was clear that large and unsuitable vehicles used them quite frequently and both roads showed obvious signs of distress caused by large vehicles getting stuck passing each other – verges were destroyed, fences and walls showed compelling evidence of vehicle damage.
- 11.3 Davina Millership agreed to look into the possibility of introducing physical barriers of some kind, perhaps in the form of a chicane, and better signage so that access to these roads could be restricted to vehicles of a more suitable size. She pointed out though, that a physical barrier might simply raise maintenance issues particularly if vehicles forcing their way through damaged the barrier.

## **12. Signage**

- 12.1 There were some complaints that road signs in the area were inadequate and many residents had anecdotes reported at the focus day and

previously about HGV/LGV drivers getting lost and ending up with their vehicles at preposterous locations.

- 12.2 Mr Russo suggested there needed to be a big sign on the M11 at the Moat House helping to direct traffic onto the best routes, he even offered to pay for it.
- 12.3 A resident of Epping Road explained that he had often rescued foreign HGV/LGV drivers who had ended up lost in the Pinnacles or at the top of Hoe Lane having to turn round on a much abused triangle of ground. He was particularly scathing of a small sign on a roundabout on Southern Way that directed traffic up Katherine's Way 'To Roydon'. He said many of these drivers were looking for Roydon Hamlet or the Whitehall, Westland or Netherhall nurseries and were taken miles out of their way.
- 12.4 Davina Millership explained that there were significant problems caused by vandalism and road signs were frequently removed or defaced. John Preston asked, "Is there a sign in the highway code that will actually stop HGV/LGVs?"
- 12.5 To an extent the area has too many signs rather than too few and it is not surprising that HGV/LGV drivers, particularly foreign drivers or those unfamiliar with the area ignore half of them. On Back Lane and Betts Lane for instance, the 7½ tonne weight restrictions are clearly marked at their junctions with Waltham Road. But such restrictions wouldn't apply to drivers looking for access or for loading/unloading so what impact do they have? These roads however are simply impractical never mind unsuitable for larger vehicles, so the signage should focus on communicating that.
- 12.6 Any signage policy has to communicate simple and straightforward information so that drivers can readily understand what they can and cannot do and where they can and cannot go. The maze of small winding roads and the intermixing of horticultural and residential properties makes the area around Nazeing and Roydon a nightmare for both HGV/LGV drivers and sign makers.
- 12.7 Once the best routes for HGV/LGVs have been agreed, a review and simplification of the local signage would undoubtedly be worthwhile – both should be conducted with the active participation of local businesses and residents.

### **13. Satellite navigation**

- 13.1 Satellite navigation is increasingly used and depended upon to get drivers from point A to point B. Unfortunately for HGV/LGV drivers the available systems are primarily designed for car drivers so they can easily direct larger vehicles down narrowing roads – particularly where the driver may have departed slightly from a more suitable route and calls upon the satnav to get them back on track.
- 13.2 Information on low bridges etc are now available to improve the suitability of satnav systems for HGV/LGV drivers – but that isn't the problem in Nazeing and Roydon.

- 13.3 Thankfully, Davina Millership indicated that she was doing a freight route study that would identify the most suitable routes for HGV/LGVs and this would be used to improve satellite navigation systems for HGV/LGV drivers in the future.
- 13.4 Jimmy Russo explained that all his drivers were emailed directions to help them navigate to their destinations. It might be worth considering firstly, whether the system he uses could be shared amongst all other growers and secondly, whether the driver's instructions should be augmented by information on the errors that satellite navigation systems throw up locally – this might forewarn those drivers that use them.

#### **14. Standard of driving**

- 14.1 There was some anecdotal evidence of lack of consideration being shown by HGV/LGV drivers but there was also a surprising degree of understanding shown of the problems they faced – particularly with poor signage, inadequate satnav guidance as far as suitable routes were concerned, language difficulties and the difficulties of navigating roads that were generally felt to be unsuited to large vehicles.
- 14.2 When asked what help was available to drivers, Jimmy Russo explained that route directions were given to his drivers from the M11 to their final destination and drivers were informed of any time restrictions. Mr Russo invited participants to visit his business and see for themselves the efforts that were taken to minimise damage and inconvenience to residents.
- 14.3 It would seem sensible to ensure that the routes that Jimmy Russo and others were encouraging their drivers to use were consistent with the developing freight strategy. This could be achieved by ensuring that local businesses were consulted fully as part of developing that strategy.
- 14.4 Jimmy Russo explained that while his drivers were made aware of time restrictions on entry to the local nurseries, there was inadequate provision for drivers to lay-up as they came off the M11. Providing suitable parking areas for drivers might be a topic that could be considered by Essex County Council in developing their freight route strategy.
- 14.5 As far as damage by vehicles was concerned, Ed Borton said it would be useful to “assign responsibility for nuisance and damage to the industrial estate as the actual lorry driver is, in practice, difficult to control”.
- 14.6 Another participant suggested that there should be a hotline number so that residents could report poor drivers and a more general ‘considerate growers scheme’ was suggested to help ensure best practice was followed by all drivers servicing businesses in the area. The advantage of such a scheme is that it would encourage good behaviour and build stronger links between residents and local businesses – it would also encourage businesses to comply with restrictions on HGV/LGVs without the introduction of external sanctions.

## **15. Enforcement**

- 15.1 Paul Fincham reported that the Police had run ten enforcement operations on Dobbs Weir Road and issued tickets to HGV/LGV drivers that did not comply with the local weight restrictions. Paul did however explain that there were inherent problems in relying on enforcement not least the significant Police resources that were always needed to ensure ongoing compliance.
- 15.2 Ed Borton reported that in his opinion “Police and planning enforcement are clearly ineffective at present” and Cllr Andrew Green asked, “What can we do to enforce restrictions?”
- 15.3 Given that weight restrictions are the most obvious way to keep HGV/LGVs off unsuitable roads it was disappointing to learn that the traffic orders that established them had to have exemptions to allow for access and loading. This causes two problems: firstly, it reduces the overall effectiveness of the restriction and secondly, it makes it more difficult to enforce them – requiring vehicles to be stopped or followed to identify whether they were in breach of the restriction.
- 15.4 It would be useful to have some feedback on the enforcement operations that the Police have run to see whether enforcement could ever offer a long-term benefit or whether to a large extent the HGV/LGVs that we find on local roads are simply there exercising their right to access and loading.
- 15.5 Davina Millership suggested that there were not enough checks on who had local permits and Paul Fincham agreed to look into this. Once this is reviewed it might then be useful to look again at whether enforcement can help reduce the number of HGV/LGVs in the worst hit areas.
- 15.6 If a considerate growers scheme were established by local businesses, it might be possible for members to display a simple vehicle sticker on their vehicles. This would help identify those vehicles that were likely to be exercising their right to local access and loading and thereby isolate those vehicles external to the area that were ignoring weight restrictions. A considerate growers scheme could therefore make a significant contribution toward improving compliance.

## **16. Road safety**

- 16.1 Many residents explained that they felt that the number and size of HGV/LGVs using local roads placed pedestrians, cyclists and other road users at significant risk. Certain places such as Hoe Lane, Paynes Lane, Low Hill Road and the area around the Fish and Eels Bridge and Lea Valley Park picnic area were felt to be particularly dangerous.
- 16.2 Trevor Stubbington explained that as far as reported accidents were concerned there had been 3 slight injuries in the last 5 years along Dobbs Weir Road. This indicated that local roads might be safer than local residents assumed but Trevor accepted that reported incidents might give the full picture.

16.3 The Essex Traffic Monitoring Report 2004 noted that 'it is currently recognised that many journeys for which walking or cycling are feasible are not being made due to real and perceived dangers from conflict with motorised traffic'.

## **17. The planning system**

17.1 A number of participants said that they were very dissatisfied with the planning process and that developments were happening in a piecemeal fashion without much sign of an overall strategy – the overall effect of which was to undermine the quality of life locally, spoil the character of the area and cause additional and unnecessary conflicts between residents and local businesses.

17.2 The peculiar character of Nazeing and Roydon parishes with horticultural concerns existing right next door to residential properties was never questioned. There was a genuine acceptance that horticulture had its part to play in the community and a willingness to compromise to avoid unnecessary conflict.

17.3 The generally tolerant attitude expressed by residents was however clearly under considerable strain and there was a sense of being let down by the local District and County Councils.

17.4 John Preston explained that as a planning authority Epping Forest was limited in what it could do because existing patterns of land use set a precedent. Land already designated for horticulture could be developed just as land currently devoted to residential use could be.

17.5 Residents concerns appeared to fall into three basic categories:

1. Concern about the type of developments that were being approved.
2. Concern about the scale of the developments that were being approved and the failure to take into account obvious and adverse consequences on local residents and the local road network.
3. Concern about the failure to enforce restrictions on existing developments.

17.6 Nazeing Parish Council wanted to know what could be done to stop the growth of commercial and industrial developments in the Green Belt. To an extent, planning policies that allow horticultural land to be developed recognise agricultural and horticultural needs but fail to recognise the impact of economic changes – as horticultural businesses grow the differences between them and other commercial and industrial businesses decline. As a consequence, horticultural development now means that large areas of cultivatable land are covered in concrete and large heated glasshouses are erected.

17.7 Similarly, the packing operations that are necessary to take local produce to market are now making way for large packing plants that receive huge deliveries of produce from abroad and repack them for national supermarket chains. While the former are obviously associated with local



horticulture these new packhouses appear to have more in common with light industrial warehouses.

- 17.8 In addition to the expansion of local horticultural businesses, there are other developments being approved that do not appear to have been judged against what is suitable in the local area – most often cited is the wood recycling facility up Hoe Lane that brings in large numbers of uncovered loads on very large vehicles.
- 17.9 Tony Stevenson said the Lea Valley Growers Association covers around 150 local horticultural businesses and that there were also 5 or 6 large packing houses locally - but these were largely associated with local growers. Tony explained that to ensure all year round supply to supermarkets, some produce was being brought in from overseas and repacked locally. Around 35% of the produce going through the Sedge Green pack house was from imports.
- 17.10 John Preston explained that there had been many small pack houses previously but now there were fewer reflecting consolidation in the market. These larger pack houses usually developed on original sites and as Tony Stevenson had indicated, even where they repacked imported produce they usually retained a strong association with local production.
- 17.11 While re-packing imported produce is not what everyone might call horticultural use, Tony Stevenson argued that non-horticultural vehicles probably contributed more to the problem. Lea Valley glasshouses were now gas-fired and so there was no longer the need to bring in large oil tankers, as a consequence, Tony believed that the absolute number of traffic movements to service local glasshouses had dropped dramatically.

*Future developments*

- 17.12 Nazeing Action Group expressed concern that changes to the Epping Forest District Council Local Plan could allow more land in the area to be used for glasshouses and associated building and that this would generate more HGV/LGVs on Nazeing's roads. Residents were looking to the Council for reassurance that this would not be the case.
- 17.13 Ed Borton argued that, "what also needs to be considered is how HGV/LGV traffic that might arise from future planning applications could be better controlled".
- 17.14 Essex has two of the country's largest nationally identified Growth Areas including the M11/Stansted Corridor in which Nazeing and Roydon fall<sup>12</sup>. Proposals in the East of England Plan would create substantial new housing developments south and southwest of Harlow so the unique character of Nazeing and Roydon is threatened by the development of local glasshouses and encroachment by the urban areas that surround it.
- 17.15 Overall, residents were uncomfortable with the feeling that everywhere was under threat either from new glasshouses, non-horticultural uses or from additional HGV/LGV traffic. The big question is whether we want to protect

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<sup>12</sup> Essex Local Transport Plan 2006-2011.

the character of areas like Nazeing and Roydon or are we resigned to seeing continuing erosion in the quality of life.

## **18. Consultation and cross boundary working**

- 18.1 Tim Freathy, Head of Development and Infrastructure at the Government Office for the East of England identifies that Essex County Council's second local transport plan 'lacks sufficient evidence of cross boundary working on accessibility and demand management'<sup>13</sup>. He also identified that 'although the Plan makes clear that consultation with a variety of stakeholders took place, it is less clear who these were and how the outcomes of consultation influenced strategy development'<sup>14</sup>.
- 18.2 The location of Nazeing and Roydon near the District boundary of Epping Forest and Broxbourne and the County boundary of Essex and Hertfordshire makes consultation between the key stakeholders in the area more difficult. What's more, there appeared to be some dissatisfaction with the quality of consultation local residents and stakeholders experienced from other tiers of Government – Epping Forest reported that it had not been involved quite as fully as it would have liked in decisions on the Essex Road Bridge, the Parish Councils felt that they had not been involved sufficiently in drawing up the Local Plan or in decisions about what would happen to the area in the future.
- 18.3 The benefits of good quality consultation are that it saves time and money by ensuring that all relevant parties have a chance to contribute and share a stake in the proposed outcomes. It also reveals otherwise unimagined solutions to problems as the focus day has - allowing communities and their representatives to tackle issues that would otherwise remain unresolved.
- 18.4 Tim Freathy argues that it is 'vital that local communities and stakeholders continue to be engaged strongly in the delivery of the second local transport plan'<sup>15</sup> and some ongoing local mechanism would be useful to ensure that the various stakeholders brought together for the focus day are able to contribute toward resolving the issues that it identified.
- 18.5 A strategic level cross boundary meeting with officers of Enfield, Essex, Hertfordshire, Broxbourne and Epping Forest already meets quarterly and John Preston indicated that it would be useful if this group looked again at certain issues such as the Essex Road and Fish and Eels Bridges. John also reported that there is a local authority cross boundary members group.

## **19. Environmental impacts**

- 19.1 The environmental impacts from continuing industrial and commercial development are acknowledged in the Epping Forest District Local Plan.

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<sup>13</sup> Letter on Local Transport Capital Settlement 2007/08 to Joanna Killian, Chief Executive, Essex County Council, 18 December 2006.

<sup>14</sup> Letter on Local Transport Capital Settlement 2007/08 to Joanna Killian, Chief Executive, Essex County Council, 18 December 2006.

<sup>15</sup> Letter on Local Transport Capital Settlement 2007/08 to Joanna Killian, Chief Executive, Essex County Council, 18 December 2006.

The Draft East of England Plan (DEEP) identifies areas of Essex as having valuable environmental assets including the M11/Stansted corridor where it notes the high quality built environment and the 'rolling countryside'. The Draft East of England Plan identifies that one of the main risks to this environment is from high road traffic levels and the resulting poor level of air quality especially around Epping Forest<sup>16</sup>.

- 19.2 The most significant effect that transport has on the environment is the impact that vehicles and aircraft have on air quality, biodiversity and health. In terms of air quality, transport is responsible for around 50% of all nitrous oxide (NOx) emissions, 90% of carbon monoxide (CO) emissions and 21% of carbon dioxide (CO2) emissions in Essex. CO2 also has important implications for human health and climate change<sup>17</sup>.
- 19.3 According to PPG12 Local Plans should include land use policies related to the management of traffic including the coordination of public transport services, the movement of freight, the control of car and lorry parking and the improvement of cyclist and pedestrian safety<sup>18</sup>. Environmental considerations are highlighted in PPG12 and again in PPG13, the key aims of which are to reduce the growth in the length and number of motorised journeys and encourage alternative means of transport that have less environmental impact.
- 19.4 The Epping Forest District Local Plan aims to ensure:
1. That new development has adequate infrastructure.
  2. That any new development does not have an unacceptable impact in environmental terms.
  3. The protection and, where possible, the enhancement of the environmental qualities of existing residential areas.
  4. To reduce the impact of, but make adequate provision for, heavy goods vehicles with business in the District.
- 19.5 Notwithstanding these commitments, Epping Forest has found it difficult to contain new developments particularly those related to horticulture and to head off the growth of HGV/LGV traffic in the Nazeing and Roydon parishes.
- 19.6 Ed Borton identified the need to take a tougher line on unsuitable developments, and Cllr Toni Cooper also identified the adverse impacts on roads such as Paynes Lane arising from allowing developments to occur that were out of scale with the local area and road network.
- 19.7 While the focus day did not have an opportunity to examine in detail the policy framework offered by the Local Plan and the Essex County Local Transport Plan, both appear to offer substantial support for action to limit development in the Green Belt, to refuse applications for horticultural developments where they would result in an over-intensification of use or were of a scale and nature inappropriate to the locality and similarly to refuse applications where, because of the existing road layout, a

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<sup>16</sup> Essex Local Transport Plan 2006-2011

<sup>17</sup> Essex Local Transport Plan 2006-2011.

<sup>18</sup> Epping Forest District Local Plan alterations adopted by Epping Forest District Council on 10 July 2006.

development would give rise to conditions of danger to other road users, to the detriment of highway safety.

- 19.8 In practice, the planning appeals system can often undermine the best of policy intentions but, given the very significant adverse impacts that are being experienced in the area from unsuitable and out of scale developments it would seem appropriate to take a firmer line in defence of the character of the Nazeing and Roydon.
- 19.9 In addition, a local councillor also suggested that whenever approval is given to industrial and commercial developments in residential areas some restrictions in the hours of traffic movement should always be considered

## **20. Good vehicle operating licenses**

- 20.1 A number of participants reported that they were dissatisfied and frustrated by the ineffectiveness of the goods vehicle operating licence system. Epping Forest indicated that they were frustrated by their inability to influence the granting of licences and Parishes complained they were seldom consulted and even less frequently listened to. Many participants reported how they felt they were treated in a very offhand manner whenever they sought to object.
- 20.2 The grounds available for objection are limited and often objections from a single authority may well be discounted if not supported by supporting objections from the broader community etc. The experience of various stakeholders has led them all individually to lose confidence in the system.
- 20.3 Davina Millership suggested a meeting of the relevant parties would be useful in respect of goods vehicle operating licenses to see if it is possible to sort it out at a strategic level and agree a way forward that allowed greater influence over the granting of licences.

## **21. Patch reports**

- 21.1 At the end of the focus day, participants were asked to prepare patch reports for areas of Nazeing and Roydon where they felt there were particular problems. The patch reports (attached as Appendix B) identify the problems in these areas and seek to identify solutions.

## **22. Conclusion and draft action plan**

- 22.1 Most participants felt that the focus day was a useful event and expressed their thanks to John Preston and his team at Epping Forest District Council for having recognised the seriousness of the problems facing the area and organizing the event.
- 22.2 Some of the problems that Nazeing and Roydon faces are the inevitable consequence of the close proximity of residential and business interests and the network of narrow and winding roads that characterize the area. The general feeling appeared to be that these contributed to the special nature of the area and participants sought, not to eliminate the conflicts

between residents and business, but to take the sharp edges off them so as to ensure that they could co-exist more comfortably.

- 22.3 The main problem stemmed from the growth of HGV/LGVs using unsuitable roads and a number of ideas were suggested at the focus day that will hopefully contribute to significant improvements.
- 22.4 These tentative proposals have been drawn together in a draft action plan (attached as Appendix A) and they are commended to all partners, stakeholders and residents for further consideration and implementation.
- 22.5 In accordance with the SARA problem solving method, once a final action plan has been agreed, it should be circulated to all participants and an appropriate date set for an assessment of the effectiveness of the actions taken. At that assessment, the delivery of the actions should be reported and the problems identified reexamined.

**Draft action plan**

<b>No.</b>	<b>Proposal</b>	<b>Suggested 'owner'</b>
1	To investigate whether comparative data can be collected on HGV/LGV traffic in Nazeing and Roydon	Davina Millership/Nazeing Action Group
2	Consult business (particularly horticultural businesses and pack houses), the various community organisations, local authorities (including parish councils) and residents on the Essex County Freight Strategy	Davina Millership
3	Consult with Broxbourne District Council and Hertfordshire County Council with a view to improving the signage either side of the Essex Road and Fish and Eels Bridge and dissuading HGV/LGV through traffic	John Preston
4	Conduct structural safety inspection of the Fish and Eels Bridge and consider appropriate weight limit	Davina Millership
5	Review the results of previous enforcement action on Dobbs Weir Road to identify whether the Fish and Eels Bridge/Dobbs Weir Road has become a significant shortcut for HGV/LGV traffic to the road system in Essex	Paul Fincham/Trevor Stubbington/Nazeing Action Group
6	Consult with Network Rail and neighbouring authorities (including the Lea Valley Regional Park and Olympic Delivery Authority) on the proposal to increase the capacity of the Network Rail Bridge on Naxeing New Road	John Preston/David Anstey
7	Consider the introduction of a physical barrier and better signage to deter larger HGV/LGVs from using Hoe Lane and Low Hill Road and help enforce the width restriction	Davina Millership
8	On completion of the Essex County Council Freight Strategy, consider the signage necessary to support it	Davina Millership
9	To consult members of the Lea Valley Growers Association and encourage them to provide effective advice to drivers on the most appropriate HGV/LGV routes including advice on common satnav errors	Tony Stevenson

<b>No.</b>	<b>Proposal</b>	<b>Suggested 'owner'</b>
10	Consider the provision of suitable parking areas for overnight HGV/LGV stops so as to encourage drivers to observe time restrictions on loading and unloading at local nurseries	Davina Millership
11	Consult members of the Lea valley Growers Association on the establishment of a 'Considerate Growers scheme' and hotline number to report problems	Tony Stevenson/Nazeing Action Group
12	Check on whether the permit system for local access and loading are sufficiently rigorous	Paul Fincham/Tony Stubbington
13	Consider whether the Local Plan and Essex County Local Transport Plan are being fully utilised to back up refusals of unsuitable, out of scale or environmentally detrimental developments	John Preston
14	Encourage the cross boundary officer and member meetings to take a higher profile in resolving issues that have cross boundary implications and help strengthen local consultative mechanisms	John Preston
15	Organise a strategic level meeting for key stakeholders with the Goods Vehicle Licensing Authority to discuss concerns about consultation on new goods vehicle licenses	Davina Millership/John Preston
16	Once finalised, circulate the focus day report and action plan to all participants with a recommendation for a follow up meeting with them to assess progress	Ian White

**Patch report 1**

Area	Route through Roydon Hamlet - Paynes Lane, Nazeing Road, North Street, Sedge Green
Contributors	M Ballard, Cllr A Cooper, Peter French, T Morse, Mr Russo, T Stevens, T Stevenson, Ian White
Problems	As previously identified Conflict between pedestrians and road traffic Preference given to motor vehicles by PR1 and PR2 status
Causes	Inadequate roads
Possible solutions	<ol style="list-style-type: none"> <li>1. Create a new route out of Paynes Lane to the east</li> <li>2. Upgrade the Nazeing lights, adding a filter right turn from North Street, or replace them with a roundabout</li> <li>3. Use 'automatic number plate recognition' (ANPR) to police HGV/LGV ignoring weight restrictions</li> <li>4. Reduce speed limit on Sedge Green, Dobbs Weir Road, Netherhall Road and North Street</li> <li>5. Improved sight lines on bends</li> <li>6. Road widening e.g. at Lee Bank</li> <li>7. Create a pedestrian crossing at the new Doctor's surgery</li> <li>8. Apply health and safety rules to the roads</li> </ol>



## Patch report 2

Area	Dobbs Weir Road
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Contributors	David Clarkson, Suzanne Clarkson, DWRA
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Problems	The amount of traffic including HGV/LGVs The weight and speed of this traffic The impact of this traffic on Lea Bridge
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Causes	The development of new and local industries in Nazeing, Hoddesdon and Sedge Green
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Possible solutions	<ol style="list-style-type: none"> <li>1. Better signage.</li> <li>2. Implement existing width and weight restrictions.</li> <li>3. A new bypass.</li> <li>4. Width restrictions at either end of Dobbs Weir Road to achieve the weight restriction.</li> <li>5. End of permits for HGV/LGVs or where they are issued they should be restricted to 7am to 7pm with width restrictions outside these hours.</li> <li>6. ASBOs for those regularly breaking weight restrictions.</li> <li>7. Move the traffic lights to either side of the Fish and Eels Bridge blind bend to prevent large vehicles meeting on the bend.</li> <li>8. Change the phasing of the lights at Fish and Eels Bridge to cope better with traffic volumes at peak times.</li> <li>9. Installation of a pedestrian crossing at Clyde Road to the Dobbs Weir picnic area to provide safe access for pedestrians.</li> <li>10. Improved lighting and signage at T-junction of Dobbs Weir Road and Sedge Green.</li> <li>11. Inform relevant site owners of the local weight restrictions and appropriate access routes.</li> <li>12. Reduction in speed limit on Dobbs Weir Road to 30 mph and creation of proper footpaths.</li> <li>13. A 40mph speed limit from the bottom of Hamlet Hill to near the top of Dobbs Weir Road and on the top part of Dobbs Weir Road.</li> <li>14. Introduction of no overtaking/double white lines.</li> <li>15. Installation of speed cameras on Dobbs Weir Road.</li> </ol>
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### Patch report 3

Area	Roydon and Low Hill Road (Green Lane)
Contributors	Alan Burgess, Laurie Petar, Nicola Wilkinson
Problems	HGV/LGV traffic Verge damage Lack of pavements etc leading to dangers for pedestrians Ruined passing places on Low Hill Road Giant potholes Obscured and missing road signs Concerns about the future extension of the Rye Meads sewage works
Causes	Misleading signs/poor information Lack of details for drivers on the best routes/directions Drivers taking the quickest routes e.g. down Low Hill Road Exacerbated by: Essex Road Bridge Congestion and accidents on the M25/M11/A414 Eastwick, Glaxo commuters Level crossing at Roydon Harlow Town station and Eastwick roundabouts
Possible solutions	<ol style="list-style-type: none"><li>1. Clear instructions to drivers</li><li>2. Good signage including 'Roydon Village'</li><li>3. Improved lorry routes</li><li>4. Creation of 'no through routes' for larger vehicles</li><li>5. Width restrictions (perhaps just beyond the nursery to stop lorry traffic)</li><li>6. Better sign maintenance and fixing</li></ol>

#### Patch report 4

Area	Hoe Lane, Nazeing
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Contributors	Ed Borton
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Problems	Narrow lane, few passing places Rapid growth in HGV/LGVs Multiple deliveries to six industrial estates Speeding Damage to grass verges, litter and lorry spillage Dangerous loads No observance of operating hours and other conditions Danger to local pedestrians, users of play area and horse riders
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Causes	Consequences of industrial use not adequately considered at planning stage Inconsiderate and poor driving No real sense of ownership or responsibility Lack of enforcement
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Possible solutions	<ol style="list-style-type: none"><li>1. Stricter planning controls with traffic impacts being considered</li><li>2. A road users group to liaise with and meet residents to address concerns (the benefits being: fewer accidents and abuse, an easing of tensions, less vandalism/crime, a better environment)</li><li>3. Creating official passing places in place of unofficial ones with strong bollards elsewhere (mixed views on this)</li><li>4. The transfer of the wood recycling business to a more suitable site elsewhere</li><li>5. More rigorous enforcement</li></ol>
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## Patch report 5

Area	Nazeing crossroads
Contributors	M Ballard
Problems	The traffic lights delay traffic and this encourages some HGV/LGV drivers to use other less suitable routes and in particular the new bridge over the railway line at Essex Road
Causes	
Possible solutions	Replace the traffic lights with an roundabout to ease congestion

## Patch report 6

Area	Dobbs Weir Road
Contributors	
Problems	Use of Dobbs Weir Road by HGV/LGVs from the new bridge and works units at Essex Road Health and safety problems for other users of the narrow road and pavement Danger to residents and visitors walking and crossing the road to use the picnic park Problem exacerbated by overtaking
Causes	Overweight HGV/LGVs using Dobbs Weir Road as a short cut/rat run Speeding traffic and overtaking
Possible solutions	EFDC and Essex County Council need to help the Police achieve compliance by introducing suitable traffic calming measures Better signage to deter HGV/LGVs Signage to deter overtaking

## **Dobbs Weir Residents Association**

### **Preparation paper for Focus Day 10<sup>th</sup> March 2007**

#### **Perceived problems**

1. Weight restriction of 7.5t along Dobbs Weir Road is frequently abused on a daily basis. Evidence: - Incident Logs
2. Dobbs Weir River Lea Bridge is dangerous when two vehicles, one of which is over 7.5t meet on the blind bend. The vehicles, with or without permits, are unable to keep to the correct side of the road.
3. Speed limit along Dobbs Weir Road is frequently breached and the wind drag of the illegal vehicles pulls pedestrians towards the vehicles and as a result the footpaths are dangerous.
4. Frequently the traffic passing through the village towards Hoddesdon is backed up from the traffic lights on the Gerald Game bridge right back across the Dobbs Weir River Lea bridge. As a result the traffic travelling towards Essex is unable to cross the Dobbs Weir River Lea Bridge when the lights are green.
5. There is no pedestrian crossing access to Dobbs Weir picnic area from its public car park or from the residential area.
6. Dobbs Weir River Lea Bridge is breaking up under the increased traffic volume and weight.
7. The t-junction of Dobbs Weir Road and Sedge Green is dangerous to approach from Dobbs Weir Road in the dark, as Dobbs Weir Road appears to continue across the junction into the yard opposite. The junction is poorly lit and has poor signage.
8. Dobbs Weir Road has poor footpaths and people are frequently seen walking in the road where there is no footpath, which is dangerous as the speed limit there is also 60 miles an hour.
9. With Dobbs Weir Road being straight, far too many overtaking manoeuvres are made along it, posing a danger to cars exiting the private roads.
10. Hertfordshire Council have not maintained the road from the new Industrial area to the Essex border and, as a result of the illegal overweight traffic, many of which are commencing their journey from the new industrial areas, it is full of pot holes, debris and is dangerous.
11. There is a perception that the speed and weight restrictions on Dobbs Weir Road are never policed.
12. The new industrial site in Hertfordshire at Essex Road poses a large problem as already occupants and regularly flouting the weight restrictions.

## Potential solutions

1. The road should be policed with width restrictions to prevent the illegal traffic. Permits should no longer be issued as they give an unfair competitive advantage to those who possess them. Where permits are issued they should be restricted to 7am – 7pm, with physical width restrictions placed outside these hours.
2. The illegal traffic is easily identifiable, as the vehicles carry company livery. Anti Social Behaviour Orders to prevent them breaking the law should be issued to frequent offenders.
3. The traffic lights should be moved to either side of the River Lea Bridge blind bend to prevent vehicles meeting on the bend. The lights should also be improved to be phased to cope with traffic volumes at peak times.
4. Install a pedestrian crossing at Clyde Road to the Dobbs Weir Picnic Area to slow traffic and provide access to the Picnic Area. Install speed Cameras in both directions, which is now permissible under the new powers granted to Councils.
5. Re-surface Bridge with a surface that can cope with increased volumes.
6. Improved lighting and signage.
7. Reduce Speed limit along Dobbs Weir Road to 30mph and lay footpath along the whole length.
8. No overtaking signage and double white lines placed along the centre of Dobbs Weir road across the bridges right up to the industrial area.
9. EFDC to bring pressure on the Hertfordshire to bring their roads up to a minimum standard, also clear markings of where each authority's responsibility starts and stops.
11. Publicise details of the dates and times the road has been policed and the dates of prosecutions, so the residents are aware of what is being done.
12. EFDC should write to all occupants of the site and the site owners to remind them of the weight restrictions and potential prosecutions should they break the law.

## Dobbs Weir Residents Association

### Vehicles breaking weight restriction in Dobbs Weir Road Incident log

DATE	VEHICLE REGISTRATION	TIME	COMPANY NAME	DIRECTION TRAVELLING
<b>Log 1</b>				
04/09/2006	RL02 HDF	07:34	London Waste Limited	Towards Essex
24/09/2006	KS03 GUW	17:14	Waitrose	Towards Hertfordshire
25/09/2006	KS03 CTU	18:10	Waitrose	Towards Hertfordshire
26/09/2006	RX05 HOD	07:35	Unidentified	Towards Essex
07/10/2006	M10 ABS	08:50	T.E.S. Limited	Towards Essex
07/10/2006	M10 ABS	11:35	T.E.S. Limited	Towards Hertfordshire
10/10/2006	M10 ABS	21:40	T.E.S. Limited	Towards Hertfordshire
11/10/2006	W326 ONO	07:40	Unidentified	Towards Essex
11/10/2006	M10 ABS	08:10	T.E.S. Limited	Towards Essex
13/10/2006	M663 WMA	05:54	T.E.S. Limited	Towards Hertfordshire
<b>Log 2</b>				
24/09/2006	EU06 EDX	11:00	P.C.L.	Towards Essex
24/09/2006	KE04 FZT	11:00	LEESIDE TIMBER	Towards Essex
30/09/2006	W154 AVV	09:15	Unidentified	Towards Essex
30/09/2006	P937 ADV	09:15	Unidentified	Towards Essex
30/09/2006	KE03 EBL	16:00	Unidentified	Towards Hertfordshire
02/10/2006	EU06 EEG	09:15	Unidentified	Towards Hertfordshire
04/10/2006	X673 GNC	13:06	Unidentified	Towards Hertfordshire



DATE	VEHICLE REGISTRATION	TIME	COMPANY NAME	DIRECTION TRAVELLING
04/10/2006	P501 KMH	17:00	Unidentified	Towards Essex
04/10/2006	R365 MEW	17:00	Unidentified	Towards Essex
04/10/2006	V867 EJN	18:20	Unidentified	Towards Hertfordshire
04/10/2006	L192 AKR	18:20	Unidentified	Towards Hertfordshire
04/10/2006	T88 BOY	18:25	GOLDEN BOY COACHES	Towards Hertfordshire
05/10/2006	X673 GNR	10:45	Unidentified	Towards Essex
02/10/2006	S377 XDM	09:30	Unidentified	Towards Hertfordshire
02/10/2006	LX03 HPE	09:20	EVANS	Towards Essex
09/10/2006	DK54 ANC	09:20	JEWSONS	Towards Hertfordshire
10/10/2006	E500 FJN	09:40	Unidentified	Towards Essex
11/10/2006	S332 SRT	14:50	Unidentified	Towards Hertfordshire
11/10/2006	ST05 TAR	15:30	STAR TUBES	Towards Hertfordshire
11/10/2006	FJ55 YOJ	15:30	TRAVIS PERKINS	Towards Essex

## Dobbs Weir Residents Association

### Vehicles breaking weight restriction in Dobbs Weir Road

#### Incident log

DATE	VEHICLE REGISTRATION	TIME	COMPANY NAME	DIRECTION TRAVELLING	REGULAR OFFENDER	DELIVERING WITHIN RESTRICTION
<b>Log 2</b>						
25/01/2007	GN03 RWY	09:05	Unidentified	Essex		N
29/01/2007	R20 ESR	08:20	W.J Wooster	Essex	Y	N
31/01/2007	W300 BEW	13:15	Unidentified	Essex		N
31/01/2007	E900 FJN	13:16	Unidentified	Essex		N
09/02/2007	W502 RBU	10:35	Lafarge Aggregates	Essex	Y	N
15/01/2007	R99 BOY	09:30	Golden Boy	Hoddesdon	Y	N
17/01/2007	Y207 WEG	07:50	Anstey Quarries	Hoddesdon	Y	N
16/01/2007	Y717 NTN	09:40	Unidentified	Hoddesdon		N
18/01/2007	KX03 PLZ	09:20	Unidentified	Hoddesdon		N
26/01/2007	E900 FJN	08:10	Unidentified	Essex		N
26/01/2007	P64 HMH	08:12	Frooms	Hoddesdon	Y	N
28/01/2007	X258 MHK	09:05	Unidentified	Essex		N
29/01/2007	KX53 VSG	10:33	T.S. White	Hoddesdon		N
30/01/2007	R84 OTF	10:34	R.M.C.	Hoddesdon	Y	N
30/01/2007	EH55 KYF	09:28	Unidentified	Essex		N
3 1/01/2007	N888 BOB	07:34	Unidentified	Essex		N
31/01/2007	N7 SME	07:54	Emmerson Skip Hire	Hoddesdon	Y	N

<b>DATE</b>	<b>VEHICLE REGISTRATION</b>	<b>TIME</b>	<b>COMPANY NAME</b>	<b>DIRECTION TRAVELLING</b>	<b>REGULAR OFFENDER</b>	<b>DELIVERING WITHIN RESTRICTION</b>
31/01/2007	P64 HMH	07:55	Frooms	Hoddesdon	Y	N
31/01/2007	DG53 DYA	08:10	APR Products	Essex		N
01/02/2007	R133 YRP	11:12	Unidentified	Hoddesdon		N
02/02/2007	DE02 TMZ	09:15	Unidentified	Hoddesdon		N
02/02/2007	YN53 DPO	09:15	Unidentified	Essex		N
01/02/2007	H317 FGS	15:00	Unidentified	Essex		N
01/02/2007	S484RAO	14:19	Unidentified	Hoddesdon		N

**Focus day attendance 10 March 2007**

<b>No.</b>	<b>Name</b>	<b>Notes</b>
1	David Anstey	Lea Valley Regional Park
2	Cllr Mike Ballard	Nazeing Parish Council
3	Cllr Peter Barker	Roydon Parish Council
4	Richard Bassett	Nazeing Action Group
5	Ed Borton	Nazeing Parish Council
6	Cllr Mrs Daphne Borton	
7	Alan Burgess	PORA
8	David Clarkson	
9	Suzanne Clarkson	
10	Cllr Toni Cooper	Epping Forest District Council
11	Mr Cooper	Paynes Lane resident
12	Theo Dennison	Peergroup (facilitator)
13	Paul Fincham	Police
14	B A Fowke	Dobbs Weir Residents Association
15	Peter French	Dobbs Weir Road resident
16	Collin F Gibbons	Back Lane resident
17	Cllr Andrew Green	Epping Forrest DC – Portfolio holder for highways
18	Cllr Mrs Anne Grigg	
19	Lewis McGann	Epping Forest District Council
20	Davina Millership	West Essex Highways Manager (Essex CC)
21	Terry Morse	Nazeing Conservation Society
22	Cheryl Petar	Low Hill Road resident
23	Laurie Petar	Low Hill Road resident
24	John Preston	Epping Forest District Council
25	Mark Pyatt	Dobbs Weir Residents Association
26	Jimmy Russo	Lea Valley Growers Association
27	Graham Saggars	Nazeing Action Group
28	Cllr Mrs Mary Sartin	
29	Peter Simpson	Hertfordshire County Council Highways
30	Cllr Gloria Skipper	Nazeing Parish Council

<b>No.</b>	<b>Name</b>	<b>Notes</b>
31	Cllr Penny Smith	Planning Scrutiny
32	Tony Stevenson	Lea Valley Growers Association
33	Trevor Stubbington	Police
34	Duncan Sturrock	Roydon resident
35	Jeanette Sturrock	Roydon resident
36	Ian White	Epping Forest District Council
37	Nicola Wilkinson	Roydon Society
38	Amanda Wintle	Epping Forest District Council