

## **Hullbridge Sub-Committee – 10 July 2003**

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Minutes of the meeting of the **Hullbridge Sub-Committee** held on **10 July 2003** when there were present:-

Cllr Mrs R Brown (Chairman)

Cllr A J Humphries  
Cllr C R Morgan

Cllr P K Savill

### **APOLOGIES FOR ABSENCE**

Cllr Mrs K Morgan (Hullbridge Parish Council)

### **NON-MEMBERS ATTENDING**

Cllr M G B Starke

### **REPRESENTING HULLBRIDGE PARISH COUNCIL**

Cllr Mrs L Campbell-Daley

### **DISTRICT COUNCIL OFFICERS**

R Crofts - Corporate Director, Finance & External Services  
R Tatton-Bennett - Senior Engineer  
S Worthington - Committee Administrator

### **COUNTY COUNCIL OFFICERS**

K Bristow District Manager, Transportation & Operational Services  
L Harvey District Engineer, Transportation & Operational Services

## **22 MINUTES**

The Minutes of the meeting held on 21 May 2003 were agreed as a correct record and signed by the Chairman, subject to it being noted that Rochford District Council would be responsible for any works to private forecourts in respect of phase 2 of the scheme, and subject to the following amendment:-

Bullet point 4 of Minute 19 should read: "The figure for Phase 1 was now estimated at £95,000.

## **23 PHASE 1 WORKS – BUDGET UPDATE**

Officers circulated to Members an extract from the report to be considered by the Environment Overview & Scrutiny Committee on 17 July giving details of the income, expenditure and commitments for Phase 1.

Responding to a Member concern that the figures contained within the report did not appear to tally with figures minuted at previous meetings of this Sub-Committee, Officers advised that this Authority originally made available a

budget of £100,000 for Phases 1 and 2. It was reported at the Environmental Services Committee in October that the scheme was over budget and that a further £25,000 would be required for Phase 2. This would be provided on the basis that any underspend from Phase 1 would be transferred to the Hockley scheme. It was later reported that the costs for Phase 1 would be £90,000 and £25,000 for Phase 2 and, as a result, £10,000 was transferred to the Hockley scheme. It was subsequently reported to the Environment Overview & Scrutiny Committee that the estimated costs for Phase 1 had increased to £95,000 and £5,000 was therefore transferred from the capital programme to complete the Phase 1 works.

In response to a further concern raised that Phase 2 would not be completed, Officers stressed that there was still nearly £25,000 available in the budget for Phase 2, and that costs were currently estimated at £25,000 for these works.

Concluding the debate, Officers agreed, in response to a Member enquiry, that the contract for the Phase 2 works would not be a fixed price one.

### **24 PRIVATE FORECOURT WORKS**

Officers advised that six out of the ten forecourt owners had now agreed that work could go ahead on their forecourts. The owner of 255 Ferry Road had requested that a tree should go on her forecourt. None of those who had returned their completed forms, however, made mention of litter bins.

Completed forms had not been received from the owners of 249 Ferry Road (Unwins), 253 Ferry Road (Indian restaurant), 259 Ferry Road (Jays newsagent) and Officers were trying to establish who owned the properties which went down to 267 Ferry Road that were being converted into flats.

Officers confirmed that these would be actively pursued before the next meeting of this Sub-Committee.

Members were advised that beige veneer surfacing, which would involve a resin being applied to the forecourt surfaces, which was similar to an anti-skid surface on roads, would cost £10 per square metre. However, the veneer was a very fine surface which would result in any existing irregularities of the forecourt surfaces showing through. The existing forecourt surfaces would therefore have to be made good. A survey would have to be conducted of the current surfaces, but it was estimated that the cost of regularising the current surface and laying the beige veneer would be £15-20 per square metre. The area of private forecourts to be addressed totalled around 300 square metres; the total cost would therefore be approximately £6,000.

One alternative to this veneer would be to lay a half inch to 12mm fine tarmac finish on top of the existing surfaces. However, if the thresholds of shops were at a different level to the main forecourt areas, there might be further work involved. The cost of this would be the same as for the veneer above, but colours would probably be limited.

A further alternative was to use a material similar to that already used by the County Council for Phase 1, but with the addition of a resin coating. This would, however, give a polished surface which would not be skid-proof. The cost of this surfacing would be approximately £25 - £30 per square metre, which would total around £9,000.

Officers stressed that these estimates would cover supply and installation costs and that the materials used would not alter the contours of the current surface.

Members were concerned that the costs of re-surfacing the forecourts would result in the budget of £25,000 for Phase 2 being exceeded.

Officers confirmed that they would attempt to obtain samples of the tarmac surfacing for the next meeting and if that were not possible, would bring photographs to illustrate the range of colours for this tarmac.

### **25 PHASE 2 WORKS – BUDGET UPDATE**

County Officers advised the Sub-Committee that it would cost approximately £30,000 to replace the overhead electrical wires with underground cables along Ferry Road. EDF Energy had confirmed that they would not be prepared to contribute towards these costs.

It was the general consensus of Members that removing the overhead electrical wires would contribute greatly to the overall effect of the Hullbridge scheme. Members therefore believed it possible that Hullbridge Parish Council and shop owners in the vicinity might agree to contribute towards these costs.

Members felt that it was important that there should be proper investigation of detailed costings for the underground cabling works and that this should be done in full consultation with the shop owners and in tandem with investigation of re-surfacing the forecourts.

County Officers confirmed that the cost of 4 lamp columns along Ferry Road down to no. 267 would be £5,600.

### **Resolved**

- (1) That County Officers should obtain definite costs from EDF Energy for the underground cabling works and that District Officers should write to Hullbridge Parish Council asking for a contribution towards these costs and to shop owners in the vicinity asking them if they would be prepared to sponsor this project.
- (2) That County Officers should estimate how many bollards would be required along Ferry Road, and at what cost.

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- (3) That County Officers should provide the costs of purchasing 2 litter bins and for 2 trees and tree pits for the forecourts. (County Highways/CD(F&ES))

All the above information to be made available at the next meeting of this Sub-Committee.

### **26 DATE OF NEXT MEETING**

20 August 2003 at 10.00 am in Committee Room 4.

The meeting closed at 11.00 am

Chairman .....

Date .....