

## **EPPING FOREST DISTRICT COUNCIL COMMITTEE MINUTES**

**Committee:** Stronger Place Select Committee      **Date:** Tuesday, 7 March 2023

**Place:** Council Chamber - Civic Offices      **Time:** 7.00 - 8.15 pm

**Members Present:** Councillors R Balcombe (Chairman), R Pugsley (Vice-Chairman), S Heather, S Heap, I Allgood, P Bolton, H Brady, J H Whitehouse and H Kane

**Other Councillors:** Councillors H Whitbread and S Kane

**Apologies:** R Bassett, J Jennings, C McCredie and R Morgan

**Officers Present:** L Kirman (Democratic Services Officer), A Buckley (Higher Level Apprentice (Internal Communications)), D Goodey (Service Manager (Commercial)), J Gould (Interim Strategic Director) and S Lloyd-Jones (Sustainable Transport Officer)

**Officers Present (Virtually):** J Leither (Democratic Services Officer)

### **29. WEBCASTING INTRODUCTION**

The Chairman made a short address to remind everyone present that the meeting would be broadcast live to the internet, and would be capable of repeated viewing, which could infringe their human and data protection rights.

### **30. SUBSTITUTE MEMBERS**

The Committee noted that:

- Cllr Janet Whitehouse would substitute for Cllr McCredie, and
- Cllr Helen Kane would substitute for Cllr Morgan.

### **31. DECLARATIONS OF INTEREST**

There were no declarations of interest pursuant to the Council's Members' Code of Conduct.

### **32. NOTES OF PREVIOUS MEETING**

The Notes of the previous meeting held on 16 January 2023 were agreed as a correct record.

### **33. MATTERS ARISING AND OUTSTANDING ACTIONS**

The Committee noted there were no matters arising or outstanding actions.

### **34. TERMS OF REFERENCE & WORK PROGRAMME**

The Committee noted the terms of reference and work programme.

**35. SUSTAINABLE TRANSPORT UPDATE**

The Sustainable Transport Officer, S Lloyd Jones, presented the report and highlighted:

- The national and local pressure on bus services and the extension of the national £2 flat fare for buses until the end of June 2023.
- The introduction of a Flexiroute app to support the EFDC funded DaRT86 Service, the promotional material available and the social value of this service, which was run in conjunction with Epping Forest Community Transport and needed to be booked at least 24 hours in advance.
- The Electric Vehicle (EV) market share was increasing. EFDC had the highest number of Battery Electric Vehicles (BEV) on the road in Essex and the level of public EV charging points was an issue.
- Work with Instavolt would expand rapid chargers, these would be available in six council car parks. The facilitation of planning requests for public or semi-public charges should increase the number of EV chargers to match the England ratio by the end of 2023.
- EFDC had very low utility and commuting cycling compared to the neighbouring boroughs. A Local Cycling and Walking Infrastructure Plan (LCWIP) for Waltham Abbey should be carried out in 2023/24.
- The Local Plan could provide funding for active travel.

The Committee:

- Recognised the value of the DaRT86 and requested promotional material for distribution and suggested this may be a suitable item for the Local Councils' Liaison Committee.
- Agreed there was a need for more infrastructure to encourage the shift to, and use of, public transport but acknowledged that this would need to be addressed on a subregional or national basis.
- Acknowledged that the infrastructure for on street EC charging could be restrictive and additional pressures and requirements could be required for rural areas.
- Suggested that a relaxation on the rules for personal driveways and integration with mobility grants could increase the number of EV charging points.
- Acknowledged the lack of cycle infrastructure and suggested that safe cycling parking was an issue across the district.

**Resolved:**

The Committee provided comment on the Sustainable Transport Update.

**36. NORTH WEALD AIRFIELD DEVELOPMENT**

The Commercial Service Manager, D Goodey, outlined that the North Weald Airfield Master Plan and the proposed development of the Eastern side of the aerodrome would dictate a change to how aviation operations were performed due to the requirement to relocate the Control Tower Building (CTB) function, the potential need for a new entrance and alternative locations for operational buildings.

A two-phase review had been carried out by Osprey Consulting. The recommendation was that North Weald Airfield remained an unlicensed aerodrome, with improved facilities, security, and safety.

The Committee:

- Were provided with detail of the shared road and taxi runway space and the mitigation measures that were in place to minimise any risk of accident.
- Received confirmation that the London Metropolitan Police Helicopter base had moved back to Lippits Hill.
- Received confirmation that the development for commercial use for freight was not a consideration of the report.
- Agreed that the Airfield should remain unlicensed and welcomed the aviation business and training opportunity this would provide.
- Were assured that the current Control Tower was listed and would remain in situ, the function currently in the tower would be relocated.

**Resolved:**

The committee considered and commented on the report.

**37. DATES OF FUTURE MEETINGS**

The Select Committee noted this was the last meeting of the municipal year.

**CHAIRMAN**