

Question	David Linnell (LRA; on behalf of all their candidates)	Nicola Fuller (Labour; Chigwell Row - District Council)	Liam Lakes (Green; Waltham Abbey Honey Lane - District Council)	Alan Fricker (Green; Ongar and Rural - County Council)	Rebecca Fricker (Green; Grange Hill - District Council)	ELECTED Stephen Murray (Independent; Loughton Roding Ward - Town Council)	Carina Dawn Hill (Green; Waltham Abbey North East - District Council)
1) As a councillor, what policies would you advocate to ensure that transport within Epping Forest is part of the solution to our climate emergency, not part of the cause?	We seek a reduction in car use, EV substitution and increased bus services.	I really don't know specifically but would give my support and enthusiasm to ideas that would improve air quality, green transport links and healthy travelling.	Major improvements in access to public transport are essential. Waltham Abbey in particular suffers from an extremely poor bus service. I believe a bus service between Waltham Abbey and Chingford rail station would be highly beneficial. I do not support the proposed Demand Responsive Transport (DRT) solution proposed by Next – they only offer to fund it during the initial start-up period so it will disappear once the funding dries up. DRT is still a new concept and there are very few examples where it has worked successfully without public funding – as the Next DRT is mainly there to benefit the Next development permission should only be considered provided it was fully funded by Next.	A priority should be encouraging active transport - cycling and walking can have positive effects on health while reducing transport pollution. Cycle routes need to be improved and more facilities offered such as secure storage options like the bike bins offered in some London Boroughs. Public Transport needs to be linked and the Council should continue to support the service that link things up. I would be in favour of exploring some of the more imaginative public transport services now where people request a journey and optimum shared routes are created rather than fixed stops.	Creation of cycle lanes (especially around the local secondary schools), improved bus services, and traffic reduction policies especially around the forest.	If elected I will continue to be a strong advocate of a fully integrated transport policy and support the development of more responsive transport services such as the Dart bus service.	A reasonable bus service as a start. It is underfunded and infrequent and less people use it as a result (myself included as I was late to work several times). So a good service is imperative and Waltham Abbey, without a tube and rail service and under a possible threat of a CAZ in the future really needs to be recognised as a top priority.
2) Epping Forest had a great opportunity last year to receive significant central government money to improve our active travel infrastructure, but this opportunity was missed. How will you, as a councillor, ensure Epping Forest doesn't lose out next time?	As last time, by pressuring the Conservative administration to introduce comprehensive cycling/ walking facilities, which they have ignored outside of Epping.	I'm not sure, I would need to learn more.	It would appear that Epping Forest was not represented well by the councillors concerned. It seems to me that many people treat local elections as they would a general election and vote for the party and not the person. We need more councillors at County level working for the interests of the local community and not promoting their own party line.	It is disappointing to miss these opportunities. If such opportunities were raised with me I would ensure they went to the relevant part of the Council to progress.	This was such a missed opportunity - I would ensure that councillors liaised with different local communities (e.g. schools and not just builders and property developers) to see what measures would be needed to improve take up of cycling and walking in order to produce evidence to show that measures would be popular with local residents.	I will be asking the leadership of EFDC to a put a bid in for a share of this centrally funded pot of money.	I would ask questions and hold the council to account if they did not make use of funding like this. What a wasted opportunity!
3) There are goals for increasing the number of people cycling, but Epping Forest is still seeing houses and flats built without secure, under-cover cycle parking. How will you ensure that nobody is excluded from getting on their bike due to lack of adequate cycle storage?	By paying close attention to this aspect at council planning committees.	I really don't know but will think on this.	It would be very easy to include secure cycle storage as a planning condition. Of course developers will resist as it costs them money (although I believe developers can and should include for far more measures to support sustainable transport alternatives to motor cars). As far as I can tell the Local Plan doesn't go far enough in CIL contributions from developers to fund cycle infrastructure.	See answer 1! New developments should be made to include plentiful secure bike parking. New plans in Epping contain insufficient parking spaces without putting in place the kinds of transport alternatives that would help reduce the need for cars. There has been low penetration of pool car schemes in my area of Epping Forest and while not suitable for all locations it should be encouraged in areas with a critical mass of people.	I would look to other localities that have introduced secure on-street cycle parking to learn what works, and to investigate where such sites could be sited around Epping Forest.	As a member of plans south I will ask any such new build scheme includes cycle storage facilities and investigate the possibility of providing such locations in key parts of our community.	I guess the answer is attention to detail. These are important issues and need proper discussion and thought at planning decision meetings. I think every planning decision must be properly scrutinised and the council must put into action their Climate Change declaration. I would question plans that had no bike storage and ask that the developers incorporate it into their plan designs.
4) Across the UK, 20 mph is becoming the default speed limit in built-up residential areas, yet Epping Forest still has virtually no 20 Zones. What would be your top three priority locations for a 20 limit, in order to encourage more people to walk or cycle?	Loughton High Road and the three Loughton Conservation Areas.	Three locations based not just on this encouragement but generally: Schools, transport hubs such as Tube Stations in and around Epping Forest.	I am in favour of 20mph zones outside schools. Other areas need to be considered on a case by case basis.	I would suggest High Roads generally and areas around schools.	Around schools, the forest and local conservation areas.	As Epping Forest is such a diverse area it would be very difficult for anyone single candidate to prioritise three locations within Epping Forest but if I was to prioritise within Loughton, when we drive (and cycle) on the Forest roads we are on their habitat and drive accordingly. Far too many deer being killed, not always, but often through thoughtless driving and speeding. <ul style="list-style-type: none"> Willingale Road, as this is a relatively narrow road, has high intensification of family housing and has two primary schools and two secondary schools on its route Within my ward of Loughton Roding I would prioritise Southern Drive and Greensted Road. Southern Drive as it is very narrow, has continual housing on either side, little off-street parking, very poor sight lines from six turnings on to the road, and is a major pedestrian route for families walking to Whitebridge Primary School. Greensted Road is a slightly more open road which encourages undue speed and is another major pedestrian route to Whitebridge Primary School. 	Woodredon Hill, Upshire and extend it in High Beech. There is also the issue of deer vehicle collisions which is never on the agenda and needs to be. We need to respect the fact that when we drive (and cycle) on the Forest roads we are on their habitat and drive accordingly. Far too many deer being killed, not always, but often through thoughtless driving and speeding.
5) Epping Forest has long had an air pollution problem: what behavioural changes do you think we need to see in order for our local authorities to meet their legal obligations under the Air Quality Standards Regulations 2010? (You can read a full briefing about your responsibilities as a member of a local authority on the House of Commons website).	Encouraging walking to school, safer school streets, and for the Epping Forest Special Area for Conservation (SAC), by diverting new building well away from the SAC by amending the draft Local Plan, something we have pressed for and will continue to pursue.	Having not read this briefing, I'll give a short answer: I would support and champion designs on improving air pollution as it is very close to my heart.	I don't like the phrase "behavioural changes". This suggests the problem lies with the general public's behaviour and habits. People will change habits if there is an incentive to do so. If you want more take up of electric vehicles then make them the better option – at the moment cost and lack of charging facilities only make them viable for the few. People need to be given more attractive options than driving their own motor car. I lived in Chingford for 12 years and didn't have or need a car as I had plenty of alternatives. I moved to Waltham Abbey 10 years ago and have had a car ever since. It is also interesting that you say Epping Forest has long had an air pollution problem. I think if you asked most people they would agree but that is not reflected in the council's air quality report which only shows 1 Air Quality Management Area at Bell Common. However, if you were to think of the areas you know are a problem (for me that is the regular traffic queues along Woodredon Hill / Honey Lane, Meridian Way / Station Rd outside McDonald's and Sewardstone Rd in Waltham Abbey) you would find that the council do not even monitor air quality at those locations. And the council's proposed Clean Air Zone for the forest is not designed to improve air quality but to reduce existing traffic levels to a level that will allow the additional developments forecast in the Local Plan to go ahead. This has nothing to do with helping to improve air quality – it is about letting developers make huge profits and leaving local residents to pick up the bill.	A focus on improving transport options as outlined would be a good start. With rising issues from wood-burning stoves it may be that measures are needed to support clean burning fuels / stoves.	Ensuring the draft local plan is amended so that no new buildings are allowed near the Epping Forest Special Area for Conservation (SAC), and campaigning for more walking to school (especially secondary schools) and enforcement of stopping cars from idling especially around schools and shopping areas.	Our responsibilities are wide and various: <ul style="list-style-type: none"> Encouragement of electric cars through the provision of easily accessible charging points Maximisation of the uptake of grants to support boiler replacement schemes and heating systems Use of planning powers to make sure any new builds are as eco-friendly as possible Continued emphasis on public transport so this becomes a more viable option as opposed to always using one's private car Encouraging Essex County Council to ensure that our pavements are as pedestrian friendly as possible (presently they are in my opinion an utter disgrace) Continued preservation of our 'green lungs', that's why I played such a major role in the SAVE JESSEL GREEN campaign group and am active as a volunteer in ensuring the Roding Valley Recreation ground is kept up to scratch, and that it is an area local residents continue to want to use Stronger promotion of the already identified more cycle-friendly town routes Accessing funding so this cycle infrastructure can be improved. 	To give a full answer I would need to read the briefing, however, the changes need to come from the top down and so the council need to be very discerning about planning decisions and put Air Quality high on the agenda for each new development. They need to carry out monitoring in more areas. They could liaise with local GPs and ask them how it can be improved and what they are seeing with trends of lung conditions. Getting the residents' views would be a democratic way of people working together and the Citizens' Assembly model has worked well in other places. Being brave and forward thinking...the council needs to think first and foremost about the effect of development on the SAC and residents, when that is addressed and inappropriate developments are not on the table then work with the residents.