

Please see my ECC and CCC Report:

Road and Pavement Gritting:

Some of my Parish Councils seem to be unaware of the ECC Salt Bag Partnership, even though ECC writes to every PC mid year. Information can be found at [Salt Bag Partnership | Essex County Council \(essexhighways.org\)](https://www.essexhighways.org/salt-bag-partnership)

Great Waltham have run with this for something like 10 years. ECC provide bags of salt/grit, which are stored in salt bins near the target areas. GW have a "Snow team" linked up on Whatsapp –who are called out when necessary.

The process requires that you grit before the snow (usually the night before), then clear when it has snowed, then grit again. Free training is available and snow shovels. It is important to do the training as there are safety aspects to the role – e.g., snow must not be shovelled onto the road. In GW we have a small team, set up by the PC – so they are covered under the PC insurance both as volunteers and for third party liability. We have a set route which we clear – access to shop, school, pre-school, sheltered housing – we don't do everywhere!

I am encouraging my other Parish Councils to follow the GW example.

However, I do think that GW needs a relaunch. For the last few years there is usually only a couple of us who turn out and it does need more. Also this year, there was no call out before the snow.

I am also asked about gritters and the perception that roads have not been gritted. The trucks have to drive at a prescribed speed which is quite fast (and so efficient) so they are easily missed. The roads that are in schedule for gritting can be found on the ECC website which also tracks the gritting trucks – i.e., you can see where they are in real time: <https://www.essexhighways.org/roads-and-pavements/winter-travel/track-the-gritting-lorries>

Essex County Council and London Marathon Events announce details of 2023 RideLondon-Essex

The world's greatest festival of cycling returns to Essex on Sunday 28 May 2023. The route for RideLondon-Essex is confirmed and includes Epping, Ongar, Leaden Roding, Great Dunmow, Felsted and Writtle. Essex County Council (ECC) and London Marathon Events (LME) have announced key updates for RideLondon-Essex 2023. The inaugural edition of RideLondon-Essex took place in May 2022 with more than 22,000 cyclists of all ages, abilities and backgrounds taking part, raising millions of pounds for more than 400 charities along the way. A second year of the partnership between ECC and LME will see this event return to Essex in 2023, with an estimated 25,000 cyclists expected to take part in the RideLondon-Essex 100 or 60 mile challenge rides. Once again, the event will showcase Essex to national and international audiences increasing tourism, and opportunities for investment to support the economic growth of the county.

As a direct result of the partnership, Essex now benefits from significant funding from the London Marathon Charitable Trust to support physical activity and sport opportunities across the county, and especially to areas along the route. Following the event in May, £1M has been allocated to scale up the Essex Pedal Power initiative to make cycling more inclusive, increase active travel (walking and cycling) opportunities in schools, and power a small grants programme for Essex projects.

So far more than 80 applications have been approved, helping support young people, women and girls, less affluent communities and older residents to get moving in their local area. Groups, clubs and individuals can still apply through the Find Your Active Small Grants at Find Your Active Fund - Active Essex

Community engagement process took place after this year's event which included meetings, surveys and drop-in sessions with residents, businesses, local councils, stakeholders and ride participants. ECC and LME have now agreed the route for the 2023 mass participation rides will remain the same with the addition of a range of enhancements and improvements developed from the feedback and engagement process, including:

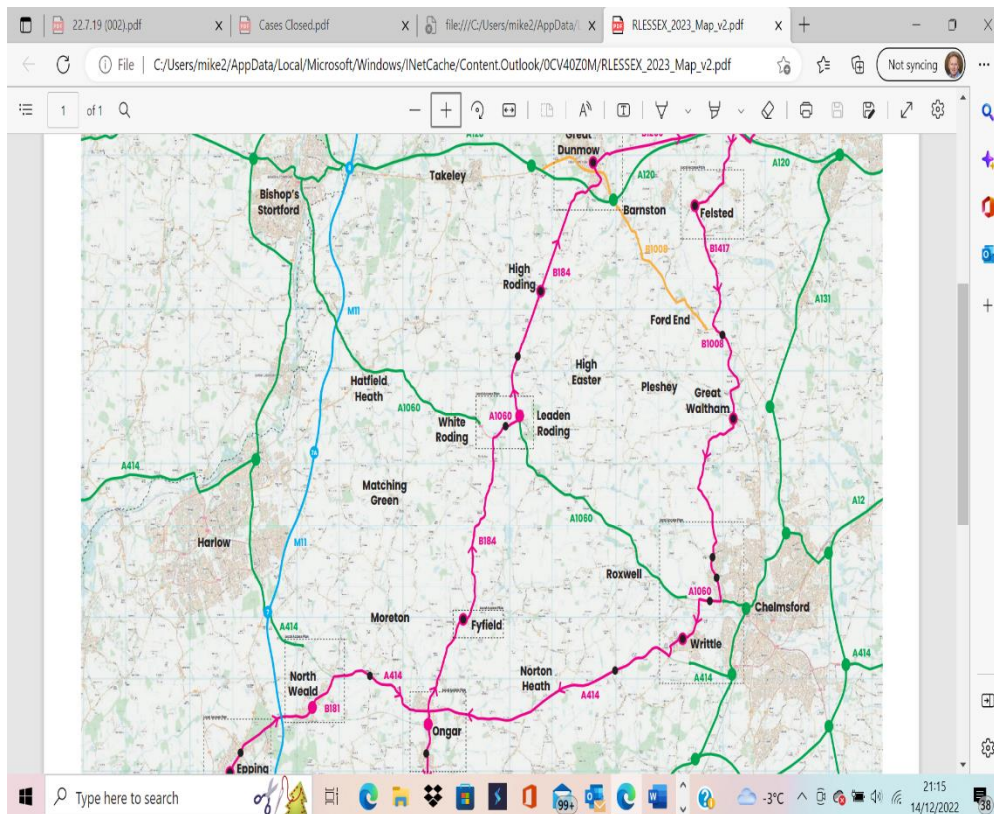
- No area being impacted by road closures for more than one day
- Improved local access plans for communities on the route
- Increased provision of managed vehicle crossing points on the route
- Additional local drop-in sessions in February for further engagement with residents and businesses
- Improved communications with social care providers
- Enhanced engagement programme with businesses on the route to plan ahead
- Working with schools and community groups on the route to develop cycling and active travel initiatives around RideLondon-Essex

The 2023 RideLondon-Essex route enters Essex through Epping Forest, continuing through central Epping, Ongar, Leaden Roding, Great Dunmow, Felsted and Writtle before returning to Ongar and heading back into London. The route has been confirmed because it has the least impact on the strategic road network in the county, includes roads wide enough to accommodate both emergency vehicles and cyclists and offers the greatest number of access options for residents.

Leaflets will be delivered to homes and businesses on or near the route in January and March. The most up-to-date information is available on the Community Info page on the RideLondon website www.ridelondon.co.uk/community-info/community-info

Because of the impact on businesses in my division, I insisted on being a member of the RideLondon steering group. As a result, all of my businesses have been contacted and offered mitigation plans

For more information visit ridelondon.co.uk/community-info



Member Led Pothole Scheme

I have now entered all my potholes against my 36 allowance (actually – I have entered more!). Towards the end, I was struggling to find candidates. It is disappointing that some County Cllrs have not entered their full amount. Some Cllrs have not entered any!

City Council Report

Blossom Way Car Parking:

I reported at the last meeting that I have written to CHP (18th Oct) in relation to the commercial vehicle restriction and that technically speaking, the lease prohibits commercial vehicles. However, a parent uses a “commercial” vehicle for domestic use and has a number of difficulties when parked in CGR. GWPC are fairly relaxed about this and would CHP have any issues with this.

I was asked at the PC meeting whether I had been clear with CHP in terms of whether the vehicle was used exclusively for domestic use or shared with commercial use. I have checked with the owner who told me that they use it exclusively for domestic use. I have chased CHP for or a response and also updated them that the user is exclusively for domestic use. I have still not received a response from CHP.

I have also spoken to the vehicle owner who now tells me that CHP have responded to her and accepted that she can park in Blossom Way.

Mike

