**ECC report**

**Member Led Carriageway Pothole Scheme**

The scheme has now completed and all the potholes I submitted have been filled. I even managed to get the A131 north of Sheepscote roundabout on the list and the 12 holes have been filled.

A new scheme will be starting shortly and will operate in the same way as the last one.

As you know I was particularly dynamic in making sure the potholes in my division were addressed and went well beyond my allowance of 36, actually putting in 52.

I want to make sure that we make full use of the new scheme.

Please let me know about your worst potholes in the road. I need:

* Location – preferably What3words
* Photo
* Description

Last time, not all Cllrs used their allowance, and the scheme had to be extended. This won’t happen this time, and I need to start submitting soon. So please send me your requests ASAP.

**RideLondon:**

The event seemed to be successful.  I visited various point along the route in my division, including the Vehicle Crossing Point in Writtle..

I have been asked about grant funding from RideLondon - please see the link below; this will take you to the funded projects;

<https://www.activeessex.org/london-marathon-foundation-funded-initiatives/>

**Digigo:**

We are now more than half way through the 2 year Digigo pilot, funded by ECC. Whilst it is very popular, it has not reached sustainable levels and I am trying to promote it more. I am submitting articles to all my local Parish News that are within Digigo coverage. This is too valuable a service to the rural areas, to lose it because it is underused.

**Community Initiative Fund**

The CIF has been relaunched for  2023-24. The £350,000 fund is administered on by EALC on behalf of ECC. and is open to voluntary organisations, community groups and Town and Parish Councils with projects which strengthen communities and make Essex a great place to live and work.

There are two levels of grant:

* grants up to £10,000 towards capital or revenue projects that benefit the wider community
* micro grants up to £1,000 to help grassroots groups reduce social isolation, improve wellbeing or help communities connect

Projects should have community backing and show that they help meet a real community need. They could be to:

* create, buy or develop new community assets
* enhance existing community assets
* enhance or develop initiatives that strengthen a community, including cultural initiatives

This year £300,000 is allocated to the main CIF round with grants of up to £10,000 available to support projects that demonstrate a real community need.

The deadline for full applications to the main CIF round this year is 18 August 2023.

Groups can apply to the fund by visiting <https://www.ealc.gov.uk/community-initiative-fund/>.

**LHP**

* LCHE202036 Littley Park Cottages, Littley Park Lane, Hartford End - Road markings, - planned for Q2 after bird nesting season
* LCHE203002: Barrack Lane j/w Cherry Garden Road, Great Waltham - Footway Improvements – handrail included in funded schemes for 23/24
* LCHE182009: B1008 Ford End - Kerbing improvements – completed
* LCHE192028 Ford End ASC – Cabinet member Lee Scott has been informed that GWPC are applying for a loan for their half and would he consider ECC half now. Cllr Scott has asked for confirmation that GWPC have secured their half through a loan. GWPC need to get an “in principle” loan agreement so they can categorically put Lee on the spot to make a decision!

**CNEB**

I have spoken to the infrastructure Cabinet member and the Principal Planning Officer for CNEB and registered our requirements for signage to make sure traffic follow the new CNEB where possible.

**Flooding around Larks Lane/Chelmsford Road junction**

Highways attended 16th June 2023, and flushed out the drains

**Essex Electric Vehicle Charge Point Strategy - public consultation launched**

Highways have launched a public consultation on the Essex Electric Vehicle Charge Point Strategy. In Essex, around half (49%) of CO2 emissions are from transport and it is the largest contributor to poor air quality across any economic sector. Over half of these emissions come from cars and a third from heavy and light goods vehicles. Responding to the climate crisis, Essex County Council has committed to reducing the county's greenhouse gas emissions to net zero by 2050, in line with UK statutory commitments. Alongside this, the Government is phasing out the sale of new petrol and diesel cars by 2030 to accelerate the transition towards all new vehicles being zero emission. Switching to electric vehicles (EV) will help contribute to the net zero goal and improve air quality, but to make this a reality and aid EV growth in the county, people need access to a reliable, convenient, accessible, and fairly priced network of EV charge points.  The Essex Electric Vehicle Charge Point Strategy aims to support this by setting out how Essex County Council will work with local authority partners and the private sector to enable the delivery of changing points in key locations to maximise use – delivering the “The Right Charger in the Right Place”.

 Key stats -

* There is potential for 50,000 EVs in Essex by 2025, rising to 220,000 by 2030
* There are currently 300 registered public charge points in the county. It is predicted we will need a minimum of 1,500 by 2025, rising to 6,000 by 2030
* The projected increase in uptake of EVs could reduce car and van CO2 emissions in Essex by around 70% by 2040.

To support the development of the strategy, it has now reached a stage at which we would welcome views to help refine it further. The six-week public consultation is open until Sunday, 30 July 2023. You can read more about the strategy and take part in the consultation via the scheme webpage at: [www.essexhighways.org/ev-strategy](http://www.essexhighways.org/ev-strategy).

Our project team can be contacted at ElectricVehicleStrategy@essexhighways.org

**City Council**

20/02064/OUT Outline Application and 21/00881/FUL Full Application, Strategic Growth Site North Of Woodhouse Lane Broomfield Chelmsford Essex and Broomfield Hospital Approach Broomfield Chelmsford CM1 7ET – were considered at the August 2022 Planning Committee. This included the delivery of a link road, at the end of the new estate Spine road, for staff into the hospital – on hospital grounds with implementation and ongoing maintenance funded by Bloor Homes. Despite an MOU between Bloor Homes and the Hospital, MEHT pulled out of the agreement shortly before the committee meeting. Bloor was instructed to sort this out and the planning decision was deferred pending such an agreement. An alternate proposal for a funded P&R bus for staff/visitors was suggested but was subject to being brought back to the Planning Committee.

Since the meeting of the Planning Committee, Officers have worked with both Bloor Homes and the Hospital Trust in an effort to secure the provision of the hospital link road. In March 2023 the NHS Trust confirmed their position in a letter to Officers. This confirms that agreement on the future maintenance arrangements, costs and liability for the proposed link road could not be reached. This is despite the applicant’s offer to pay a maintenance sum to The NHS Trust.

Consequently, the proposed ‘Alternative Transport Strategy’ is a shuttle bus service between the Chelmer Valley Park and Ride and Broomfield Hospital. Funding of £1,350,000 would be provided by the Applicant. The proposal is to secure this through the Section 106 legal agreement.

I will be attending the Planning Committee Meeting of 20th June and I will express my concerns

* A link to Broomfield Hospital is a requirement of Local Plan Growth Site Policy 8 and Strategic Policy S9 of the Chelmsford Local Plan. The hospital link road formed part of the adopted masterplan for the application site and was allocated as a measure to mitigate an increase in vehicular traffic on Blasford Hill. At the time of the adoption of the Local Plan in May 2020 it was understood that the formation of the link road was an objective shared by the Hospital Trust.
* By not implementing the link road, all traffic into the hospital will continue to use Hospital Approach and the associated roundabout – the possible mitigation of reducing the traffic levels on Hospital Approach roundabout by having an alternate route, has been lost.
* Blasford Hill is already overloaded with traffic and the Local Plan included mitigation which has now been removed.
* It is disappointing that the Hospital/MEHT have failed to accept a reasonable offer to alleviate the potential problems.
* Furthermore, I am concerned as to whether the P&R solution is viable. MEHT continue to offer free staff parking, post Covid. Whilst I support such an initiative, it has to be said that staff would not choose a P&R solution, with the extra journey time, when they cna park on the hospital site without charge.
* I am disappointed that MEHT do not seem to want to engage in any initiative to reduce traffic levels!
* The Local Plan originally proposed 450 homes on the site. This has been extended with a proposal of 512, which when added to 2 independent sites of 21, now totals 533 dwellings – an 18% increase!

Given the issues highlighted above it is difficult to see how the Planning Committee are okay to approve an application that exceeds the Local Plan by 18% and does not contain one of the planned mitigation requirements

I am pleased that whilst the hospital link road is no longer proposed, changes and closures to parts of Woodhouse Lane are still proposed. These amendments and closures are required to provide improved access for residents of Woodhouse Lane, to remove a potential vehicle through route from the development on the existing narrow lane to Hospital Approach and Blasford Hill and to provide safe and sustainable walking and cycling routes.

**Opus Retirement Village**

Given the issues highlighted in the above applications, I was very surprised to receive an invitation to an Opus consultation for an Integrated Retirement Community – on a site north of the Bloor Homes application. I believe all residents of GW have received such a booklet. I sat through a presentation to LWPC by Opus.

There is a public consultation at Little Channels 21 June <https://opuslittlewaltham.co.uk/>

This all came out of the blue and was a surprise to myself and the planning dept. I believe Opus have responded to a call for sites from City Council, but this has not been assessed yet.

I have spoken to Opus and told them it's in the wrong place. It's not in the local plan and outside the settlement boundary. I think you need to go to their consultation 21 June and make your thoughts known.