

Highways:

There is another “Member Led scheme” whereby each County Cllr gets to submit 36 holes on a no-quibble basis and they get fixed. This is done in 2 batches – July and October. I have already submitted 24 (against my 18 for the July allowance) of which 4 are Great Waltham – FE (completed), Bridge Croft, South Street, Mashbury Road) I get the chance to put another 18 in October. I do drive around the division quite a lot, but I don’t see them all – so location (what3words preferable) and photo to me please.

Volunteering:

One of the very impressive things about my rural division is the extent to which people volunteer to support their community. On 3rd July, ECC launched their brand new ‘summer of volunteering’ campaign across Essex. This is aimed at encouraging residents across the County to volunteer this summer and help to reverse the decline in volunteering that we have seen, post pandemic. It is also a chance to highlight and celebrate some of the fantastic work that takes place across Essex. Please encourage residents to start volunteering. If anyone is looking for a new volunteering opportunity there are many varied volunteering opportunities now on offer at Essex County Council, which you can sign up to via our volunteering webpage: <https://www.essex.gov.uk/jobs-and-apprenticeships/volunteering>

If you know a local volunteer group, which you feel deserves recognition, you can nominate the group for a Kings Award for Voluntary Service. The award is given to volunteer groups across the country to recognise the incredible work they do. Nominations can be made at: <https://kavs.dcms.gov.uk/make-a-nomination/about-nominating/>

Recycling centre vehicle bookings - user survey:

Essex County Council is trialling a booking process for its network of 21 Recycling Centres. In Autumn 2022 we carried out a user survey which helped to inform the design of the pilot expansion and extension earlier this year. In order to inform our review of the trial, we are currently inviting users to provide us with their feedback on the booking process and their experience on-site. Booking service users will be provided with a link to an optional short survey displayed in the booking confirmation email and on the booking confirmation screen. We will also send a direct email invitation to those residents who have given consent to be contacted. We recognise that this optional survey activity will not capture users who have not yet used the booking service or who use the telephone booking service. However, it is important to note that this survey does not replace public consultation – if it is proposed to retain a booking process in the long term, the council are committed to carrying out a public consultation that will be open to all residents and organisations to respond to.

Bus Services:

Essex County Council (ECC) is reviewing its support for 162 local bus services. We want your help to ensure that our future bus network is ready to meet new levels of passenger demand and is providing value for money. ECC is therefore conducting this public consultation regarding these local bus services. This consultation will commence on 13 July 2023 and close on 5 October 2023. The survey pertains to bus services which are paid for by Essex taxpayers. It does not cover services/journeys operated commercially by transport providers. This review covers all 12 districts in Essex with the view of assessing whether to continue providing the service and in what capacity; or whether to look for alternative solutions. To access the consultation please follow this link: <https://consultations.essex.gov.uk/iptu/2023>

National Grid – Pylons- 2nd non-Mandatory consultation

Both Essex County Council and Chelmsford City Council will respond. I am also part of the North West and South West Parishes Group who are coordinating the responses of member Parish Councils. I am also in discussion with our MP, Kemi Badenoch. We are aware that the Electricity Systems Operator (ESO) announced that it would launch a ‘Study’ to assess objectively the options for Norwich to Tilbury and other proposed network reinforcements across East Anglia. I understand the Study will consider the costs and deliverability of the different options. This will include the offshore option. However, the recent NG non-statutory consultation does not take this into account. National Grid have stated that if the recommendations from the ESO Study should indicate alternative infrastructure options, they will review and engage with the impacted communities appropriately.

After this consultation and following the completion of the ESO Study there will be a further stage of consultation next year, where National Grid aim to show finalised proposals.

Chelmsford North East Bypass

The full CNEB scheme comprises a new 4.6km single carriageway (Sections 1A and 1B) and dualling of a 1.2km stretch of the A131 (Section 2). The single carriageway section is split into a southern section (Section 1A) and a northern section (Section 1B). These two sections will meet at an intermediate roundabout which will connect the bypass with a proposed new Northern Radial Distributor Road (NRDR). The NRDR will be a new east-west road which will be delivered by the developer consortium as part of the Chelmsford Garden Community and will link Essex Regiment Way in the west with CNEB to the east.

Due to cost increases ECC is renegotiating with Homes England and has received indicative confirmation that its proposals have been accepted. ECC will now be required to deliver Section 1A of CNEB by March 2026 under the proposed amended HIF GDA. Section 1A will see the first part of the bypass completed by March 2026, alongside the opening of BPS in 2025; together these schemes will directly unlock 6,000 homes. The remainder of CNEB is expected to then be completed with the benefit of future developer contributions of which a significant amount has already been secured in principle

This revised approach to delivering CNEB will potentially impact on the planning of allocated housing sites including the Chelmsford Garden Community. While under this approach ECC will not be required to deliver the later stages of the bypass, completion of the full bypass is recognised by ECC and Chelmsford City Council as the key infrastructure project to support continued sustainable growth north of Chelmsford. ECC will continue to work actively with Chelmsford City Council, Braintree District Council and developers to determine how and when the full scheme can be delivered as soon as practicable as well as reducing impacts on allocated housing sites

Note that following concerted engagement by ECC Homes England have provided subject to contract confirmation that the CNEB scheme can be delivered in phases commencing with construction of Section 1A and that the timetable for delivering Section 1A is extended until 2026. Construction of the remainder will take place in the future if and when alternative funding has been secured.

LHP and other Highway matters:

B1008 status:

It concerns me that the Chair of GWPC and Traffic Committee keep writing to me to gather clarification on the situation with the B1008. I seem to be spending lot of time reiterating the same points. For the sake of clarity, I am stating my understanding of the situation here:

- When DfT approved the reclassification of the B1008 to a B road, they did heavily caveat that the section from the A131 to Great Dunmow was required to remain available for all traffic as it was the route that traffic would expect to use if there was any event on the A120 or A131, that meant that no physical traffic calming, or weight limits could be applied
- I recently asked ECC to challenge the ruling and the ECC Transportation Planning and Infrastructure Manager responded that DfT responded that the situation will only be reviewed when the Chelmsford Northeast bypass was completed.
- The road status (i.e. PR1 or PR2) is determined by ECC Highways. It has never been suggested otherwise. PR1 means more frequent inspection and mandatory gritting when required, amongst other things.
- I believe that policy restricts traffic calming measures on PR1s, but this can be overruled by the Highways cabinet member. But Traffic Calming measures are difficult because of the Line-of-Sight safety requirements. One of the recent schemes had a roundabout in the initial design (t Church Road) which was removed from the

design. An appeal was made to the Cabinet member, who initially said he would sign it off, against policy. However, he backed down, for safety reasons after talking to the designers.

- We are awaiting the first draft of the Road Hierarchy review, which will be followed by the Speed strategy Review. The Cabinet member and relevant officers have been made aware of the GWPC desires, and I cannot do any more to add to them. I do not know when the Road Hierarchy Review will be issued, but the first group to look at it will be the Place Scrutiny Committee.
- The 50% funding offer for the ASC was made 4 years ago and stood for 2 years but not taken up by GWPC. The current offer is that if GWPC can prove they have access to 50% of the funds, the Cabinet Member will consider making the other half available. This is a cabinet member decision, not an LHP decision. GWPC need to get on with getting their half.

This is not new info and I have already passed this on several times. I know this is not what you want to hear, but keep asking me the same questions won't change it!

Ringtail Green

The original Ringtail Green Quiet Lane LHP scheme LCHE212013, for speed reduction 60mph to 40mph and Quiet

Lane status, was not supported by the members of the Chelmsford LHP, and was archived – members did not see the benefit of Quiet Lane status, and it does not meet the speed limit criteria).

The speed survey, conducted exactly where GWPC requested it, returned results of average Northeast bound 21.8mph & Southwest bound 22.1mph

Archiving means that the scheme will no longer be considered, but the data is not lost and it can be returned if there are any significant changes in circumstances.

The speed survey budget for 23/24 has already been allocated (actually most of it going to my division!) but GWPC can always fund their own at £350 each survey.

At GWPC's request I submitted a signage LHP request. This is awaiting validation (LCHE222014 Jentry signs with a Drive Slowly message). Given that the current queue of schemes exceeds annual budget by over 10 times, I do not see how this will get to the front of the queue. Traffweb, which records reported incidents as slight, serious or fatal, is used to inform priorities. Traffweb shows no incidents of either category in the last 5 years.

I do note that the Parish Council continues to push for measures at Ringtail Green. There is a Direct Works process whereby Parish Councils can fund such measures – a few of mine have now gone down this route. Given how important GWPC see calming measures in Ringtail Green, I am sure that they will not hesitate to take advantage of this, which I can initiate for them. Let me know.