**County Council Report**

**Update on the Member Led pothole scheme** - I have submitted 39 of my 36 allowance - 4 of these are in Great Waltham of which 3 have been done – the remaining one is in South Street, near CGR junction – I don’t have a date for that one yet.

I have also escalated a number of holes along breeds Road, suggesting that they will be a hazard for

**Ford End Wig Wags**

It was brought to my attention in November, that the wig wags stopped working outside the school in Ford End from early summer. It is proving very difficult to get them fixed, for various reasons (too complicated to go into). I am pulling all the strings I can and dragging in Highways at the highest level – I know you probably think I shouldn’t have to, but if I don’t, it won’t get done!

Currently I am waiting for the manufacturer to visit site and determine the problem – hopefully, it’s as simple as a battery replacement. If it’s more serious and needs a new unit, it will take longer.

**Ford End ASC**

As you know, over 4 years ago, the Highways Cabinet Member agreed to overrule policy and also fund 50% of the cost of an ASC in Ford End. The offer stood for 2 years, but was not taken up by GWPC.

The Cabinet Member from May 2021 (new administration following ECC elections) agreed to consider reinstating the offer if GWPC could validate that they could come up with their half. A new Cabinet Member, Tom Cunningham, was appointed in September 2023, and he was asked if he would also continue the “commitment to consider half funding and overruling policy”. No such answer has been given yet.

I have a meeting with Cllr Cunningham on 11th Dec, to try and get a definitive view on both aspects.

**GP Surgery provisions**

I have met with LW PPG and Partners 29th Nov 23.

I have met with the ICB 30th Nov 23, who are responsible for the provision of GP surgeries.

The objective of the ICB meeting was to understand:

* If there was a strategic plan for the provision of surgeries in the area, in line with the housing development expansion
* Why there was so much unclaimed S106 and CIL sitting with City Council

It was an interesting meeting and I learnt about the causes of delays in providing such services, and they are primarily with the NHS – with S106 and CIL funds sitting unclaimed, albeit such funds only form a minor percentage of the overall needs., Some of the CIL and S106 funds have been unclaimed for over 9 years (there is a 10 year payback clause!) .

Whilst the ICB do not seem to have a well developed strategy to providing surgeries, they do recognise a priority in North Chelmsford.

* New Beulieu surgery – building work just started – delayed by 2 years by negotiation of requirement with Beacon Health, who then pulled out at the last minute. It has gone out to bid again
* Gt Leighs – new surgery
* Garden Community – 6,200 dwellings – will be a new surgery
* Bloor Homes Broomfield – 512 dwellings proposal for a Health Centre on site
* Warren Farm Writtle – 800 homes will require determination-.

I have provided a full report to the Little Waltham/Great Notley practices.

**RideLondon**

**FORD RIDELONDON-ESSEX RETURNS TO ESSEX IN 2024 -Sunday 26th May 2024**

Ford RideLondon-Essex, will return to my Broomfield and Writtle division on Sunday 26 May 2024. The event is organised by London Marathon Events, and sees around 25,000 cyclists, of all abilities, taking on the personal challenge of riding either 100, 60 or 30 miles. The planned route is the same as the past two editions of the event, starting and finishing in London and passing Epping, North Weald, Ongar, Fyfield, Leaden Roding, Great Dunmow, Felsted, Great Waltham, the Melbourne Park area of Chelmsford and Writtle.

In terms of my County division, it enters just north of Howe Street and exits on the A414 around Roxwell and Highwood, having gone through Great Waltham, Chignal Smealey, and Writtle. I think I have expressed in the past, my concerns about the disruption, and I do all I can to minimise the disruptions to local businesses. I have insisted that all the businesses directly on the route are contacted and mitigation plans are worked out.

While some road closures are necessary to ensure everyone is safe, healthcare, emergency services, businesses and communities can operate as required.

Residents and communities across the event, are invited to be part of Ford RideLondon-Essex. Whether that is raising funds for your community by creating a tempting pit-stop for riders where they can buy food and drink or by creating a community fun day that runs alongside the event. Maybe you or someone you know would like to take part to raise money for a charity, or for your community, or just for the personal challenge.

The Ford RideLondon-Essex team would like to hear from any resident who would like to input into the planning for the event in their community. If you would like to be a part of this, please email christopher.davey@londonmarathonevents.co.uk

The event first came to Essex in 2022 and in the first two years in the county has raised more than £5m for charities. Hosting the event has also meant Essex has received £1.75 million in grants for projects across the county which inspire and provide opportunities for people to be active.

In July, Essex County Council confirmed a three-year agreement to host Ford RideLondon-Essex until 2026.

For more information on routes, timings, how to get involved, how to contact us and more, visit ridelondon.co.uk/community-info

If you would like to take part in the 2024 Ford RideLondon-Essex, visit ridelondon.co.uk.

**National Grid – Pylons**

Essex, Suffolk and Norfolk  [County Councils remain united against Norwich to Tilbury onshore option | Essex County Council](https://www.essex.gov.uk/news/2023/county-councils-remain-united-against-norwich-tilbury-onshore-option)

The 3 councils jointly commissioned an [independent report](https://www.essex.gov.uk/sites/default/files/2023-11/Final%20Hiorns%20report%20-%20East%20Anglia%20Transmission%20Network%20Reinforcements.pdf)  and the leaders of all 3 are asking National Grid Electricity Transmission (NGET) and the electricity system planner, National Grid Electricity System Operator (NGESO) to consider the findings of the report.

The independent report questions the timings of the projects and this uncertainty brings into question the need case for NGET’s preferred option, of a land-based pylon line. All 3 county councils have said that this option will harm the local economy, environment and the health and wellbeing of their communities. The Independent report also challenges the delivery date of 2030, and suggests that the need for additional transmission capacity would be closer to 2035. Such a delay is likely to reduce the cost of NGET developing an integrated offshore alternative, but it does accept that the most economical option probably still remains onshore overhead lines, and pylons. However, it makes a clear statement “*To ensure the UK's energy security, our clear preference is for a coordinated, offshore centred approach, delivered at pace to minimise onshore works”*

So the preferred choice of all three host county councils (Essex, Norfolk and Suffolk) remains an integrated offshore option, but only if it can be delivered within an appropriate timescale and without significant adverse impacts on sensitive coastal communities.

In addition, our MP Kemi Badenoch, is writing to the Minister for Nuclear and Networks at the Department for Energy Security and Net Zero to share this report and make it clear that the three councils: [County Councils remain united against Norwich to Tilbury onshore option](https://www.essex.gov.uk/news/2023/county-councils-remain-united-against-norwich-tilbury-onshore-option).

I recently hosted Kemi at the Great Waltham/Little Waltham “pinch point” to emphasise just how close the pylon route is to the residential area and know heritage sites.

**City Council Report**

**Bloor Homes**

Whilst the application was approved for 512 dwellings, it was subject to S106 agreement and this has not been achieved yet. The onus is on Bloor Homes to provide a proposal which aligns with the Planning application cation approval. Following this, the process will move to detailed layouts on the site.

**TruCam**

TruCam is a system that uses mobile cameras to prosecute speeding offenders. The difference from current reliance on the traffic police, is that TruCam is operated by the District Council using accredited officers. Maldon District Council use such a system and have 5 officers to run it. Myself, and a few of my colleagues have been pushing our District Council (Chelmsford City Council) to set up our own TruCam team. We have met with resistance, and instead, City Council want to trial the system by purchasing time from Maldon DC.

In my opinion, TruCam is a viable means of speeding enforcement which does not rely on police time, and the City Council should set up its own facility.