

ECC Report

Broomfield Hospital staff parking charges:

The hospital are reintroducing Staff Parking Permits and charging from September. This is something many Trusts have already done.

Staff car parking charges were suspended during the Covid-19 pandemic, with the Government covering the lost income to NHS organisations. That funding stopped at the end of March 2022 and the Trust has since covered the cost and would continue to face significant financial losses if they did not re-introduce staff parking charges. Providing free parking has also led to a significant increase in the number of staff driving into work, meaning they have unsafe numbers of cars parking on site.

The number of permits currently allocated far exceeds capacity, so everyone who already has a parking permit will have to reapply and demonstrate that they meet the standardised criteria. The process begins in August. Lower-paid staff who are eligible for permits – working at bands 2 and 3 – will not be charged to park. Most staff will be paying less than they were before the pandemic.

Benefits of introducing parking permits:

There will be a more equitable system of parking with an agreed criteria across our main sites.

- maintain safe levels of parking on the sites.
- Staff will be encouraged to use public transport or greener forms of transport to reduce the environmental impact.
- Money will be reinvested into the car parking infrastructure and sustainable travel initiatives.

The hospital are aware that the new system will mean some people who currently drive to work will not be allocated a permit and will therefore need to explore other forms of transport

Shuttle service relaunched with seamless travel to Chelmsford hospital.

The Chelmer Valley Park and Ride will return to Broomfield Hospital on Thursday 1 August. It will run every half-hour from 6:30am to 8:00pm, Monday to Friday.

The shuttle will be run by Essex County Council's minibus fleet, Ugobus, with standard Park-and-Ride [ticket prices](#).

The Chelmer Valley to Broomfield Hospital service closed during the Covid-19 pandemic. The council has since been working with the Mid Essex Hospitals Trust to see it reintroduced.

Demand for parking at Broomfield Hospital frequently exceeds the number of spaces available, so the return of this service will help to take away the stress of finding a space for staff and patients and ease parking pressure at the hospital site.

The shuttle bus service will run every half-hour from 6.30am to 8.00pm, Monday to Friday (excluding bank holidays). Normal park and ride ticket prices will apply, with NHS staff paying a discounted rate of £1.50 for the Broomfield Hospital route.

A particularly wet and warm year has led to accelerated plant growth along the county's roads and pavements.

Overgrown grass is being cut back across Essex to keep roads and footpaths safe following unprecedented temperatures and rainfall. Essex Highways has launched its grass-cutting programme to clear verges along the A13, A130, A133, A127 and A1245.

The programme includes rural areas around Colchester, Epping Forest, Tendring and Uttlesford. Other areas will be addressed by the relevant district, borough and city councils.

Grass within a metre of road edges is trimmed twice a year by Essex Highways to ensure clear lines of sight, improved visibility and safer navigation.

Recent months of heavy rainfall and warm temperatures have resulted in plants growing at faster rates.

East Anglia saw its wettest February since records began, according to the Met Office, as well as its warmest ever spring.

Essex Highways is working with Essex County Council's arboriculture team to preserve vital wildflower species and support local biodiversity where it is safe to do so.

Vegetation maintenance is one of the key areas which will benefit from the [£25 million Priority One funding boost](#) recently announced by the council for Essex Highways.

Note – I have already arranged monitoring and extra cuts at the junction between Great Waltham and Little Waltham

Local transport Plan 4

Essex County Council has launched a public consultation on its Essex Transport Strategy, formally known as the Local Transport Plan.

The strategy will provide an overarching plan for transport across Essex and outline the council's vision.

The consultation focuses on key themes and outcomes as an opportunity for the public to provide feedback, helping inform further development of the strategy.

The consultation also proposes a new 'Place and Movement' approach. This would introduce a more flexible and people-focused way to categorise roads and streets in Essex.

ECC are still in the process of developing the strategy and this public consultation is an early opportunity for people to provide feedback on the key principles.

The initial public consultation will run for seven weeks, closing on Sunday 22 September 2024, and can be accessed at

<https://consultations.essex.gov.uk/essex-highways/essex-transport-strategy/>

A second consultation on the full draft strategy and a programme of planned investment in different parts of Essex is expected to take place early next year.

I have attended presentations on this and my own view is that this is overdue and vague.

It includes a methodology for new classification of roads into a 3 by 3 matrix based on "place" and "movement" (rather than the existing 3 – PR1, PR2, Local Road) but it does not go far enough and say what roads will be what. Furthermore, there it indicates that PCs will not be consulted on the allocated classifications (although District Councils will). I have expressed my disappointment with the strategy document.

Highways Issues

As requested, I have put the Clerk in touch with the relevant highways contact to arrange a speed/volume survey in Ford End. GWPC will need to pay for this at £370

The Clerk has also been put in touch with EHC in case GWPC want to proceed directly to fund a Quiet Lane in Ringtail Green. As previously reported, LHP will not proceed with this on the basis of other priorities requiring the limited funding.

The direct EHC process still requires that the LHP validate the scheme. This has now been done, and the LHP estimate that if they were doing the scheme, it would cost £15,500. EHC are likely to be more, but are not able to quote the full cost until they have done the design. GWPC can either proceed on the basis of at least £15,500 or fund the design first (I do not know how much that would cost).

I suggest that GWPC decide whether they think £15,500+ is something they want to spend on this scheme.

I have now stepped out of the communications and leave it to the Clerk to liaise directly with EHC.

CCC Report

23/01787/FUL Field North Of Montpelier Farm Main Road Little Waltham Chelmsford Essex

Erection of an Integrated Retirement Community (Use Class C2) comprising; a Village Care Centre, 58 bedroom care home, 45 care suites (comprising one and two bedrooms), 100 care apartments (comprising one and two bedrooms), wellness spa, open space and associated works including car parking, access, hard and soft landscaping and associated engineering works

Please note that this has gone to appeal.

It was originally refused in Feb 24 for 11 separate reasons!