

Please see report on ECC and CCC issues

### **VAS and SIDs on streetlight columns**

This is something that I have been pushing for, for some time, and at last it has gone live.

If a Parish Council wants to put up their own Speed Indicator Device (SID), in the past they had to request the LHP put up a pole (or poles)

I can now report that ECC Highways are offering the possibility of street light columns to be used to place a VAS or SID on. PCs can apply via <https://www.essexhighways.org/applications/apply-to-install-a-vas-or-sid-illuminated-sign>

ECC will charge the PCs to assess a number of streetlights - the benefit of this is that the PC can then move the SID around. The perceived wisdom is that SIDs have an impact for a couple of weeks, and so should be rotated regularly.

### **Highways**

Members Highway Initiative (MHI) - Barrack Lane noisy manhole cover and South Street road edge deterioration, are scheduled for my August allocation.

On the Hospital Approach, Broomfield, Chelmsford – temporary roadworks from 21 July 2025 – I have reviewed the traffic plans with the Highways Engineers and have arranged to meet them on site on the first few days to see how it is going. It is helped by the traffic flow being one way, but at some points there may need to be traffic lights – and these have to be manually controlled to ensure they bias towards the major flow.

### **Gt Leighs Racecourse Event**

I joined Cllr Raven in a meeting with the event organisers, to review the issues over the weekend.

There were 45,000 attending over the weekend, with the largest amount on the Friday event at 25,000 people. Friday was the main cause of the road/traffic issues.

They paid for police presence, on site for the Friday, and police also attended outside on all 3 events.

The situation was not helped by 2 vehicle fires on the A120 and subsequent closure of the roads.

The organisers were very apologetic about the Friday event and said that Saturday and Sunday were better managed.

The licencing and approval of traffic management aspects are City Council responsibility. County Council Highways involvement is limited to raising TROs for any requested closures or restrictions. City Council Licencing had reviewed all the organisers traffic management plans.

City Council have now (15th July) received an application for a review of the premises licence under the Licensing Act 2003 on the grounds of the Prevention of Crime and Disorder, Public Safety and The Prevention of Public Nuisance. The application for review came from Essex Police.

In accordance with the Licensing Act 2003 (Premises Licences and Club Premises Certificates) Regulations 2005, the application is now subject to a 28-day consultation period, during which responsible authorities and other persons may make representations in connection with the application.

The consultation period will run from 16th July 2025 to 12th August 2025

Any representations must be submitted in writing to the Licensing Authority at the address below or by emailing the Licensing department [Licensing@chelmsford.gov.uk](mailto:Licensing@chelmsford.gov.uk) by 12th August 2025 and must relate to one or more of the licensing objectives:

Daniel Winter

Licensing Lead Officer

Licensing Team, Public Places Chelmsford City Council

Following the consultation period, there will be a review, which I will attend.

### **LGR and Devolution**

The joint Essex County, 2 Unitaries, and 12 DCs have produced an options paper with 8 separate scenarios. The Chief Execs of each council will now review these and select a preferred option (although there is no absolute requirement that there is only one submission). The intention is to submit this by September 2025.

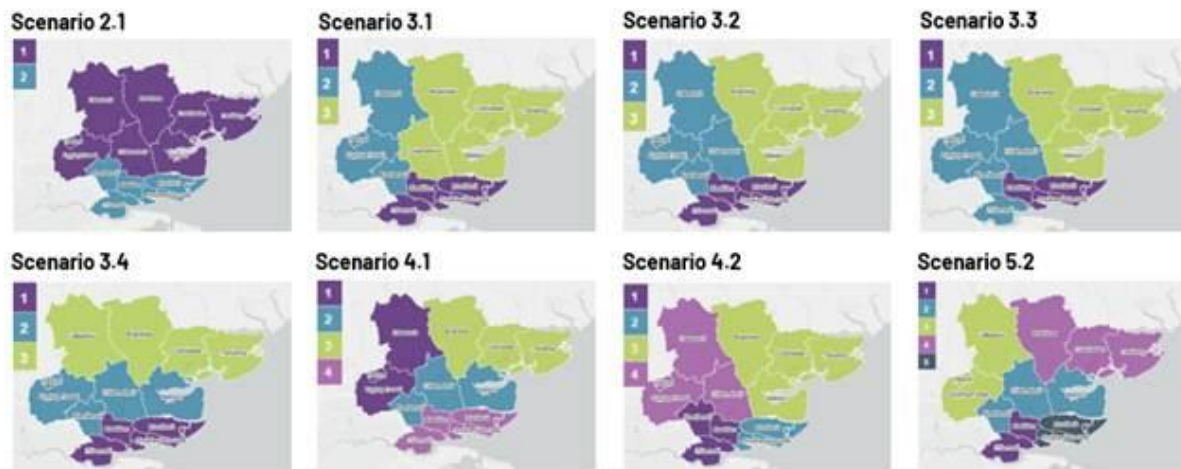
The 8 options range from 2 to 5 Unitaries, with more than 1 option for the 3 and 4 Unitaries options.

Each option has been assessed against 6 criteria (score 3 max for each, total max score 18):

- Sensible Geography
- Efficiency and Resilience

- High quality public services
- Local identity
- Supporting devolution
- Community empowerment

The different options are shown below:



Based on the joint analysis, Scenario 3.2 scored highest, however this is still at a draft stage.

I know that Chelmsford City Council favour the 5 scenario option. However, both the 4 and 5 unitary options show an increased operational cost rather than a reduction like all the others. The economic case for 4 or 5 Unitaries does not look viable. Also, there is a concern that the 5 Unitary scenario, fragments the Adult Social Care Services so much, that it puts it at risk.

It is likely that ECC will favour a 3 Unitary scenario,

I note that the press (Essex Chronicle) are saying that the public have the chance to have their say and steer towards a Southend Council website claiming to act on behalf of all the Essex area. As far as I can see (and I could be wrong) there is no official public or Parish Council consultation, but individual District Councils may be doing this to get support for their preference.

It is likely that the joint September submission includes a 3 Unitary, and a 5 Unitary option, and leaves the Govt to decide which one. Given that the decision is being made by the Treasury, it is likely that the case with the best saving is chosen. This will be a Central Govt decision!

## Pylons

The next phase will be the DCO – which was forecast as summer 2025, but I suspect will be at the back end of the year. On that basis, I have been undertaking the following:

- Our NW Parish Group have employed a landscape consultant to draft a response – when the DCO comes out. They also recently put in a proposal to NG for alternative route around the other side of Chelmsford
- I have been working with Rosie's group in order to understand their DCO objection – which in the main will be based on the Gunning Principles on consultation. They also have a few alternatives, which still includes the sea route (although unlikely to fly) and alternative route boosting to allow a lower power (and narrower trench) HVDC underground cabling for Norwich to Tilbury.
- I also have an invite to meet the "Offset" MPs – but struggling with dates
- Working with ECC on opposing on the basis that the consultations were inadequate in terms of impacts on the highway

Most of this is really at the higher level rather than the detailed route.

Some of my residents are telling me that they are receiving communication on "affected landowner" – I don't have any official communication on this.

However, unofficially, I have heard that NG are sticking with the latest proposal – the lower height pylons.

This is a real disappointment, as the main drawback is to bring a pylon close up to Chelmsford Road, whereas the higher height pylons were equidistant to Chelmsford Road, and both in the middle of fields. Whilst I am realistic about not getting underground, or alternative routes, I was hoping that they would take one step back and at least minimise the impact on the view from Chelmsford Road. I have expressed my disappointment to NG.

