

ATTACHMENT TO 7.1 MINUTES OF TUESDAY 1ST SEPTEMBER 2026

*"My name is **Martine**, and my son is **Bradley Gilbert**.*

As you all know, Bradley was severely injured in the horrific collision on Stortford Road that also tragically took the life of sixteen-year-old Oliver Lane.

Bradley is currently healing, but his injuries have changed our families' lives forever.

I am standing here tonight because of Emily Mainwaring and her efforts to make the roads safe for the villages, who constantly and systematically falling on deaf ears/brick walls, and this needs to change, after her and her husband Richard saved my sons life at the roadside of this accident, she has tirelessly tried to get something safe put in place to protect all villagers who need to cross the road safely!

This has fallen on deaf ears, with Cllr Sue Barker stating that until a death takes place, nothing can be done.

A few days later, she again spoke to Cllr Barker and said a death has now occurred and what can be done.

She advised Emily nothing could be done for 2-3 years as there was no funding.

When Emily questioned this, she again said it's not my problem anymore; I've forwarded this on to my successor, Geoff Bagnall. Emily is also in conversation with him regarding this.

But my issue is not only with what is currently being done to prevent future accidents but how historically Cllr Barker has systematically ignored and buried the need for a safe crossing point.

I received an official internal email from the Highways Design Team. I want to share its contents with this room, because every parent and person in this village needs to hear how our children and the elderly are being protected or the lack of protection, as the case seems to be.

*According to the council's own records, a formal request for a safe pedestrian crossing on Stortford Road was logged in May 2024 under reference **LUTT243001**.*

Essex Highways did not investigate it. They did not run a safety survey.

Why? Because the officer wrote in black and white that they did not have the funding. A basic pedestrian survey costs less than five hundred pounds.

The council chose to shelf a known safety hazard to save pocket change.

*But it gets worse, and **Councillor Sue Barker** needs to hear this directly because she is sitting in this room tonight.*

*The official email from the Highway Liaison Officer states explicitly, and I quote: '**During the following financial year, the former County Member, Councillor Barker, was asked to prioritise which requests would be progressed to a survey and unfortunately according to my notes from the time this scheme request was not selected for a survey.**'*

Councillor Barker, you were given the specific choice to prioritize the safety of Stortford Road. You had the power to order that survey. You chose not to select it. Instead of demanding real data, the highways department admits they simply **guessed the danger level**. They wrote that they 'did not feel' the road would meet the criteria for a crossing. They used guesswork instead of facts. And because that guesswork was wrong, a teenager is dead and my son is severely injured.

So, while the council argued that they did not have five hundred pounds for a survey on Stortford Road, I want to address what the council did have funding for right next door on the adjoining Dunmow Road, under references **LUTT222015** and **LUTT202024**.

To date, the council has poured a total of **thirty-seven thousand, six hundred pounds** of taxpayers' money into that side road. And let me tell you exactly where those thirty-seven thousand pounds went, because not one single penny of it touched the tarmac.

In December 2023, under phase one, they spent **eight thousand pounds** on 'Initial Desk Studies' for a private contractor to draw office pictures and run utility checks.

In June 2025, under phase two, they spent another **five thousand, five hundred pounds** on 'Administrative Finalisation' just to mark that paperwork as 'Completed' on their office computers. That is thirteen thousand, five hundred pounds completely emptied from the public budget and gone—leaving the physical road entirely unchanged.

The remaining **twenty-four thousand, one hundred pounds** was parked into a rolling construction pot. It was supposed to physically build traffic calming features in September 2025. It was delayed, it was unbuilt, and it is currently sitting frozen in a bureaucratic log.

The total spent on the road surface is zero. Nothing has been built on the tarmac.

Right now, there is not a single safe crossing point on this network for a minimum of **six miles**. Our children, our elderly our families step off public buses and are forced to cross a high-speed road entirely unprotected.

TO ADD INSULT TO INJURY - the PV2 from 2023 on the Dunmow Road LUTT222014 gave the council/highways grounds to immediately fast-track a safety intervention; under the Highways Act 1980 the highway authority is responsible for the safety of the entire network, not just individual strips of asphalt.

In 2023, the PV2 LUTT222014 found that the average speed on approaching Leadon Roding was 36.6mph and the council possesses constructive knowledge that the village as a whole suffers an active speed crisis.

They have a legal obligation to view the village in its entirety as a singular continuous hazardous zone.

The law does not require a separate PV2 was needed, as the existing one should have triggered a "stage 4 safety review"

But the authorities decided to use internal procedures as a shield to do nothing!

The authorities were 100% aware that even at a pelican crossing no deterrent was offered to speeders and did nothing; this represents a severe systematic failure to protect the residents of Leaden Roding.

*And now, the council has quietly **disbanded the Local Highway Panels**, telling us there is 'no other mechanism' to request safety changes.*

The county council has completely abandoned the safety of Leaden Roding.

And let me be completely clear tonight: this information is not staying in this room. My very next step is to hand this entire timeline and Sarah Tomlin's leaked email directly to our MP, Kemi Badenoch, and to the editors of the local press. The public deserves to know exactly how choices were made to prioritise office budgets over children's lives.

*I am asking the Parish Council tonight: **Do not let them get away with this.** Councillor Barker, I want you to look at my family and explain that choice tonight. And I want this Parish Council to formally vote to use local funds to hire an independent safety team, run our own traffic survey, bypass the county's excuses, and force them to build a safe crossing before another child in this village is hurt.*

I want to take this time to make a Closing Personal Statement

"We cannot change the past. But we are not going to just close the stable door after the horse has bolted. We are going to make sure that door is locked forever to protect the rest of the community!"

My son has been blessed with the absolute miracle of surviving this.

But I want to explain the true effect this council's desire to save five hundred pounds has cost my family!

[SEP]My son Brad is 23 and was in the prime of his life until the 28th Apr 26 when he was hit by a van.[SEP]He received a Grade Three Diffuse Axonal Injury. For those of you in this room who are not medically trained, let me tell you what that means.

The impact to Bradley's head was so violent that his brain shook in different directions, ripping the tissue almost completely in half. His frontal and rear brain lobes were damaged. He suffered hundreds of active microbleeds. These things NEVER repair themselves!

His eye socket was burst open. His face was ripped apart. When I asked the neurologist about his skull fractures, they told me he had too many to even count.

They described my son's head as a dropped egg—smashed to pieces on the inside, but held together only by the shell.

His brain bled so extensively the doctors described it as (in my words) something resembling a slush puppy. [SEP]Both of his legs were broken.

His lung collapsed from the sheer force of the air being blasted out of his body.

When the police came to my door that night, I asked them if my son was alive. They looked at me and said: 'We don't know. We just want to get you to the hospital in time to say goodbye.'

For days, I lived hour to hour. I sat by his bed, never knowing if the last time I told him I loved him would be the last time I ever got to say those words to my child.

Now, I challenge anyone sitting in this room tonight to look at me and tell me the financial value of your child's life.

Is it the five hundred pounds for a survey we didn't even need?

At just reducing to a mere 28 Oliver would most likely be alive today. If the driver had slowed to 25 mph, both my son and Oliver would have maybe sustained a break or two, so this shows the importance of the historical PV2, which shows the average speed through my village is 36.6mph

25mph - 25% suffer a fatality or severe, life-threatening injury (classified as AIS 4+, meaning severe trauma like a critical brain injury or major internal organ damage)

3mph – this becomes 65%

In the UTTLESFORD LOCAL HIGHWAYS PANEL MEETING AGENDA

Date: Time: Venue:	Monday 29 th September 2025 14:00 Online Microsoft Teams Call
Chairman: Panel Members:	CC Member Ray Gooding CC Member Susan Barker, CC Member Martin Foley, CC Member Paul Gadd
Officers:	Essex Highways – Daniel Maclean, Highway Liaison Team Leader Essex Highways – Sarah Tomlin, Highway Liaison Officer

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1 2	Implementa tion of Speed Control Measures in Dunmow Road, Leaden Roding	Implementa tion of Speed Control Measures in Dunmow Road, Leaden Roding	Dunm ow	Lead en Rodi ng CP	Traffic Managem ent	Implementa tion	LUTT222 015	£24,1 00	Due to be complet ed Year 1 quarter 3	Q 3

In the UTTLESFORD LOCAL HIGHWAYS PANEL MEETING AGENDA

Date:	Tuesday 31 st March 2026 10:30
Time:	Online Microsoft Teams Call
Venue:	
Chairman:	CC Member Ray Gooding
Panel Members:	CC Member Susan Barker, CC Member Martin Foley, CC Member Paul Gadd
Officers:	Essex Highways – Daniel Maclean, Highway Liaison Team Leader Essex Highways – Sarah Tomlin, Highway Liaison Officer

Section 18 – The final works for £24,100 are listed as completed

1 8	Implement ation of Speed Control Measures in Dunmow Road, Leaden Roding	Implement ation of Speed Control Measures in Dunmow Road, Leaden Roding	Dunm ow	Lead en Rodi ng CP	Traffic Managem ent	Implement ation	LUTT222 015	£24,1 00	Comple ted	Comple ted
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TO DATE NO WORK HAS EVER BEEN DONE!

I have lived in the village for 19 years, and not a single change has been made!

I am not a politician. I don't know all the rules or the laws. I found all of this evidence out in just two hours this morning by simply looking at your own public records.

But what I am is a mother with a big voice. And I want this Parish Council to stand behind me tonight, help me make that voice heard, and force them to make this village safe for every child and every elderly resident who cannot run for their lives across that road.

Thank you.