

## **LHP**

The 24/25 budget has not yet been allocated, so I do not have a view on which schemes will be funded in the next FY.

## **Update on the Member Led pothole scheme**

I entered the many holes to the West of Pleshey - a permit has been requested for works to be carried out on the full length of Bury Road from The Street to Pleshey village hall for the 27th to 29th February 2024, under full road closure.

## **Woolmers Mead Drainage.**

I asked for an update and received this on 5<sup>th</sup> Jan 2024:

“Following the last update, I can advise that Essex Legal Services have been asked to review this case in relation to riparian responsibility for the ditch in question. Once this opinion and advice has been received Officers will act accordingly.”

## **Drainage issue on Grange Road, Vicarage Road, Park Road**

Last correspondence with Highways was 27th Nov which stated “Following further enquiries with Officers this issue will now be followed up by the Enforcement team as the land responsibility would not fall to Essex County Council. The Enforcement Officer will review both the jetting history on Map 16 and a look on site to offer his advice on the matter. It maybe that residents have filled in ditches and we have lost the once working drainage system here.”

I asked for an update last week, but have not received it yet.

I did pass on all your comments about Woolmers on to Enforcement and I also wrote to the new Highways Cabinet Member and made a complaint about the lack of progress and incorrect info from the Enforcement Team.

I have not received a response.

## **Outcome of subsidised Bus Services Consultation**

Supported local bus routes are commissioned where commercial bus routes do not provide a service and where the conditions of the Local Bus Service Priority Policy are met. This includes a £5 cost per passenger journey (CPPJ) measure which is used to assess value for money for taxpayers.

Cabinet considered a report in summer 2023 which agreed that there should be consultation on the future of currently subsidised routes, dividing them into three categories: ‘successful’, ‘at risk’ and ‘low use’. The consultation ran from July to October 2023.

The majority of the bus network in Essex is operated on a commercial basis, but historically 15% of the network has been subsidised by the County Council where bus operators are unable or unwilling to provide them commercially. The supported services are known as the ‘supported local bus network’.

Recommendations that affect Bromfield and Writtle division:

Agree to procure the services listed at Appendix D using the ECC Dynamic Purchasing System for a period of two years with the option of two one year extensions.

10 Temple Grove to Pleshey Monday to Friday	To procure the service for 2 years with extension opportunities for 1 year plus 1 year with the fixed timetable retained and the flexible element removed.
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Agree to enter into one year contracts with the current provider for those contracts for the services listed at appendix E.

17/18 Great Dunmow to  
Chelmsford Tuesday,  
Thursday, Friday, Saturday

That the service be procured  
on the current basis until 2026  
with extension opportunities  
for a further 1 year plus 1 year.

Agree DigiGo for a further two years and note that ECC may extend this arrangement for two further one year periods.

## DigiGo

DigiGo is extending the service beyond the pilot for an extra 2 years! DigiGo is a fully electric shared public transport service which offers on-demand or pre-bookable travel in parts of Essex. There is no fixed route or timetable, which puts you in control of your journey. DigiGo is booked through the [TravelEssex](#) journey planning app. DigiGo covers much of my Broomfield and Writtle Division and extends into the northern part of Writtle. DigiGo operates 7 days a week, from 7am until 10pm. Fares are capped at £2 per journey, or concessionary passes apply. [www.digigo.uk](http://www.digigo.uk)

## National Grid (NGET) – Pylons

Essex, Suffolk and Norfolk councils jointly commissioned an [independent report](#) which questions the timings of the projects and questions NGET's preferred 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 report challenges the delivery date of 2030, and instead suggests 2035 which would reduce the cost of an integrated offshore alternative. The 3 Councils have "*a clear preference is for a coordinated, offshore centred approach, delivered at pace to minimise onshore works*" 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](#). 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 known heritage sites.

Also, ESO (separate to National Grid Electricity Transmission) have begun their study - which will analyse onshore and offshore options. The review, which will be part of the ongoing Norwich to Tilbury pylon proposals, will take around 3 months and more information on its scope can be found here: <http://www.nationalgrideso.com/.../offs.../east-anglia-study>

## ECC Boundary Review:

To be in place for May 2025 ECC elections. Objective is to ensure each Cllr represents approx. the same number of residents. Now in second round of consultation ends 13<sup>th</sup> Feb 2024. Final recommendation will be published June 2024.

Increase of ECC Cllrs from 75 to 78 and policy of 1 Cllr per division. Each Cllr covering around 15,848 (11% increase even with 3 more Cllrs) including forecast population growth.

Impact on Broomfield and Writtle division is loss of Gt Leighs, and addition of Margaretting and Stock. i.e., some shrinkage to the North, but large expansion to the South.

Individuals or Parish Councils can respond to the consultation - <https://www.lgbce.org.uk/all-reviews/essex>

## **Reducing speed limits on residential roads – motion to full ECC**

Council on 12th December - to implement a Council-wide 20mph speed limit on residential roads as soon as is practically possible.

Having been put to the meeting the motion was lost.

I have since spoken to Safer Essex Road Partnership (SERP) Chair. They are still preparing the Road Hierarchy Review, and Speed Strategy. I know that they favour 20mph in appropriate locations – e.g., past schools, or where road layout encourages lower speeds.