

Asked	Answered	Asker	Responder	Question	Response
23/10/2022	25/10/2022	Cllr Richard Moore	Cllr Lee Scott	<p>Billericay High Street Defect Number 3481017 Location: High Street, Billericay outside the Post Office Delivery Office Status: Defect to be considered for repair as part of the planned maintenance programme.</p> <p>I am advised that the Maintenance Team intend to repair the pedestrian guardrail at the same time as the footway. They were awaiting delivery of the new guard rail which is of a specific type as it is located in the Billericay Conservation Area. At present we have ugly blue plastic fencing around the area (which continually gets moved or knocked over after the pubs close) which is not conducive to a Conservation Area. Any help you can provide to get this moving would be greatly appreciated.</p>	<p>Thank you for contacting me regarding the guardrails on High Street, Billericay.</p> <p>I appreciate that the temporary blue barriers are not cosmetically pleasing, however we have a duty to ensure that we maintain the safe use of the Highway, and these are in place to do that until we can effect a permanent repair. Whilst they may not look aesthetically pleasing, they are there for safety reasons.</p> <p>We are waiting for the delivery of the guardrail panels that match the existing ones that are on site, and unfortunately need to wait until they are delivered before undertaking the repairs. The repair will be scheduled as soon as the replacement barriers are delivered, which are expected no later than Spring 2023. Should the materials arrive sooner, the repair will be completed sooner.</p>

18/10/2022	26/10/2022	Cllr Aidan McGurran	Cllr Kevin Bentley	<p>Question on financial statement from Cabinet meeting 18/10/2022</p> <p>In the financial report on Page 20 it stated: "Further savings are not reflected in the forecast. These savings are focused on efficiencies that do not have a detrimental impact on the service provided." Can the Leader provide more detail on these proposed savings? What financial savings can they deliver and in what time scale? If the savings under discussion have no detrimental impact on service provision why have they not been delivered already?</p>	<p>"Savings" can be measured in several ways. A key element in which we focus is the achievement of a "win-win" where services can be designed to create better solutions for the residents we serve while achieving financial savings for the council. A large element of the savings in the cabinet paper are of this nature.</p> <p>The savings are: the Connect Programme; Care Technology; and Meaningful Lives Matter. It is elements of these bigger programmes that are currently not reflected in the outturn because the nature of these savings is such that they are profiled to deliver across the year. The Connect Programme element relies on sustaining the improvements that have been put in place in health and social care teams and reablement services, as well as working with the domiciliary care market to increase capacity, which while growing has been significantly constrained by social care workforce challenges. Care Technology the saving delivery relies on continued referrals from social workers of adults who would benefit from care</p>
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					<p>technology to meet their outcomes. The Meaningful Lives Matter programme is reliant on social worker capacity to undertake reviews of service users support packages throughout the remainder of the year.</p> <p>Other savings will come from areas of improved practice, technological application and revised assumptions. We apply them to our financial forecasts only when we have sufficient confidence in their achievement, and this is a continuous process.</p>
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01/11/2022	08/11/2022	Cllr Mike Steel	Cllr Lee Scott	<p>A pressure group called “20’s Plenty” is being promoted to Parish Councils by EALC.</p> <p>Their campaign objectives are to:</p> <ul style="list-style-type: none"> <li>• Agree and adopt a Parish Council to pass a motion to support the campaign for 20mph where people live, work and play based on the attached template at :  <a href="https://www.20splenty.org/parish_council_motion">https://www.20splenty.org/parish_council_motion</a> to call on ECC to implement 20mph in their parish</li> <li>• Communicate benefits of 20mph to parishioners: <ul style="list-style-type: none"> <li>o You can use the template article for Parish Magazines, see</li> <li>• Write to Transport Authority (ECC) - address to <ul style="list-style-type: none"> <li>▪ Lead Member for Highways Maintenance and Sustainable Transport at Essex County Council (Cllr Lee Scott) supporting 20mph</li> </ul> </li> </ul> </li> </ul> <p>The call for 20mph is the speed limit across whole communities - not linked to road status in “roads hierarchy”, PR1, PR2 etc  It goes on to say that this is road signs only, low cost installation, and that no civil engineering required; and there is no need to delay the process or introduce the cost of additional data collection: adequate data is available from existing programmes elsewhere</p> <p>This is a very assertive campaign and they claim to have already presented to 120 councillors</p>	<p>Thank you for writing to me regarding the pressure group “20’s Plenty”. I have had direct correspondence from them myself, and am aware of the correspondence that has been sent to Parish and District colleagues. I am able to confirm that I will consider all of the information that has been sent, and can also confirm that there is a very large piece of work underway at the moment, part of which will look at a Speed Management strategy throughout Essex. This piece of work is extensive, and so it is too soon for me to be able to predict when this will be complete, or the results of this. Once further information is available it will be shared.</p>
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from over 40 Essex Parish Councils, with more webinars planned for November.

I expect County Cllrs and Cllr Lee Scott to be flooded with requests to support the campaign. It would help if there was an advance view of ECC Highways to such expected requests.

Specifically, I would like to ask the following questions:

1. Does ECC Highways support the 20mph campaign and in principle accept the merits of 20mph in all urban and rural areas where cars and pedestrians mix?
2. I understand that ECC are currently updating the Functional Route Hierarchy Review followed by a revision of the Essex Speed Management Strategy, which may inform Highways view on 20mph in all urban and rural areas. When will these documents be completed and available for view by members and the public?
3. Following these document reviews being published, will there be a clear statement on ECC Highways view on 20mph in all urban and rural areas?
4. In the meantime, how will Cllr Scott respond to the motions from Parish Councils and letters from the public on the subject.
5. Will Cllr Scott advise how Members should respond when asked the same?

21/11/2022	25/11/2022	Cllr Stephen Robinson	Cllr Lee Scott	<p>This is a question about the relative importance of certain defect repairs and is a question and answer that I would like to see on the record, as I am sure all Members would like to know.</p> <p>Will the Cabinet Member agree to put nearer the top of the list for urgent action road markings/lines and signs that affect cyclepaths. Those affecting vehicles may not be a top priority, but those that keep cyclists separate from vehicles can be the difference between life and death.</p> <p>(I emailed the Cabinet Member two examples of this on 03 June 2022.)</p>	<p>Thank you for your question regarding road markings and signs that affect cycle paths.</p> <p>All defects recorded on the highway (which includes cycle paths) are assessed in accordance with the published maintenance strategy which takes all road users into account, including cyclists. This maintenance strategy is available for all to view on the Essex Highways website. All defects are then addressed in accordance to this published strategy.</p> <p>Cycleways are currently routinely inspected at the same time as the carriageway they are on and to that same frequency.</p> <p>We carry out safety inspections using trained personnel who are able to identify and risk assess defects, and ascertain the criteria for repair that they meet. The main purpose of a safety inspection is to identify defects that are likely to be a source of danger or of inconvenience to the highway user.</p> <p>In addition to the routine safety inspections we also receive reports</p>
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					<p>and enquiries from a number of sources in relation to defects. Our skilled professional team of inspectors will assess all defects, whether these be on the cycle path, carriageway or footway based on a risk factor score, where those that are the highest risk to public safety are dealt with urgently. The risk factor is the combination of consequence and likelihood assessments multiplied together, in that order. This will produce a range of scores from 1 to 16. It is this score that identifies the seriousness of the risk and consequently that appropriate level of response. Whether the defect be on a carriage way, footway, or cycle path – all reports are assessed against the criteria based on safety, and we will continue to always put safety for all users as the top priority.</p>
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