

Asked	Answered	From	To	Question	Response
16/01/2023	23/01/2023	Lee Scordis	Cllr Tony Ball	As the leader wishes residents to 'Reach for the stars', what plans are in place to expand or increase participation Adult Community Learning in Essex?	<p>Cllr Scordis,</p> <p>ACL Essex is one of the largest Adult Community Education (ACE) providers in the country (3rd). As you know, Lifelong learning supports sustainable economic prosperity, as well as health and wellbeing. Its purpose is to provide our residents with the opportunities to succeed, wherever they are in the county. To be there in communities across Essex, to make a difference to residents and employers, so they can make a difference for themselves and to the places that they live in.</p> <p>ACL has developed a Strategy so that there is strong purpose and intent for both the Service itself, and that this shows itself clearly for residents, partners, employers and all other stakeholders. Therefore, the aim of this Strategy is to drive the implementation of needs-focused delivery and interventions, positively impacting on the residents and employers across Essex. Matching the Leader's ambitions, the Strategy is purposefully outcomes-led, and by 2025, wants to be able to say that it has contributed to levelling up and that:</p> <ul style="list-style-type: none"> <li>• More people on lower incomes have increased their earning potential through entry into employment, better jobs and self-employment</li> <li>• More parents have engaged in their own and children's learning</li> <li>• The number of adults who are digitally included and improved digital skills is increased</li> <li>• More adults with learning difficulties have been supported into employment</li> <li>• More adults have gained maths and English qualifications</li> <li>• Young people are given opportunities to enter the world of work through apprenticeship and traineeship programmes</li> <li>• Fewer adults need to access services as a result of improved health and wellbeing</li> <li>• Our learners tell us that they don't feel lonely and isolated</li> </ul>

				<p>The second iteration of the draft Strategy was presented at the People and Families Scrutiny Committee on the 10th November, where Members were keen for it to progress. As part of its ambitions, ACL has increased its work across different areas of ECC. This includes collaboration and delivery with Skills Teams and Education; Public Health and Adult Social Care; as well as Libraries. Externally - ACL, alongside other ECC teams, are engaged with sectors and employers through the development of the local skills improvement plan (LSIP).</p> <p>The centrality of ACL's role in supporting Levelling Up and enabling new opportunities for residents and employers can be evidenced through innovative focused delivery, such as its key involvement in the Nightingale Bursary, supporting the Social Care Sector; Retrofit training in partnership with Retrofit Academy (including offering a fully funded Level 2 Award in Understanding Domestic Retrofit); as well as supporting the delivery of the Multiply adult numeracy programme across Essex.</p> <p>Furthermore, looking at the innovative use of technology during the pandemic, and enabling greater and more flexible access to learning, ACL Hybrid delivery is in pilot for 22/23. The Strategy reflects that provision must meet the needs of the learners, and not disadvantage those that are hard to reach or digitally excluded. Therefore, where it is appropriate, hybrid delivery allows for a growth in class sizes with some learners in the classroom and some connecting virtually whilst also providing flexibility for learners.</p> <p>The delivery plan, for the next academic year, is currently being developed and will be taken to People and Families Scrutiny Committee further into the New Year. The provision is funded through an Education and Skills Funding Agency (DfE) grant contract, and ACL will receive notification of the 2023/24 contract amount in March; this will include the tolerance to which ACL can over deliver and still be funded for (which is historically 3%).</p> <p>Where opportunities arise, ACL will seek to maximise new funding sources and opportunities; for example they have requested an increase in the allocation of Free courses for Jobs funding. This</p>
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13/01/2023	25/01/2023	Cllr Paul Gadd	Cllr Lee Scott	<p>Written Question re the condition of Essex's roads</p> <p>I'm writing to ask about Essex County Council's proposals to restore Essex's road system to an acceptable condition. I'm obviously conscious that this time of the year is the worst time for potholes because of the winter weather, but the current condition of the roads in and around Saffron Walden feels to be much worse than usual – many complaints are coming in, and there seem to be an increasing number of potholes which are dangerous, particularly to cyclists and motorbikes but also to motor vehicles. I've notified as many as I can through the Member Led Pothole Scheme, but that's no substitute for a proper maintenance programme.</p> <p>As you know, the presentation to the October meeting of the Place Services and Economic Growth Policy and Scrutiny Committee stated clearly that, in the view of Essex Highways, the road network "is in managed decline", that "Even at current levels we are investing less than half the</p>	<p>Thank you for your questions relating to the maintenance of our road network.</p> <p>We have a published Maintenance Strategy on the Essex Highways webpage where you can see information regarding the regular, and adhoc, inspections that take place on all ECC roads and footpaths throughout the County.</p> <p>I have always promised that all dangerous defects will be seen to, in accordance to our maintenance strategy, and I can confirm that this is being done, with our reporting showing that all S1 and S2 defects (which are those risk assessed as being of the most concern) are resolved.</p> <p>In the event that the condition of a road or pavement significantly deteriorates or there is a specific issue a resident is concerned about, they can report this to Essex Highways via the dedicated 'Report it Tool' which will help determine whether an inspection is required.</p> <p>We are always looking at innovative ways of working that ensure we are selecting the right surface dressing treatments for each location, and to ensure that we are investing where we can to ensure longevity in both our temporary and permanent repairs. We want to ensure that we are doing all we can to use the budget effectively, not only in repairing potholes when they are reported, but also in longer term investment throughout out capital schemes.</p> <p>I'm sure you appreciate that council budgets are under pressure, and</p>

				<p>annual amount required just to 'stay still', exacerbated even more by inflationary pressures." and that "We no longer have a revenue budget for potholes and are totally reliant on capital maintenance allocation and the DfT pothole fund"</p> <p>It feels that that managed decline is well and truly in progress at the moment. My question is what plans does Essex Highways have to address the pothole situation and to maintain our road system adequately?</p>	<p>that includes our resource for highways and the scope of repairs needed on the road network across the county. Rest assured we will continue to prioritise those works which pose the highest risk to all users. As a Council, we have had to make some difficult decisions throughout each portfolio, to ensure that we are providing enough funding in areas such as Children and Adult Social care.</p>
16/01/2023	25/01/2023	Lee Scordis	Cllr Lee Scott	<p>What is the current process for requesting a new bus shelter as members have been waiting over 2 years for a process to be put in place?</p>	<p>Thank you for your query regarding new bus shelters. We are very keen to progress with this project as soon as we are able to. We are ready to launch the procurement, but are currently just waiting for two authorities - Basildon and Tendring - to agree the collaboration agreement. We have to have their agreement in place to proceed.</p> <p>This was discussed recently at a Scrutiny Committee meeting, and Members from both Basildon and Tendring have advised that they have made contact in their own areas in regards to this, so we can complete the agreements and proceed with the procurement launch.</p>
17/01/2023	25/01/2023	Lee Scordis	Cllr Lee Scott	<p>For years we have been promised reform of our 20mph policy. As it stands a substantial number of cars are required to be speeding to see any traffic calming measures, despite residents wanting these measures introduced and the council appearing to support 20mph areas. When will we see a policy that puts the requests of people first and puts safety first?</p>	<p>We always put the safety of all users of the highways network first, and our Local Highways Panels consider all requests that are submitted to them, including that of traffic calming measures. Should you have a specific location that your question refers to I would recommend speaking to the Chair of the LHP in that area.</p> <p>Work is very much underway on the Essex Place &amp; Movement strategy, which is an very extensive piece of work, and will also include a speed management review for Essex. This piece of work is a very large project, 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>

12/01/2023	27/01/2023	Cllr Paul Gadd	Cllr Lee Scott	<p>I'm writing to ask about Essex County Council's continued neglect of sustainable transport in Essex and in particular the continued lack of resource devoted to cycling and to improving conditions for pedestrians.</p> <p>I raised a similar question in November 2021, and it appears that little if anything has changed since then. This further question, to see what has changed and what is proposed, is prompted by the presentation given by the Sustainable Transport team to the Place Services Scrutiny Committee in November 2022, and the apparent Essex Highways policy block on securing meaningful cycle infrastructure in Uttlesford or elsewhere through s.106 or similar agreements. At the Place Services Committee meeting, the Sustainable Transport officers confirmed that Essex County Council does indeed have only one cycling officer covering the whole county. Essex Highways has also confirmed that current Essex Highways Policy greatly prioritises private motor and other vehicular travel over cycling and walking, and that this policy makes it extremely difficult for Essex Highways to demand meaningful cycling or pedestrian s.106 contributions.</p> <p>We are now almost halfway into ECC's 20 point plan which commits to delivering a "step change in sustainable transport" in Essex between 2021 and 2025. Despite this, there has been no apparent policy or other change to improve cycling facilities meaningfully, or to expect any future</p>	<p>Thank you for writing to me about sustainable transport, and specifically cycling, in Essex.</p> <p>I have broken your question into sections to ensure that all parts are addressed, and I will additionally send this response via email, as the formatting through the Written Question process is not always easy to read.</p> <p>What has changed since November 2021 in regards to cycling and to improving conditions for pedestrians? Our Cycling Strategy Leader is currently reviewing the ECC Cycling Spend profile for the Essex Cycling Strategy 2016 – 2022. This information can be tricky to collate however as an example we secured £7,723,960 of transformational funding (ECC internal funding plus grant awards) for the year 2020/21 which works out at approx. £5.13 per head of population [Using Census 2021 count of 1,503,300.</p> <p>Is there a 'policy block' on securing meaningful cycle infrastructure in Uttlesford or elsewhere through s.106 or similar agreements? There is not a policy block on cycling infrastructure. We are working with Strategic Development to improve linkages between the teams to ensure that if we have suitable LTN 1/20 compliant schemes, then can be considered by S106 or S278 funded.</p> <p>In relation to ECC's 20 point plan which commits to delivering a "step change in sustainable transport" in Essex between 2021 and 2025. It is half way through this, but there is no apparent policy or other change to improve cycling facilities. Please comment on this. The Essex Cycle Strategy is currently being reviewed and refreshed, including an assessment of how we have performed against targets set in the 2016 strategy:</p> <p>At a high level, we are meeting our Strategic Vision to see more people cycling in Essex, more safely, more often. Over the past 6 years, since the Cycle Strategy was published, the profile of cycling in Essex has increased significantly. As a result of this, we have seen a positive trend across a number of data sources, suggesting that we are indeed achieving the aspiration to see more people cycling in Essex.</p>
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			<p>improvement, certainly not in Uttlesford. I understand that the KPIs relating to cycling which are intended to measure ECC's performance against the 20 point plan have not yet even been formulated! I am aware that ECC is in the course of refreshing its cycling strategy, but without resources being devoted to it, that is unlikely to achieve any more than the existing ECC Cycling Strategy has produced.</p> <p>Can I therefore ask about ECC's cycling plans for Essex in general and Uttlesford district in particular:</p> <ol style="list-style-type: none"> <li>1. Are there any plans to increase ECC's cycling resource beyond the single cycling officer we currently have?</li> <li>2. If and when Essex Highways are planning to amend their Policy documents to prioritise sustainable transport over vehicular movements and enable districts to require proper sustainable transport contributions? My understanding was that this should have happened in autumn 2022 but is currently at least a year away. Can the Cabinet Member please confirm the current timing and commit to expediting this review?</li> <li>3. When is it expected that the cycling KPIs will be published?</li> <li>4. What ECC intends to do to improve cycling facilities within Essex generally, and Uttlesford specifically, over the remaining 2 years of this Council?</li> <li>5. How ECC expects to effect a "step change" in cycle use between 2021 and 2025?</li> </ol>	<p>Below are specifics on the targets:</p> <ul style="list-style-type: none"> <li>• Double the number of cycling stages (trips) in Essex from 2014 levels by 2025 at our monitored counter sites and other key routes. Not achieved – Whilst we have seen a positive trend in participation in cycling across Essex from other data sources, and the overall trend in cycle flows at our cycle monitor sites from 2007 to 2021 has been a positive one (18% growth), they show a small overall decline (-1%) between 2016 and 2021 across the County. We have, however, seen an increase at a district level in particular locations, specifically in Harlow and Chelmsford in the same period. As with all data, there are limitations to what we have available, and the cycle monitors only represent a very small section of the Essex network meaning they don't necessarily represent the full picture of cycling across the county.</li> </ul> <p>This can be considered against additional data sources, such as StravaMetro Trip Data, which indicate an overall increase in cycling trips recorded in Essex between 2017 and 2021, largely attributable to a significant growth in leisure trips over that period.</p> <ul style="list-style-type: none"> <li>• Cultivate a mind-set that sees cycling as a normal, enjoyable and everyday activity for the majority of short journeys. Making Progress. The overall picture shows that cycling for leisure across Essex is growing, indicating that cycling is increasingly becoming a more 'normal and enjoyable' activity. StravaMetro data shows a large increase in leisure cycling trips logged over the period between 2017 and 2021. Increasing engagement on cycling platforms also further supports this. In addition, the increase in the number of regular riders and riders that cycle 5-times a week for leisure (Sport England Active Lives Survey) shows that cycling is increasingly becoming an 'everyday' activity.</li> </ul> <p>Whilst the number of commuter trips made by cycling has decreased in the last few years, largely due to the significant impact the Covid 19 pandemic has had on work travel patterns, prior to 2020 the number of people cycling for travel / commute had been increasing. This demonstrates that, prior to the pandemic, there was indeed a growing appetite for cycling, albeit small, as a means for travel and</p>
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			<p>Finally, in relation to the consideration of a 20mph scheme for Saffron Walden, the Essex Highways report, authored by Paul Crick, Director for Highways and Transport, stated (my highlights) “In Essex, the current practice on the implementation of speed limits is based on the Traffic Management Strategy (2005) and Essex Speed Management Strategy (2010) (which are both currently being reviewed), places a significant importance on the movement of vehicular traffic that no longer fits with the current national and local ambitions for more sustainable travel.</p> <p>Whilst the proposal is not consistent with these strategies which are currently under review, the schemes are in line with the Council’s objectives and support a number of the Council’s strategic ambitions as set out in Section 4 below. To deliver the schemes and create safer, greener environments traffic speeds need to be reduced in locations where schemes promote walking and cycling and aim to create heather environments for people.”</p> <p>When will the Traffic Management Strategy 2005 and Essex Speed Management Strategy 2010 be updated so that they do fit with the current national and local ambitions for more sustainable travel?</p>	<p>suggests that going forward, as people in Essex return to offices, there is an opportunity to continue this growth. Further focus is needed to try and increase the growth in commuter cycling in order to better achieve cycling as a mode of choice for short journeys. In the absence of any specific survey data, it is difficult to determine the length of trips that cyclists are undertaking within Essex with the data available, and therefore we are unable to assess whether cycling is becoming a mode of choice for the ‘majority of short journeys’</p> <ul style="list-style-type: none"> <li>• Establish cycling as an enjoyable participation activity for health gain and a popular competitive sport. Achieved. The overall picture suggests that cycling is indeed established as an enjoyable participation activity in Essex, with the number of registered clubs increasing over the 6 year period, and the level of participation with online platforms and initiatives increasing significantly over this time. Cycling UK data shows the number of registered clubs in Essex has increased by 28% since 2016 (from 32 cycle clubs registered in 2016, compared to 41 registered in 2021). The Love to Ride online cycling platform has recorded a significant increase in registrations since 2016 (633 registered users in 2016, compared to 2,158 registered users in 2020). Further, participation in Love to Ride competitions was seen to increase between 2020 and 2021. This is illustrated by 81 Essex organisations participating in the Cycle September Initiative in 2021, compared to 57 in 2020.</li> <li>• Enable - a focus on leadership that will drive the strategy forward. Achieving. We are already doing well to ‘enable’ an improved uptake of cycling in Essex, with strong leadership and increasing support for cycling across all levels. A full time Essex Cycle Strategy Leader has been appointed and has been in role for over 6 years. The ECSL liaises with Technical Groups and officers and acts a ‘hub’ for information on cycling in Essex, directing designers, planners and stakeholders to the correct sources of data and support. The ECSL has built strong relationships with members, officers and stakeholders to coordinate the implementation of the Essex Cycling Strategy. Awareness and knowledge of best practise cycle design guidance is now widespread across our design teams and engineers, and we are increasingly pushing and challenging for this high</li> </ul>
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				<p>standard across all our transport schemes, resulting in higher quality, more inclusive plans for cycling. In addition, we have been very successful in securing transformational funding to help deliver on these plans going forward.</p> <ul style="list-style-type: none"><li>• Promote - a targeted increase in the promotion of cycling Strategy Making Progress. There has been a recognisable change in public perception and attitudes towards cycling in the last couple of years, which has only been spurred on by the Covid-19 pandemic. In general, we are talking about cycling more as a mode of transport and as a means to support the decarbonisation of travel, and this is reflected in the public showing an increasing interest in cycling during scheme engagement and consultations, and increasing engagement with cycling platforms and groups in Essex. There have been some high profile events held in Essex in relation to cycling, such as the Cycle County, Active County conference, which saw the Essex Cycling Strategy promoted within the community of like-minded professionals and the staging of Ride London through Essex in 2022 (and taking place again in 2023).</li><li>• Provide - a step-change in the extent and quality of cycling infrastructure Making Progress. Whilst we are making good progress with enabling and promoting cycling in Essex, we have not yet reached the same level of progress with 'providing' for cycling. This is not a criticism of the work to date, and is to be expected given the delivery of such a Strategy would of course require a step-change. Achieving the aspects under 'Enable' and 'Promote' would have always been necessary as a first step to position ourselves to be able to deliver and provide improvements to cycling infrastructure in Essex. We are therefore now at a stage where 'providing' will become the key focus of the Strategy. We are now in the perfect position, with the required support, expertise and available funding, along with strong appetite and support from the public, to be able to achieve our aspirations around the delivery of a coherent cycle network, and continental standard cycle facilities. High quality cycle infrastructure has started to be delivered in Essex, with the LCWIPs being the main means by which this is achieved. LCWIP networks are planned and being implemented in Colchester, Braintree, Basildon and Chelmsford, with Flagship Routes being developed in</li></ul>
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				<p>Basildon and Harlow.</p> <p>What are the KPIs relating to cycling? We have cycling KPIs proposed as part of the corporate plan but targets have not yet been set. We are awaiting the completion of our Cycling Asset Register work to provide a baseline.</p> <p>Are there any plans to increase ECC's cycling resource beyond the single cycling officer we currently have? ECC's cycling support is provided via Jacobs. We have the opportunity to increase this, or recruit directly, should suitable funding be found. There are currently no plans to increase ECC's cycling resource.</p> <p>When will the Traffic Management Strategy 2005 and Essex Speed Management Strategy 2010 be updated so that they do fit with the current national and local ambitions for more sustainable travel, and also can aide with requests for S106 contributions. Can the Cabinet Member please confirm the current timing and commit to expediting this review?</p> <p>There is a very large piece of work underway at the moment, looking at all movement 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. The policy review was always going to take several years as there are 100s of documents to refresh. The timeline of Autumn 2022 referred specifically to the refresh of the Transport Management Strategy. This is underway and we will shortly begin a refresh of the Speed Management Strategy. At this time, there is no timeline for the rest of the policy refresh, nor are we able to commit additional resources to expedite this.</p> <p>When is it expected that the cycling KPIs will be published? As part of the Essex Cycling Strategy we annually collate the Essex Monitoring and Evaluation Dashboard Dataset. We are currently considering how we publish this information – potentially as part of the Essex Cycling Strategy Refresh.</p> <p>What ECC intends to do to improve cycling facilities within Essex generally, and Uttlesford specifically, over the remaining 2 years of</p>
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					<p>this Council? And how ECC expects to effect a “step change” in cycle use between 2021 and 2025? The Essex Cycling Strategy Refresh sets out a new Vision, Objectives, Targets and Strategic Actions for Cycling in Essex 2023 – 2028. A draft copy was sent to the members of the Place Services and Economic Growth Policy and Scrutiny Committee for comment on the 5th January 2023. Requests for improvements in Uttlesford will be reviewed against appropriate criteria – (including LTN 1/20, funding and propensity to cycle), and added to our programme long list. It is strongly recommended that districts wishing to improve their walking and cycling invest in an LCWIP.</p>
11/01/2023	07/02/2023	Kerry Smith	Cllr Kevin Bentley	<p>Will the Leader ensure not a single penny of hard earned taxpayers' money is not wasted on purchasing any copies for our libraries of Harry Windsor's tissue of lies/anti-monarchy book entitled Spare?</p>	<p>Essex County Council is not responsible for banning or restricting access to books, as that would restrict freedom of speech.</p>
03/02/2023	08/02/2023	Cllr Dave Harris	Cllr Lee Scott	<p>With footpaths belonging to Essex County Council being blocked or partially blocked by vegetation coming from the properties beside the footpath, do we have a policy to write to the landowner to request clearing the path, and making it accessible. If not, does this create an unwillingness by potential footpath users from acting in a greener and healthier way by walking. This applies to PROW, footpaths, and the normal footpath beside the road network.</p>	<p>Thank you for your email regarding enforcement for overgrown vegetation.</p> <p>We do have a process in place for this incorporating coordinated works between our Inspections team and also our Enforcement Team. This includes repeated visits to the location, as well as letters to the landowner. We also follow this up with enforcement, should the landowner not respond positively to the letters. If the landowner is not known then the Enforcement team work with Land Registry to locate who the correct landowner is and commence their action.</p>
06/02/2023	09/02/2023	Cllr Paul Gadd	Cllr Malcolm Buckley	<p>I have been contacted by residents in Uttlesford alarmed at the ECC proposal to introduce a booking system at ECC's HWRCs, including the Saffron Walden recycling centre. As far as I am aware, there are currently no queues at the centre during the week and minimal queues if any at weekends, and the new system seems to address a problem that doesn't exist,</p>	<p>I have combined both WQ50 and WQ52 together in one response, which will be sent in reply to WQ52. I will also send this via email, as the format of written question responses can often be difficult to read.</p>

				<p>and may lead to an increase in fly-tipping as residents are dissuaded from using the centre by the new requirements. I gather that the booking system has been trialled at the Rayleigh Recycling Centre. I have 2 questions:</p> <ul style="list-style-type: none"> <li>- first, please can you let me have the data that you have on queuing at the Saffron Walden recycling centre, so residents can see the extent of the problem, if any, that exists, and the need for the system;</li> <li>- secondly, can you let me have the data on the effect of the new system trialled at Rayleigh on recycling volumes comparing the volumes during the trial period with those during equivalent periods in previous (non-covid) years</li> </ul>	
07/02/2023	09/02/2023	Cllr Paul Gadd	Cllr Malcolm Buckley	<p>I've already submitted one written question on the justification for introducing the proposed new booking system at HWRCs, but have now seen the Cabinet paper behind the decision, which appears to contain a number of contradictory statements, in particular regarding the target of increasing recycling, so I'm asking this further question.</p> <p>In the Cabinet paper, para 1.1 says that "Everyone's Essex sets out the Council's strategic purpose including the strategic aim of a high-quality environment. This aim includes a specific commitment to minimise waste, increase recycling and to achieve net zero carbon emissions." – I note in particular the aim to "increase recycling". Para 1.4 says "The pilot supports the</p>	<p>Reducing waste, and recycling more is one of the best ways that we can help improve the environment and reduce the impact of climate change.</p> <p>Our substantial network of recycling centres play an important role in helping people manage the waste they produce in a convenient and sustainable way. The primary purpose of the bookings trial is to reduce waiting times, tackle congestion and offsite queues and improve the user experience. The RCHW vehicle booking trial will test if this this can be achieved by smoothing service demand across the operating day. It is important to note the trial is not reducing site capacity, and we will continue to offer nearly 40,000 visits per week though the centres. These will be continuously reviewed based on demand and changes will be made if needed to enable more slots to be made available if possible.</p> <p>In response to the specific questions raised</p> <p>1. can you let me have the data that you have on queuing at the</p>

			<p>delivery of Everyone's Essex by helping to deliver high levels of recycling.”</p> <p>Para 6.1.4 seems to say exactly the opposite “The impact of the booking system on waste tonnage is difficult to predict. Early data from the current limited pilot has indicated an overall fall in tonnage of approximately 13% at sites where a booking system is in operation, compared to other sites, but there is no evidence to confirm this is due to the direct action of the pilot. Although this cannot be guaranteed, if this was maintained during the extended pilot period the costs detailed above would be easily contained within the savings made from managing less waste. If tonnage reductions at recycling centres are not realised, or only realised in part, trial costs will be funded from existing underspend within the waste management budget.”</p> <p>Although para 6.1.4 says that there is no evidence to suppose the 13% reduction at sites with booking is because of the booking, it is hard to see what other reason there would be when that is the difference between the two sorts of sites.</p> <p>It seems clear therefore that the new booking system is leading to a reduction in recycling, which may or may not be justified by a reduction in congestion at any individual site.</p> <p>My questions therefore are:  - what is the evidence for the statements made in paras 1.1 and 1.4 of the Cabinet briefing paper that the pilot supports the</p>	<p>Saffron Walden recycling centre</p> <p>We do not capture and retain data on queues at recycling centres. We have used site observations, particularly around the impact of queues and congestion, and footfall data to develop the booking trial. It is recognised that queuing effects different sites to different degrees. The universal booking system approach across all sites, even those where queuing may be less of an issue, has been adopted at the commencement of the trial to ensure unintended consequences are avoided such as transference of users to smaller less busy sites that are less able to deal with increased users.</p> <p>2. can you let me have the data on the effect of the new system trialled at Rayleigh on recycling volumes comparing the volumes during the trial period with those during equivalent periods in previous (non-covid) years</p> <p>The data used to assess the impact of the trial at Rayleigh Recycling Centres and the nine-van friendly Recycling Centres is a combination of qualitative and quantitative data</p> <p>Site observations since the launch of the trial for all vehicles at these centres indicate that demand is more evenly distributed across operating hours and staff have informed us that there have been less incidents of aggression arising from queues and congestion.</p> <p>The tonnage data captured provides some insight to changing patterns in waste management. Comparing June – September 2021 (a non-covid period) to the same period in 2022, (the first 4 months of the pilot at Rayleigh Recycling Centre), we can see that overall waste disposed of via the Rayleigh recycling centre reduced by around 33%. This reduction applied similarly to residual (black bag) waste as well as to materials for recycling. To put this in context, there was a reduction in waste disposed at the recycling centres as a whole in the same period (the average reduction was c.12%).</p> <p>The higher reduction in tonnage at Rayleigh compared to other sites will be due to several factors, some of which will have been directly related to the booking system. These will include a reduction in non-</p>
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			<p>delivery of Everyone's Essex to increase recycling?</p> <p>- How do the statements made in paras 1.1 and 1.4 relate to the contents of para 6.1.4, which seems to say exactly the opposite?</p> <p>- Are the claims made in para 1.1 and 1.4 that the pilot will contribute to high and increasing levels of recycling in fact untrue? If they are true, how will they do so?</p>	<p>Essex resident usage and increased use of the kerbside service for core recyclables and black bag waste and. Also, the Autumn' 22 Rayleigh Recycling Centre user survey told us that because of the booking scheme some residents were reducing waste created and donating more items to charity, instead of bringing items to the Recycling Centres.</p> <p>The booking system, particularly the large vehicle booking trial, will also have reduced the use of the sites by businesses. This is entirely appropriate as business waste should not be part of the household waste system and the costs of this should not be borne by the residents of Essex.</p> <p>As part of the extended trial, we will undertake further analysis to understand any impact on kerbside collection tonnages to inform future decisions. We will also continue to monitor the rate of fly tipping to ensure that waste is not being illegally deposited.</p> <p>3. How do the statements made in paras 1.1 and 1.4 relate to the contents of para 6.1.4, which seems to say exactly the opposite? - Are the claims made in para 1.1 and 1.4 that the pilot will contribute to high and increasing levels of recycling in fact untrue? If they are true, how will they do so?</p> <p>The statements regarding contributing to the Everyone's Essex aims are not related to the observation made in para 6.1.4 regarding falling tonnages, as both outcomes can co-exist.</p> <p>Over the last few years, the general trend at recycling centres has been one of reducing waste throughput. The reference in the decision paper to a reduction in tonnage (para 6.1.4) confirms that during a short period of observation in the first phase of the trial, the fall in waste was greater at sites where a van booking system has been in operation.</p> <p>As the available data period is relatively short and there are other differences between these sites it is not possible at this stage to confirm that the booking system is the sole reason for the fall in tonnage. Regarding the suggested relationship between falling</p>
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07/02/2023	22/02/2023	Cllr Paul Gadd	Cllr Lee Scott	<p>Thank you for your reply to my previous question on sustainable transport (WQ44). Given that there isn't a procedure for follow ups I thought it was easier to submit a second question, just in relation to Essex Highways' application of the national cycling standard LTN1/20.</p> <p>Whilst it may well be helpful in relation to new developments, LTN1/20 is clearly extremely impractical for retro-fitting cycle infrastructure into existing settlements. Rather than leading to "high quality" cycling schemes, in practice in Essex it just leads to no schemes. Essex Highways appear to</p>	<p>Whilst we agree that LTN 1/20 has its limitations Essex is committed to creating an active travel network that is safe and fit for purpose ensuring that the cycling infrastructure we design looks attractive, serves its purpose and encourages more people to cycle. To achieve this we need to set standards in the infrastructure we design and build therefore we have aligned our best practice design with that recommended by central government e.g. LTN 1 20. LTN 1/20 says "The guidance should be applied to all changes associated with highway improvements, new highway construction and new or improved cycle facilities, including those on other rights of way such as bridleways and routes within public open space."</p> <p>LTN 1/20 can make the implementation of a rural network and retro fitting into our historic market towns challenging and as a result we have a process in which departures from LTN 1/20 are considered by</p>

			<p>have an extremely rigid approach to the application of LTN1/20, in general apparently rejecting schemes not in full compliance with it. From speaking to highways consultants, Essex seems to have some notoriety for its rigid application of LTN1/20, and the resulting lack of cycle infrastructure provision in the county. LTN1/20 permits deviation from the rigid standards where they cannot be met but cycle infrastructure is still desirable. Other authorities seem to make use of this ability whilst Essex Highways appear not to. In the past every cycling scheme I have put forward to Essex Highways has been rejected because the 3m wide ideal LTN1/20 standard cannot be reached in Saffron Walden, and presumably not in most existing urban areas. The result is an almost complete lack of cycle paths.</p> <p>In your reply to my WQ44, you say that Essex Highways will look at s.106 schemes where they are LTN1/20 compliant, with the implication that they won't look at ones that aren't. Opportunities for cycling infrastructure in Saffron Walden to be provided by developers are going begging because of this rigid approach. Members of the Place Services Scrutiny Committee were sent a draft copy of the new Essex Cycling Strategy, which also has an obsession with a rigid application of LTN1/20. This is in complete contrast with eg the Cambridge Cycling Strategy, which looks to utilise the flexibility permitted to increase the cycle infrastructure in the county.</p>	<p>a Technical Advisory Group therefore providing us with some flexibility in its application. That said, we are also working with Active Travel England to produce a rural version of LTN 1/20 to address these very specific challenges. It is expected that this will result in greater flexibility.</p> <p>LTN 1 /20 is also vital in helping ECC secure transformational funding for active travel infrastructure. We are continually being scrutinised and assessed on our advanced scheme designs to ensure we are meeting LTN 1/20 requirements – if we do not meet the principles set out in the guidance we struggle to secure funding.</p> <p>Regarding the specific queries about S106 and new developments; these areas fall within the Economic Renewal, Infrastructure and Planning, and so my colleague Cllr Wagland would be best to answer these queries.</p>
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21/02/2023	07/03/2023	Mike Mackrory	Cllr Lee Scott	<p>Our local litter 'wombles' have complained to me that when collecting litter from the highway verges they come across abandoned temporary road traffic signs and sand bags left by contractors. Is there a way that contractors can be made to collect such signs when works are completed? They are also a hazard when grass cutting is taking place.</p>	<p>Thank you for contacting me regarding signs that have been left by contractors.</p> <p>Firstly I want to pass on my thanks to your team of "wombles" for the work they are doing; these community volunteer schemes really do make a fantastic difference, and it is always so good to hear of their successes.</p> <p>All companies undertaking work on the highway; whether utility companies, or those working for ECC, have an obligation to remove any signage and traffic management when the work is completed, and I am sorry to hear that you have found this is not always done.</p> <p>we would ask that any incidents where signage has been left are reported. In the first instance if it is clear what company have left these, for example a utility company, they should be contacted directly. in the event that this is not clear, then please do report this</p>



					to Essex Highways using the online 'Report it' tool so we can arrange for this to be investigated.
09/02/2023	14/02/2023	Cllr Marie Goldman	Cllr Beverly Egan	<p>The MacAlister review in 2022 of children's social care recommended a five-year, £2.6bn plan to tackle the heartbreaking issue of 80,000 children nationally being in care, which could rise to 100,000 children in care within a decade if not properly addressed. Instead, the Conservative government has announced funding of just £200m over the next two years. Essex County Council has corporate parenting responsibility for hundreds of children within Essex. Will the Cabinet Member join the Liberal Democrats in lobbying the government – which, of course, is their own party – to provide the full funding that this vital service so obviously needs?</p>	<p>Thank you for your question Cllr Goldman. As you will have seen at Corporate Parenting Panel there is a huge amount of work that the County Council undertakes with partners across Essex to support children, young people and their families.</p> <p>As you have stated, Stable Homes, Built on Love, contains National Government's strategy for the reform of Children's Social Care in response to the recommendations in the Independent Review of Children's Social Care published in October 2022. This document is out for consultation until 11th May and there are two further consultations published alongside, one on proposals to introduce new national rules on the use of agency social workers, and the other on a draft Children's Social Care National Framework and a dashboard of indicators which are proposed as the new routine national data set for social care.</p> <p>The full DfE response is here: <a href="https://publishing.service.gov.uk">Children's social care stable homes built on love consultation (publishing.service.gov.uk)</a> and I will ask Alison who now supports me to email over the short summary that officers have written as I cannot add attachments to this response.</p> <p>There is a significant amount of information contained in these documents which will take time to consider and it is my intention to discuss this strategy with the Children's Partnership Board and other stakeholders over the coming months before putting forward our response to the consultation. I am also going to discuss with officers whether it is feasible in the time available to arrange a Members Briefing on the topic.</p> <p>Thank you for your interest in Children's Services and Early Years.</p>