



**Uttlesford
District Council**



Chief Executive: Dawn French

SUPPLEMENTARY PACK

Locality Board

Date: Monday, 5th November, 2018

Time: 4.00 pm

Venue: Committee Room 6, Essex County Council, County Hall, Market Road, Chelmsford, CM1 1QH

Members: Cllr Susan Barker (UDC/ECC); Cllr Ray Gooding (ECC); Cllr Simon Howell (UDC); Cllr John Moran (ECC); Cllr Vic Ranger (UDC); Cllr Julie Redfern (UDC); Cllr Howard Rolfe (UDC - Chairman); Cllr Howard Ryles (UDC); Cllr Simon Walsh (ECC)

ITEMS WITH SUPPLEMENTARY INFORMATION

1 Agenda

3 - 16

3. Update on actions from last meeting (ECC/UDC)

1. Locality Board Action Update Nov 18
2. ECC school PR UDC sept 18
3. Road accidents profile Sept 2018

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Locality Board Action Update – November 2018

Public transport

An action was allocated to UDC to write to parish councils to request contact details for transport representatives.

A note has been sent to all Parish Clerks emphasising the need for better communication between the Parish Council transport representatives (and/or the Clerk) and ECC Passenger Transport Service (with contact details included) to ensure ECC had the 'local view' on services and the impact of withdrawal of service.

School Places:

An action was raised for ECC to distil key information into a media release regarding the ongoing work taking place to plan school places.

ECC can confirm that the School Organisation & Place Planning team have developed a plan to proactively release some positive information to Essex residents. The anticipated date for the first press release will be September, to coincide with the new term.

Press release below, agreed by Cllr Gooding, ECC Cabinet Member for Children's Services. Publication within Uttlesford area 26th September 18. Education trade publications to follow. Press release shared with UDC members via Members' Bulletin

Road Accidents:

An action was taken to circulate statistics relating to the locations of road accidents in Uttlesford.

Please see attached document summarising KSI's within the District:

Public Health:

An action was taken to further investigate potential ways of mitigating Public Health profile issues.

Action closed, ECC due to present in November on public health prevention.

Broadband Update:

At the meeting concerns were raised over the Gigaclear Broadband project, regarding the standard of work, lack of collaborative working with Highways when laying the cables and the fact that Gigaclear and BT were supplying broadband to the same houses. Councillor Sheldon offered to arrange a Member workshop/presentation from Gigaclear to provide an update.

ECC can confirm that:

- *ECC, Gigaclear and BT are working closely with Essex Highways to coordinate all future works.*
- *Gigaclear deployment does involve a large amount of civil work (digging), but ECC and Essex Highways are working closely with them to ensure that surfaces are properly re-instated in time (however this may be several weeks later as the ground needs to be left to settle in many cases).*
- *In some areas Gigaclear have chosen to 'overbuild' BT and vice versa – these are commercial decisions and the overbuild is not funded by subsidy from the project. It does however create competition and customer choice, which in principle is a good thing for local residents.*
- *ECC can confirm that Superfast Essex has already delivered a couple of briefing sessions, during June 18, where Parishes and impacted Members were invited to attend. However since the board meeting the Senior Programme Manager has contacted Simon Jackson at Uttlesford to see what further briefing sessions can be arranged.*

Roadside Verges:

A query was raised on roadside verges, requesting clarification on which verges are maintained by ECC.

ECC is actively exploring options for devolution of minor highway works and services to Districts/Parishes. As soon as it is clear what could be devolved (likely end September 18) ECC will communicate this with all partners.

In the meantime ECC has been provided with key contacts at Uttlesford to support ongoing dialogue. The Head of Essex Highways Commissioning will liaise direct with Ben Brown, Operations Manager, Street Services and Roger Harborough, Director, Public Services.

Significant capital investment that delivers additional capacity in schools across Uttlesford

Ongoing capital investment in Uttlesford will deliver multiple school expansion projects, not only meeting the growing demand for places across the area, but also greatly enhancing the educational offer that is available to local parents.

Essex County Council set out its long-term strategy for delivering school places within its document *Meeting the demand for school places in Essex 2018 – 2027*. This ten-year planning period will see an additional 1,631 primary and 1,930 secondary places created in Uttlesford schools. To address immediate demand within this growing District, the Council has earmarked over £11.4million for four local schools, with future investment already identified.

Elsenham CE Primary School will grow by 210 primary places (on a phased basis), which doubles its size. Originally dating back to 1863, rated 'Good' by Ofsted and consistently popular with parents, this village school will benefit from a multi-million pound scheme that delivers a modern learning environment and replaces existing temporary accommodation with permanent build, thereby enriching the educational experience of its pupils for many years to come.

Magna Carta Primary Academy in Stansted Mountfitchet has moved from its temporary home within the Peter Kirk Centre into brand new buildings next door, delivered by Essex County Council on the site of the former St Mary's CE Primary School.

Helena Romanes School has undergone a refurbishment project that allowed it to raise its Published Admission Number from 240 to 270 places. This extra capacity accommodates forecast growth in Great Dunmow over the coming years, allowing secondary-aged pupils moving in to either of the town's two major housing developments to attend a local school.

Radwinter CE Primary School has recently received an additional classbase, allowing a larger-than-usual cohort of pupils to travel through the school from the current Academic Year and thereby manage a spike in demand for places within its local area.

Cllr. Ray Gooding, Essex County Council's Cabinet Member for Education, said: "Uttlesford continues to be one of the fastest growing areas in Essex and the demand for school places is expected to continue to rise in the coming years."

"We have already earmarked over £11.4million for school projects in Uttlesford that will mitigate the immediate pressure on primary and secondary places caused by the District's growth, and are committed to ensuring that appropriate investment continues in the years to come."

"I am very pleased that work is already underway to ensure that Uttlesford children continue to be able to access high quality provision near to where they live, and that adding value to the local educational offer is at the heart of our ambition to deliver both current and future projects."

“The new places created will be crucial in helping us ensure that the vast majority of pupils continue to get a place at one of their parents’ preferred schools.”

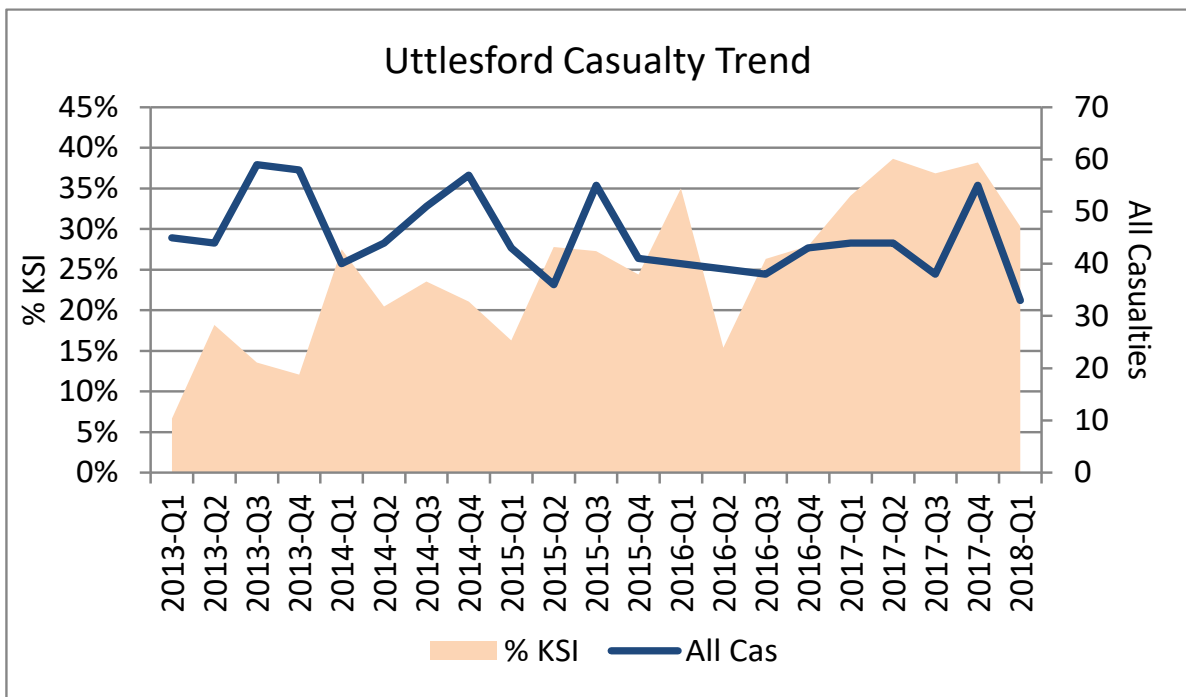
Uttlesford

Aim

This document summarises key road safety activity and casualty data for Uttlesford district within the 5 year period from 01st January 2013 until 31st March 2018.

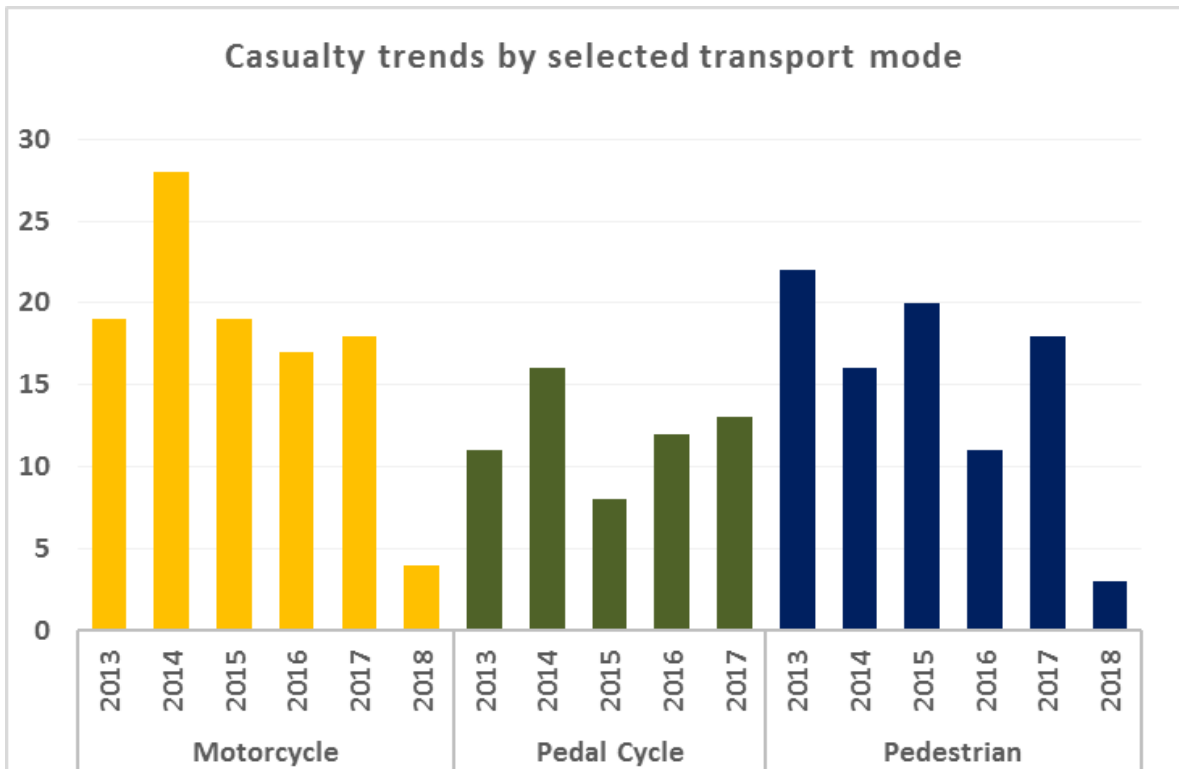
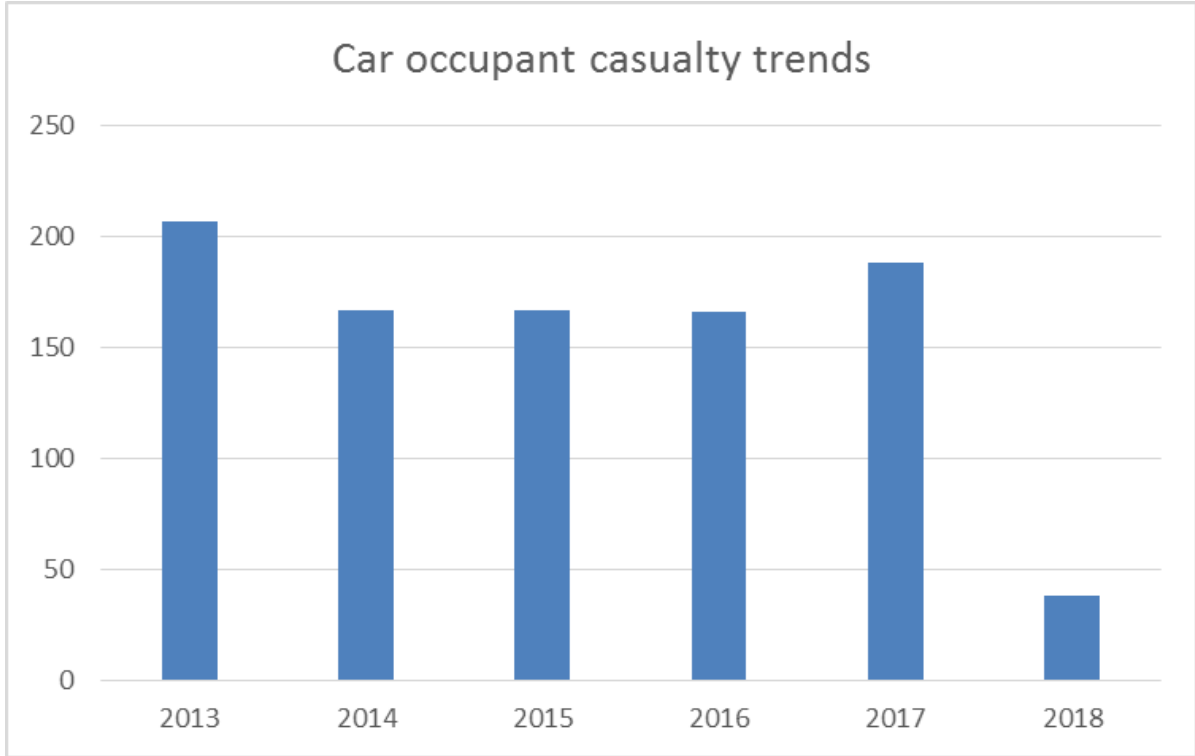
Collision & Casualty Data

All casualty severities



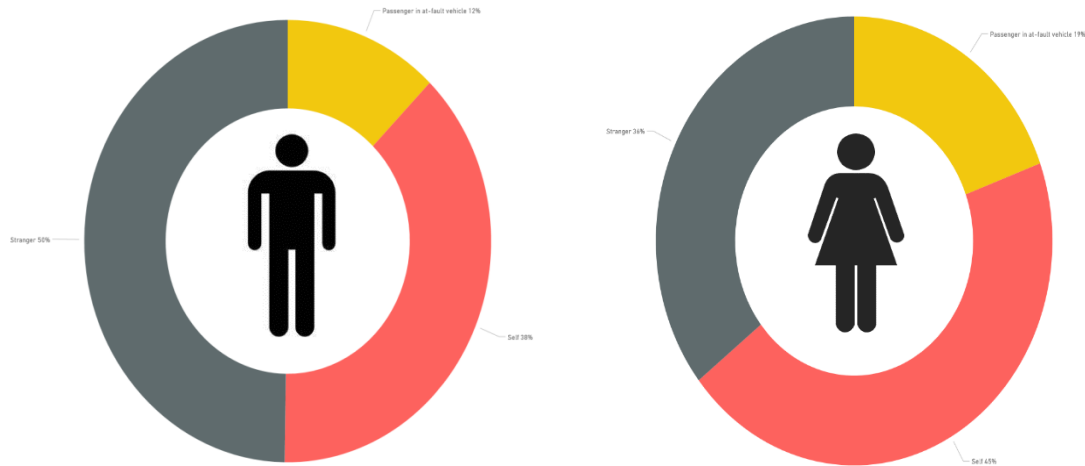
Overall all casualties in Uttlesford are on a downward trend, apart from a spike in the last quarter of 2017. The proportion recorded as killed or seriously injured increased and continued to increase through end of 2016 into 2017. This was due to a new Police recording system which has improved the accuracy of severity classification resulting in in some casualties which would previously have been classed as slight, now being recorded as serious. The fatalities at district level are too small in number for any meaningful trends to be apparent.

The charts below show car occupant casualty numbers in Uttelsford have remained consistent over the years 2014/15/16 with a rise in number in 2017. Other casualty user groups that could be considered vulnerable, have had a rise in 2017 in all modes, particularly pedestrians.



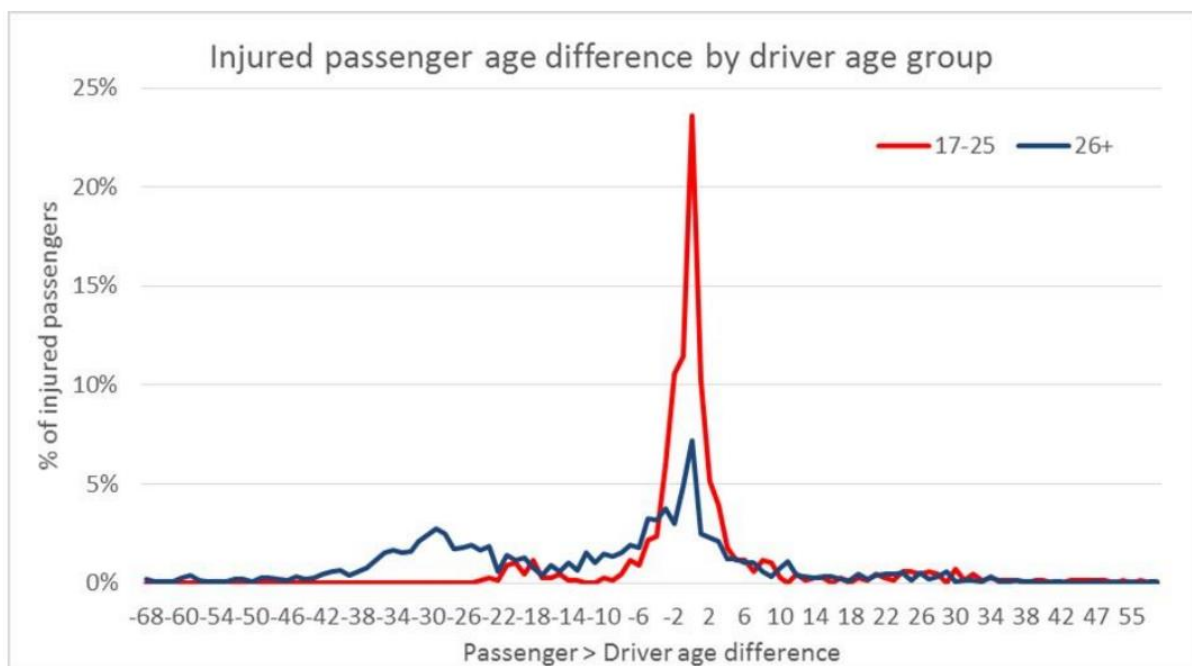
Young adults

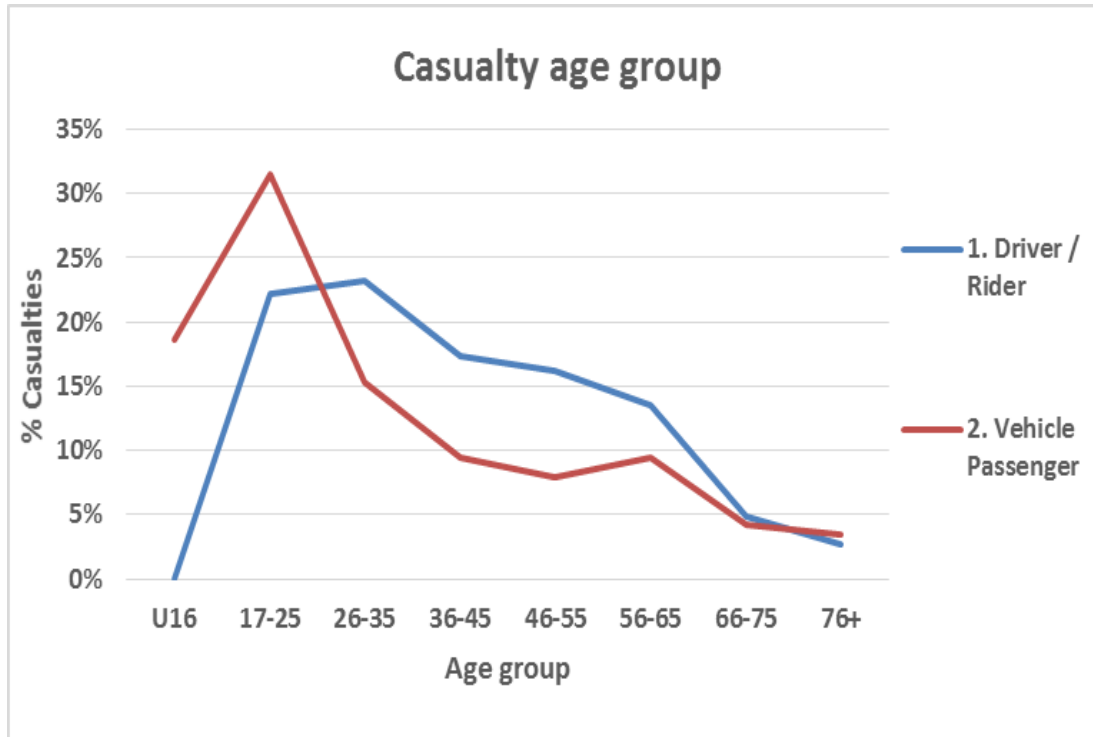
In most cases people aged 16-25 are the highest risk road users, both as contributors to collisions and as casualties. The charts below show the difference in casualty-fault relationship between males and females in this group.



This shows a higher proportion of females than males were injured as passengers of the at-fault driver, however nearly half young females were primarily at fault for the collision involvement in this district. Males on the other hand have a lower proportion of at fault collision and half were attributed by strangers.

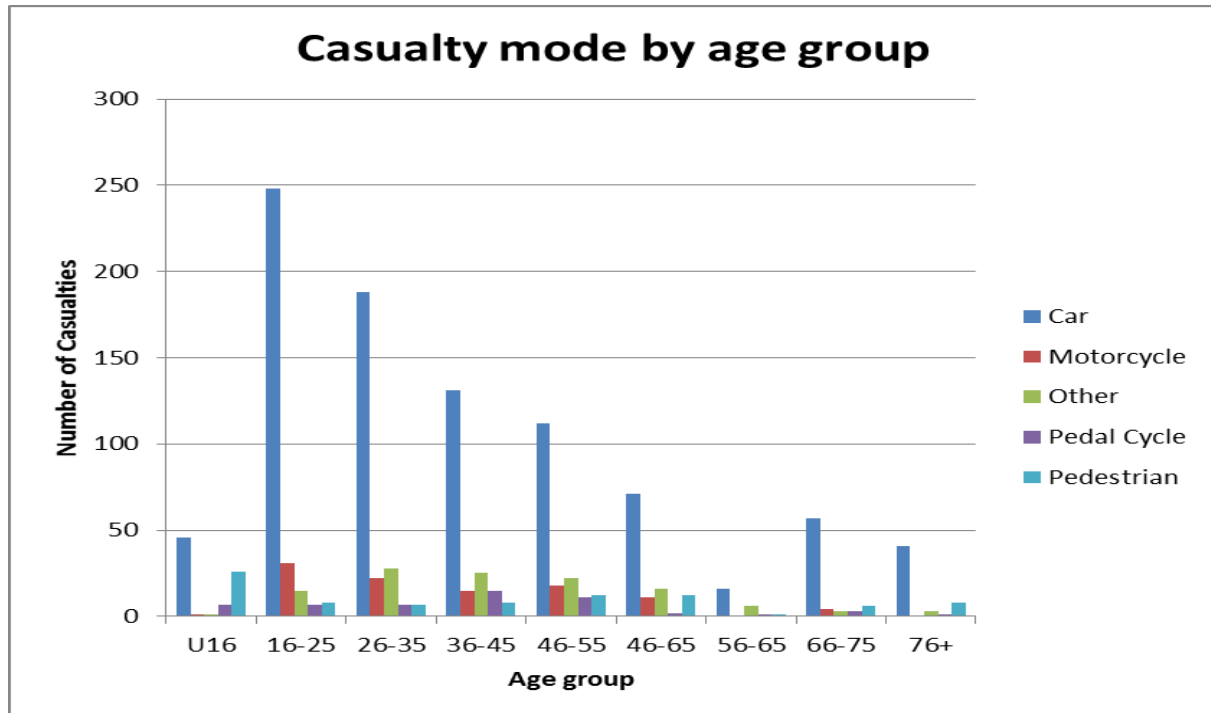
With regard to injured passengers the graph below uses data for all casualties in Essex and indicates that cars driven by 17-25 year olds are more likely to have passengers of the same age, than the 26+ age groups, which indicates that this group is more at risk. However the 26-35 age group drivers are showing similar percentages of casualties as the younger drivers.





Age groups

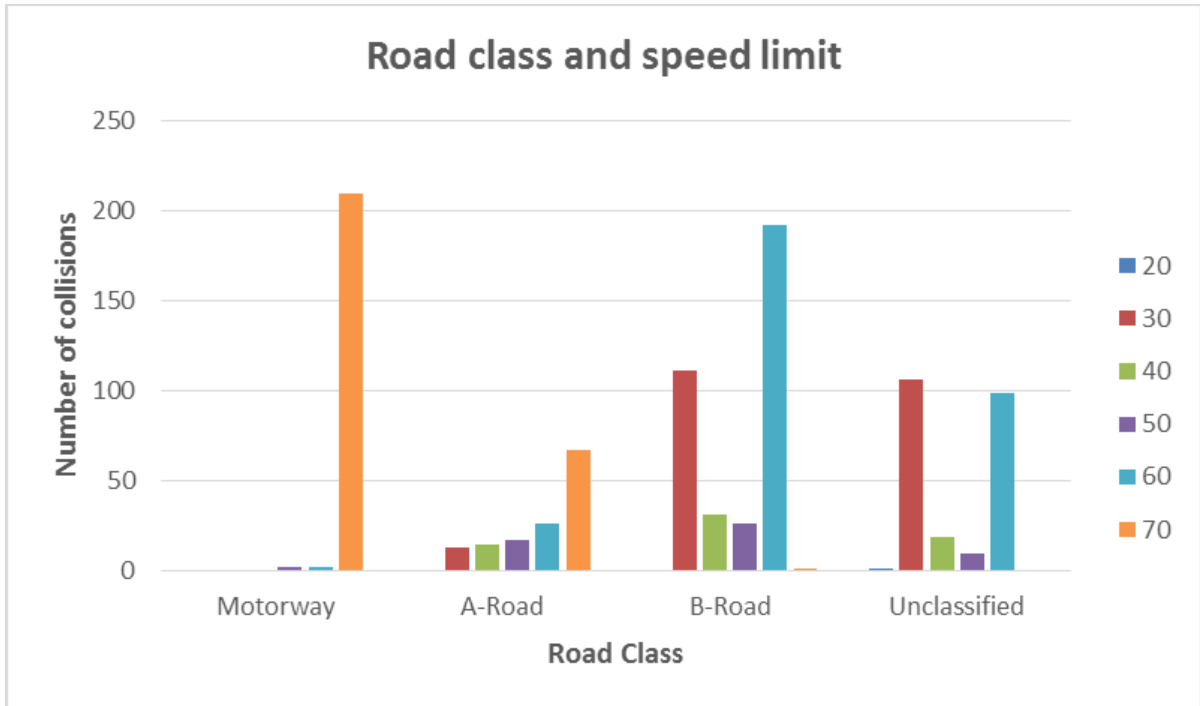
The below graph with the Uttlesford area data shows that the most vulnerable age group are the 16-25 year olds, particularly in cars, motorcycles within this age group are also more at risk. Within the 26-35, 36-45 and 46-55 year olds the number of casualties with other types of vehicle are also at risk, this could be business or work related, ie. Buses or Commercial vehicles.



Casualty age	Casualty Mode				
	Car	Motorcycle	Other	Pedal Cycle	Pedestrian
U16	44	1	1	7	19
16-25	233	31	15	6	8
26-35	176	20	28	7	7
36-45	126	15	24	15	8
46-55	104	18	21	12	11
56-65	84	11	22	4	13
66-75	51	4	3	3	6
76+	40		3	1	7
Unknown	24	2	1	5	2

Road Type

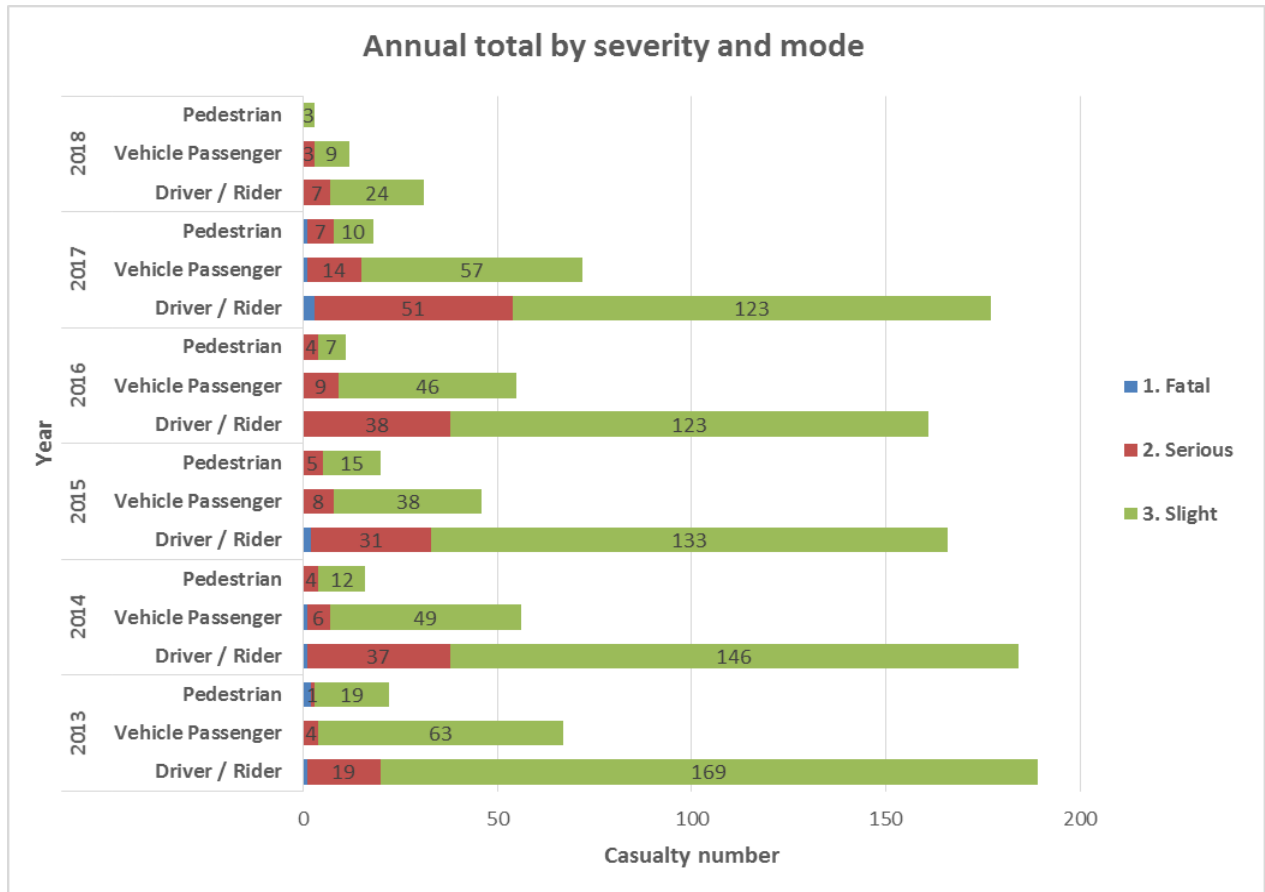
The number of collisions in the Uttlesford area has been sorted into the road class and speed limit, as the table shows the highest number of accidents happen on the motorway with national speed limit. Also showing high figures are the collisions on B roads with both 30 and 60 speed limits.



Speed Limit	Motorway	A-Road	B-Road	Unclassified
20				1
30		13	103	102
40		14	31	19
50	2	16	24	10
60	2	23	180	95
70	201	62	1	

Annual casualty totals

The data in the graph below shows the total of casualties by year and casualty class. The bars show the split with the number of casualties by severity. In 2013 the number of slight injuries were higher than subsequent years, however the number of serious casualties have risen in all modes in later years. The total number of fatal casualties for the 5 year period was 12.



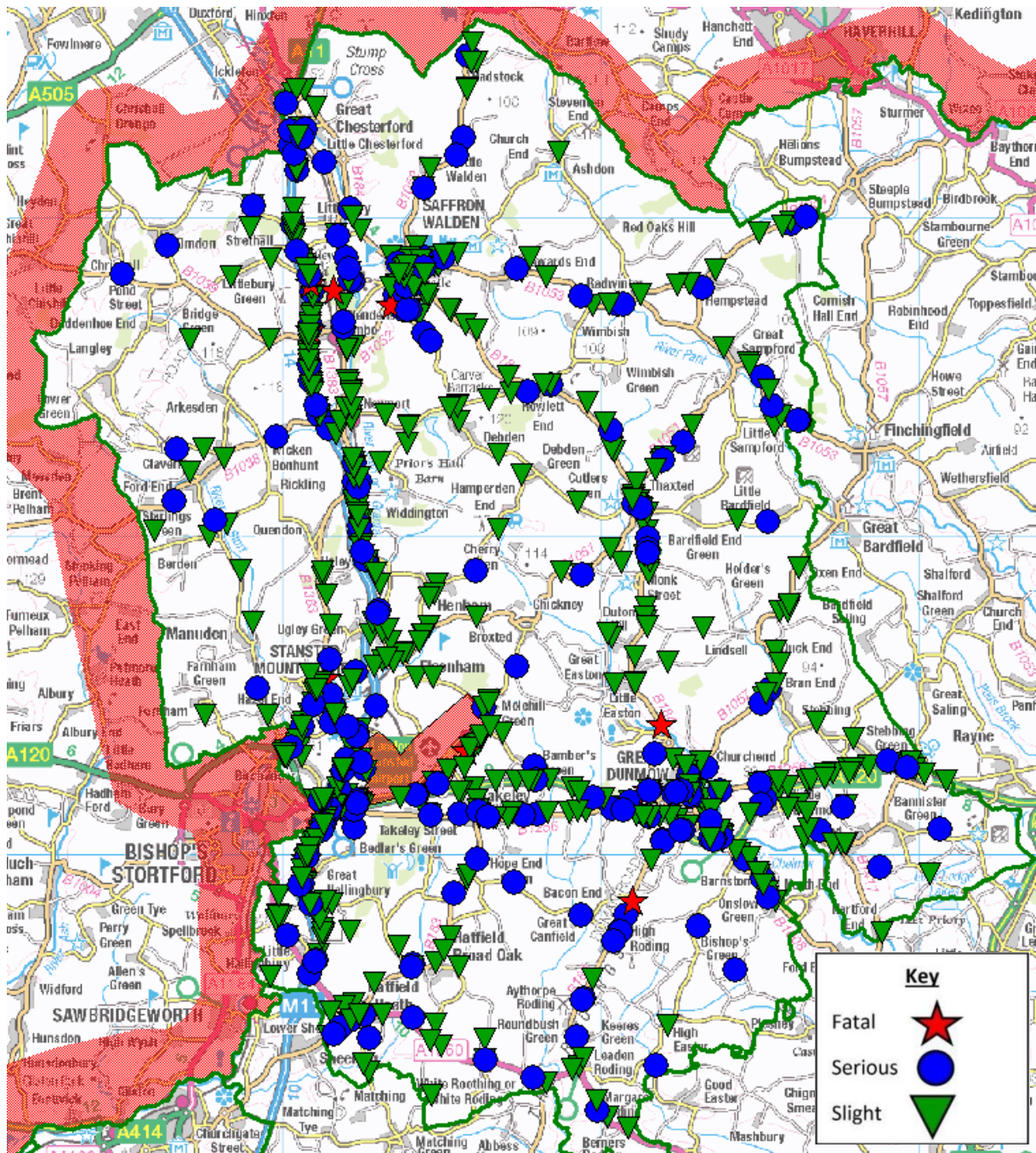
LOCAL PROFILE



12 months to April...		2014	2015	2016	2017	2018
Casualty mode	Car	198	175	167	175	167
	Motorcycle	23	26	22	15	16
	Other	23	33	16	17	29
	Pedal Cycle	15	13	8	14	10
	Pedestrian	16	19	19	12	15
Casualty age group	U16	16	11	13	15	17
	16-25	63	66	54	54	56
	26-35	47	48	48	48	47
	36-45	47	32	37	29	43
	46-55	31	44	35	32	24
	56-65	29	30	23	20	32
	66-75	13	16	8	19	11
	76+	14	10	9	13	5
Unknown	15	9	5	3	2	
Casualty severity	Fatal	3	3	1	2	3
	Serious	36	39	57	55	59
	Slight	236	224	174	176	175
All casualties		275	266	232	233	237

Uttlesford District Map

The map of the district of Uttlesford showing collisions.



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