



Chief Executive: Dawn French

Locality Board

Date: Monday, 11th March, 2019

Time: 4.00 pm

Venue: Committee Room - Council Offices, London Road, Saffron Walden,
Essex CB11 4ER

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); Cllr Howard Ryles (UDC); Cllr Simon Walsh (ECC)

AGENDA

1 Welcome and Introductions

2 Minutes of the previous meeting 3 - 64

To consider the minutes of the previous meeting.

3 Updates on actions from previous meeting

To receive updates for actions from the previous meeting.

4 Economic Strategy; North Essex, West Essex and Cambridgeshire

Presentation by Alastair Gordon, Essex County Council, Head of Policy, Strategy and Innovation.

5 Update of the roll out of Superfast Broadband in Uttlesford

Verbal update.

6 Section 106 and Community Infrastructure Levy discussion 65 - 82

Copy of presentation from Troy Hayes, Founder & Managing Director: Troy Planning.

7 Local Bus Issues

Presentation by Helen Morris, Head of Integrated Passenger Transport Unit, Essex County Council.

8 Any other business

To receive any items that the Chairman considers to be urgent

**LOCALITY BOARD held at COMMITTEE ROOM 6, ESSEX COUNTY
COUNCIL, COUNTY HALL, MARKET ROAD, CHELMSFORD, CM1 1QH, on
MONDAY, 5 NOVEMBER 2018 at 4.00 pm**

Attendees Cllr Susan Barker (UDC/ECC), Dawn French (UDC), Fiona Gardiner (UDC), Mike Gogarty (ECC), Cllr Ray Gooding (ECC), Roger Harborough (UDC), David Hill (ECC), Ralph Holloway (ECC), Anna Mawson (UDC), Cllr Gagan Mohindra (ECC), Chris O'Niorns (ECC), Cllr Julie Redfern (UDC), Cllr Howard Rolfe (UDC), Cllr Howard Ryles (UDC), Cllr Andrew Sheldon (ECC), Cllr Simon Walsh (ECC), Adrian Webb (UDC)

Apologies Cllr Simon Howell (UDC), Cllr John Moran (ECC), Cllr Vic Ranger (UDC)

1 INTRODUCTIONS

Councillor Rolfe was initially held up from the start of the meeting due to traffic.

Councillor Barker took the Chair at the request of those present, welcomed all and introductions were made.

2 MINUTES OF THE PREVIOUS MEETING

The minutes of the meeting held on 9 July 2018 were agreed as a correct record.

3 UPDATE ON ACTIONS FROM LAST MEETING

Updates were given on the action points of the meeting of 9 July 2018, as follows:

- Action: UDC to write to parish councils to request contact details for transport representatives.
- Action: To circulate statistics relating to the locations of road accidents in the minutes of the meeting.
 - It was noted that the distribution of accidents in the district was skewed by the presence of the M11 and A120 carrying a large number of accident spots.
- Action: To further investigate potential ways of mitigating Public Health profile issues.
- Action: ECC to distil key information into a media release regarding the work going on to plan school places.
 - Councillor Gooding said that it was important to note that 98.4% of students got first choice at primary admission stage and 93.7% of students got first choice at secondary admission stage.

- Action: ECC/UDC to ensure Government recognises the issue of infrastructure funding, in light of the Planning Inspectorate examining the proposed Garden Communities in the future.
- Action: Councillor Sheldon said he could arrange a Member workshop/presentation from Gigaclear to provide an update on the situation.
 - Councillor Sheldon asked that he be contacted directly for requests for information and he said that he would liaise with Gigaclear directly. He said he would personally chase outstanding queries.
- Action: To clarify the areas in which ECC maintained roadside verges.
- Action: David Hill said he would take this point back to ECC and check on the specifics, as well as look into any contractual issues that may arise.

4 **UPDATE ON DISABLED FUNDING GRANTS**

Dawn French spoke about pursuing other authorities that weren't spending their Disabled Funding Grant allocation and the need for these authorities to be approached to share it. Uttlesford's goal to support disabled people living in the home safely was discussed as a driving force.

Councillor Barker said that Harlow's allocation was underspent. Dawn French said that she would address the underspend with the Chief Executive of Harlow Council, as she understood it had been ringfenced.

5 **UPDATE ON BROADBAND**

Councillor Mohindra said the officer with responsibility for progressing the project had now returned from her absence and would provide an update in due course.

Councillor Rolfe said there was the assumption that 99.4% of the district was 'available for connectivity', Superfast Essex have currently 92.5% connectivity but that there were concerns that 'County Broadband' were holding this target up by holding areas back.

6 **PUBLIC HEALTH PROFILE**

Mike Gogarty delivered a presentation on Public Health Uttlesford (appended to these minutes).

Discussions centred on the unexpected results and the reasons why some results might be skewed. There were a number of indicators which were a concern.

The board noted that although reporting of crime was still below the average the figure was increasing, this could be attributed to the change in the method of recording that the police were using.

The employment rate in Uttlesford had decreased, however it was mentioned that there was very little unemployment in the district.

Fiona Gardiner spoke about Active Essex and Active Uttlesford. The need for local promotion and competition was raised by the members.

The rates of early cancer detection were discussed and the need to work with colleagues in the health service. Possible reasons attributed were the long waits for appointments and the longer waits for referrals to consultants.

The increase in road deaths was discussed, it was noted that Uttlesford has two particularly significant risk factors; the motorway and the rural areas.

The Board discussed the community speed watch initiative, which would be increasing with the addition of PCOS and new equipment. This would enable higher rates of prosecution. Members expressed frustration that compared to other areas it was difficult to get traffic calming measures installed.

Councillor Gooding spoke on the policy issues of average speed verses maximum speed. He said the impact was significant and warranted further examination.

Action: To escalate speeding issues and Essex policy to Cabinet Member.

Excess winter deaths were discussed, and that the marker is linked to affluence so given the demographic of Uttlesford it was surprising. This was a consistent trend and the results seem to indicate respiratory and heart diseases as the causes.

Fiona Gardiner said that this would be one of the health and wellbeing priorities and that the CAB would be looking at fuel poverty with people that had been flagged with building research establishment data.

It was noted that the drug related street crime statistics would be skewed by the presence of Stansted Airport.

Concerns were raised in relation to the diagnosis of diabetes and that the figure was disproportionately low. The group discussed the need for GPs, opticians and podiatrists to be watching for symptoms and making referrals. The board discussed whether there was a need to research what areas with higher rates of detection doing.

7

SPECIAL EDUCATION HEALTH PLANS

Need verses expectation in the community was discussed, there were 8700 children with Special Education Health Plans in Essex and approximately 4% of children had some degree of special educational requirements.

Ralph Holloway spoke about mainstream schools with special education class bases, which negate the need for a designated special school in some areas,

like Magna Carta. However there was discussion about what was available for those Children whom mainstream school was not an option, as there were no special schools in Uttlesford. Ralph Holloway also advised that two new special schools (primary and secondary) were being built in Harlow.

Councillor Ryles asked who was responsible for holding schools to account to ensure that they were delivering the SEND offer. Chris O’Niorns advised that there were to be changes to the system, and schools would be responsible for their own outcomes. However if a school was not delivering what they were asked to then SEND would need to know so that they could intervene.

Councillor Gooding said that there were problems with schools not wanting children with additional education needs, and that all schools needed to ‘step-up’.

Councillor Rolfe said that this was another Garden Communities issue. He said there was a need to get developers on board and consider the special education requirements for these new communities.

Councillor Sheldon said plans are always passed ‘subject to a section 106’ but only a certain amount of money could be sought through a section 106 agreement.

Councillor Redfern said that there is a need to be firmer with what is expected from developers.

Councillor Barker said that there was a requirement to raise contributions for healthcare and special schools.

Councillor Rolfe raised similarly the lack of nursing facilities (nursing homes) in Essex and the provision of which that could be contributed to by new developments and developers.

8 ECONOMIC DEVELOPMENT

The responses to the last Locality Board questions from Roger Harborough are appended to these minutes.

Infrastructure was discussed, in relation to financing requirements, and support from MAG.

Councillor Rolfe asked how Essex interplays with other bodies and for clarity around Essex’s position.

Councillor Mohindra spoke about focussing on market failures, loss leaders if appropriate, ensuring that maximum returns were achieved from outlay.

Councillor Barker spoke about the lack of smart roads.

Councillor Mohindra spoke about the current character of the road infrastructure in Essex and that one accident will upset the whole network.

9 **FUTURE MEETING AGENDA ITEMS AND ACTION POINTS**

Action from item 6: Escalate Essex Policy Issue to Cabinet Member

Agenda for next meeting:

- Councillor Barker asked that an item be added to the next agenda, the nature of which she could not disclose at present.
- Broadband would be added as a standing item moving forward.
- Local Plan update/DPD Update
- Section 106/CIL – Negotiating through process. Councillor Mohindra will have an update following his planning meeting in January.
- Business Rates Retention Pilot Outcome

10 **ANY OTHER BUSINESS**

None

11 **DATE AND TIME OF NEXT MEETING**

Date to be arranged late January

Democratic Services to liaise with executive support to arrange.

Meeting close 5:45pm

Minute Item 3

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.”

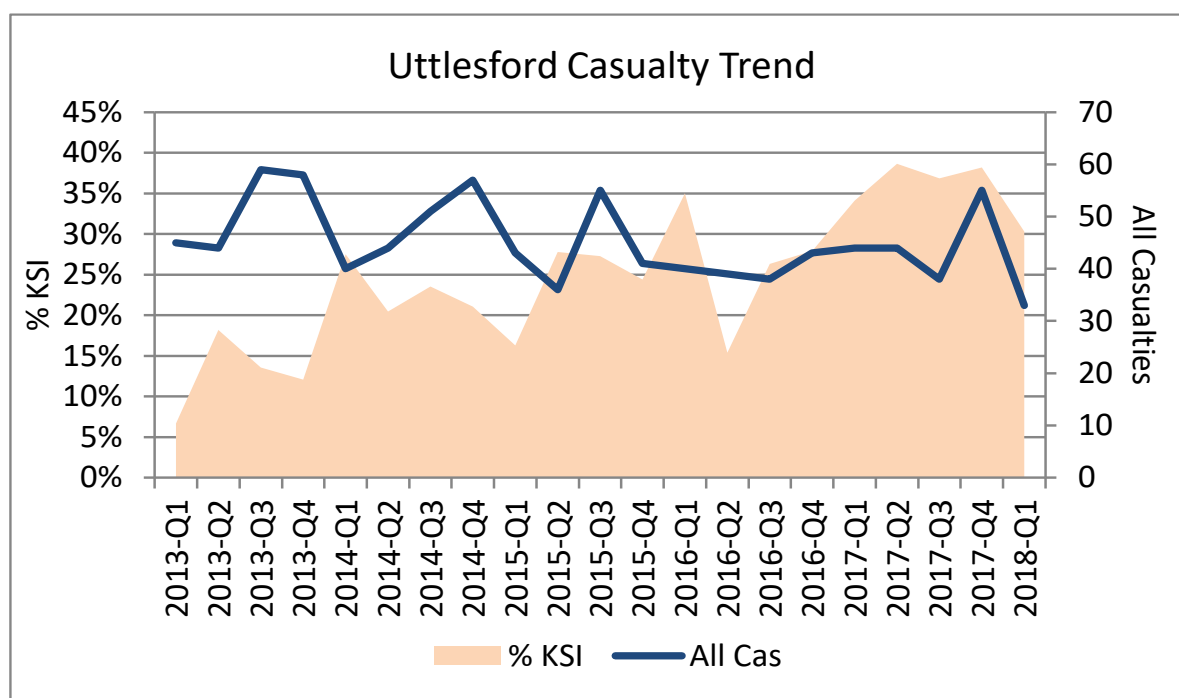
Uttlesford

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.

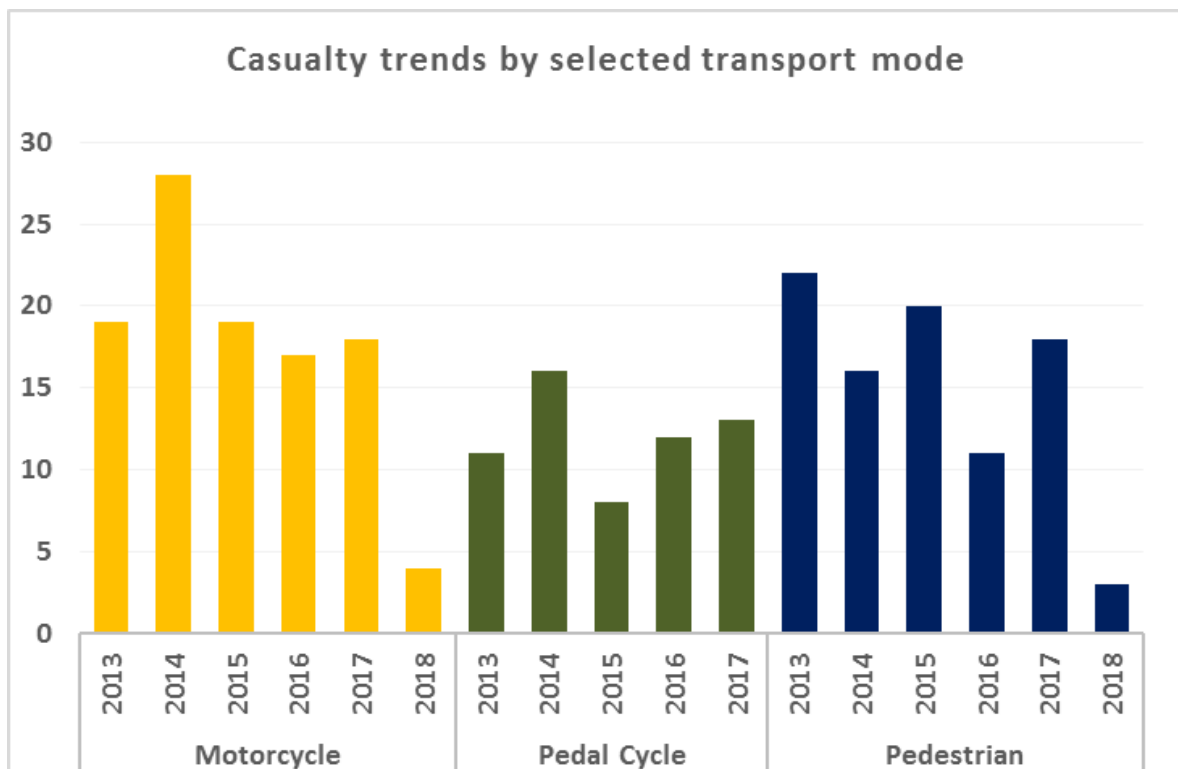
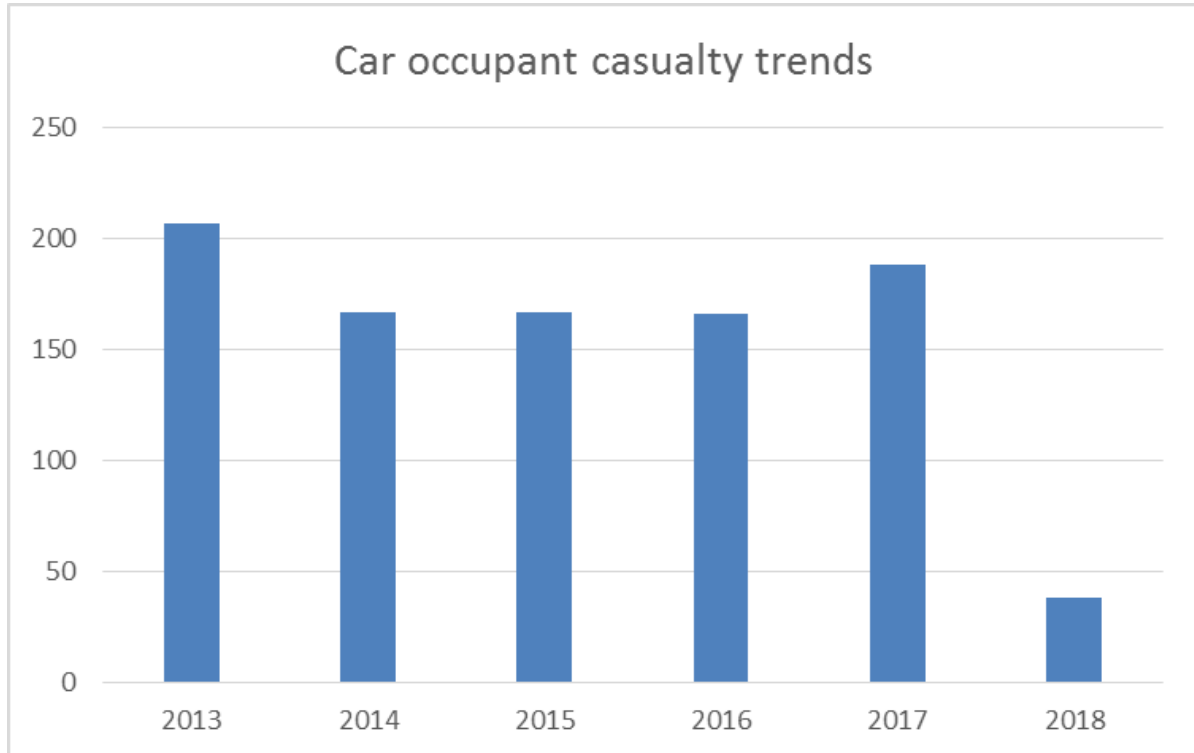
Collision & Casualty Data

All casualty severities



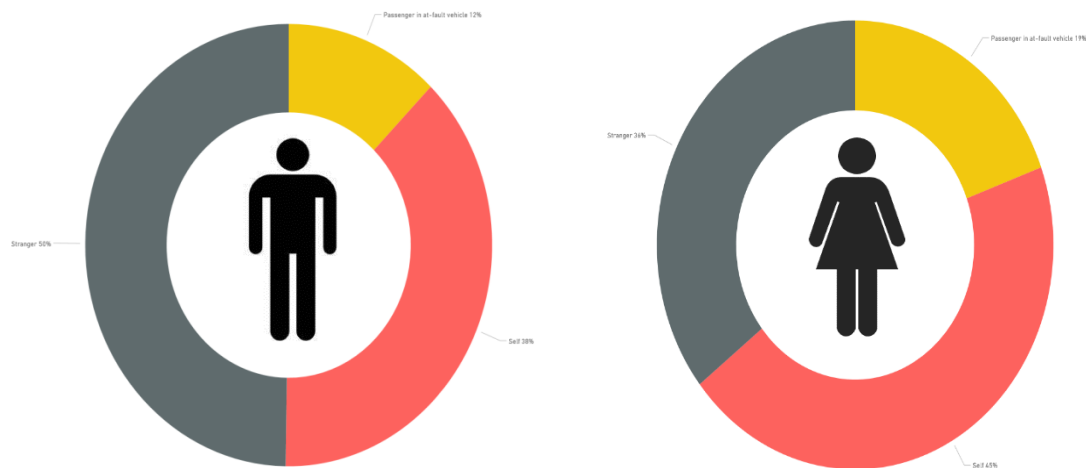
Overall all casualties in Uttlesford are on a downward trend, apart from a spike in the last quarter of 2017. The proportion recorded as killed or seriously injured increased and continued to increase through end of 2016 into 2017. This was due to a new Police recording system which has improved the 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.



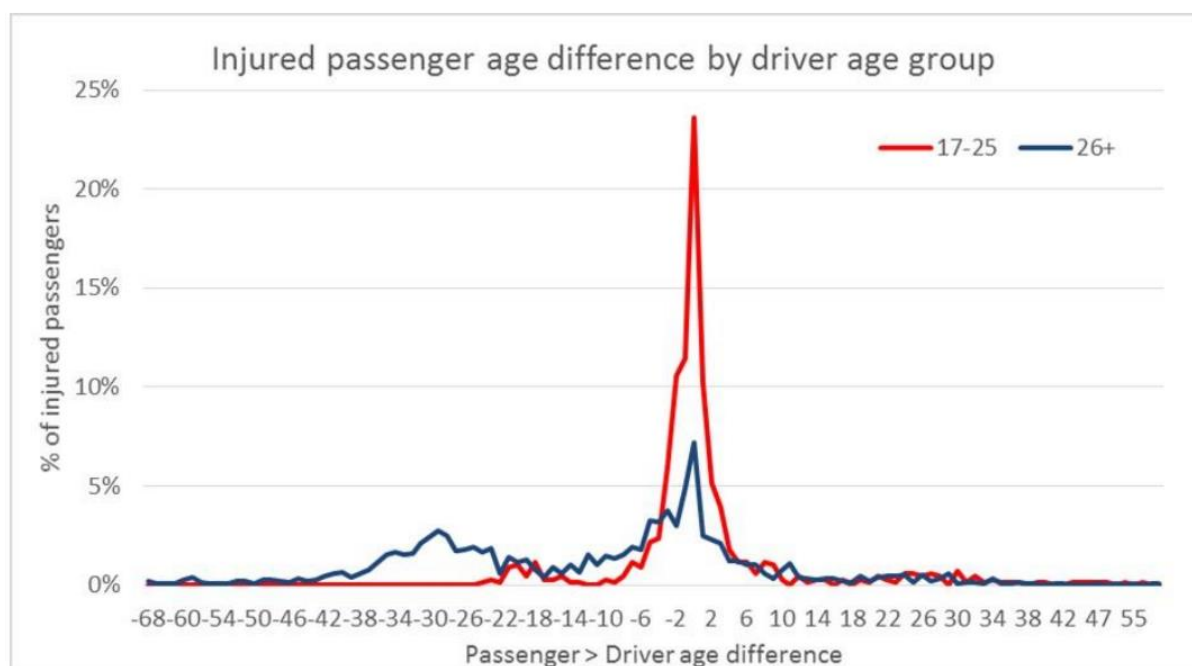
Young adults

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.

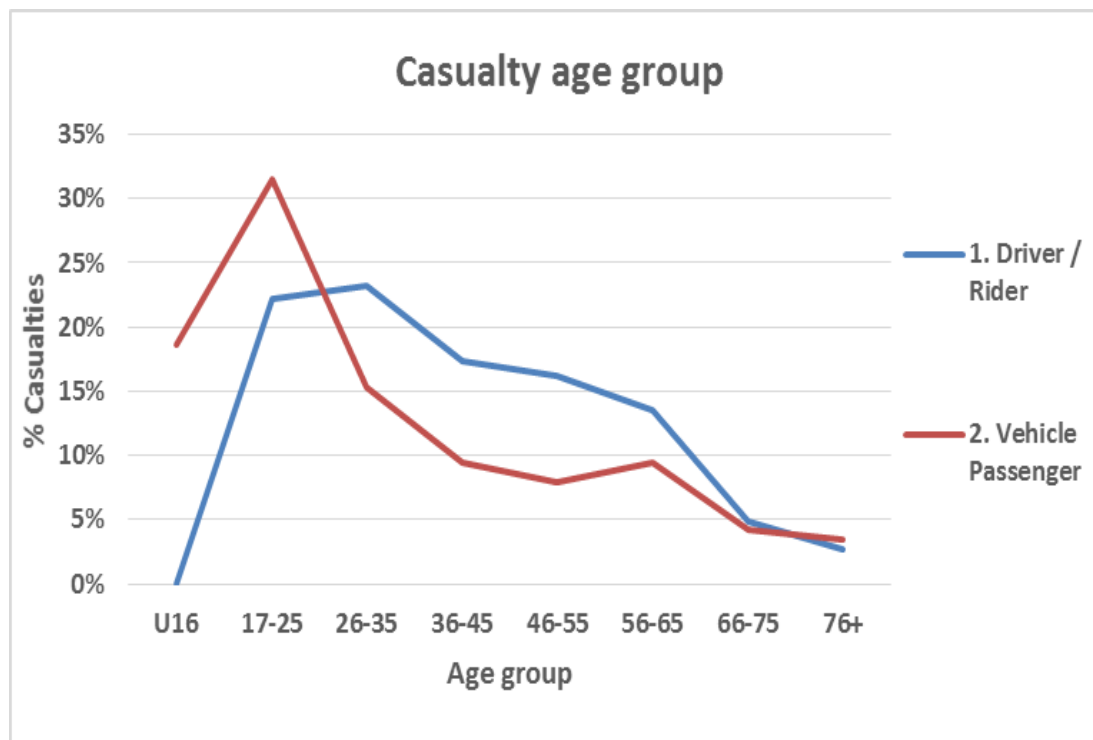


This shows a higher proportion of females than males were injured as passengers of the at-fault driver, however nearly half young females were primarily at fault for the collision involvement in this district. Males on the other hand have a lower proportion of at fault collision and half were attributed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

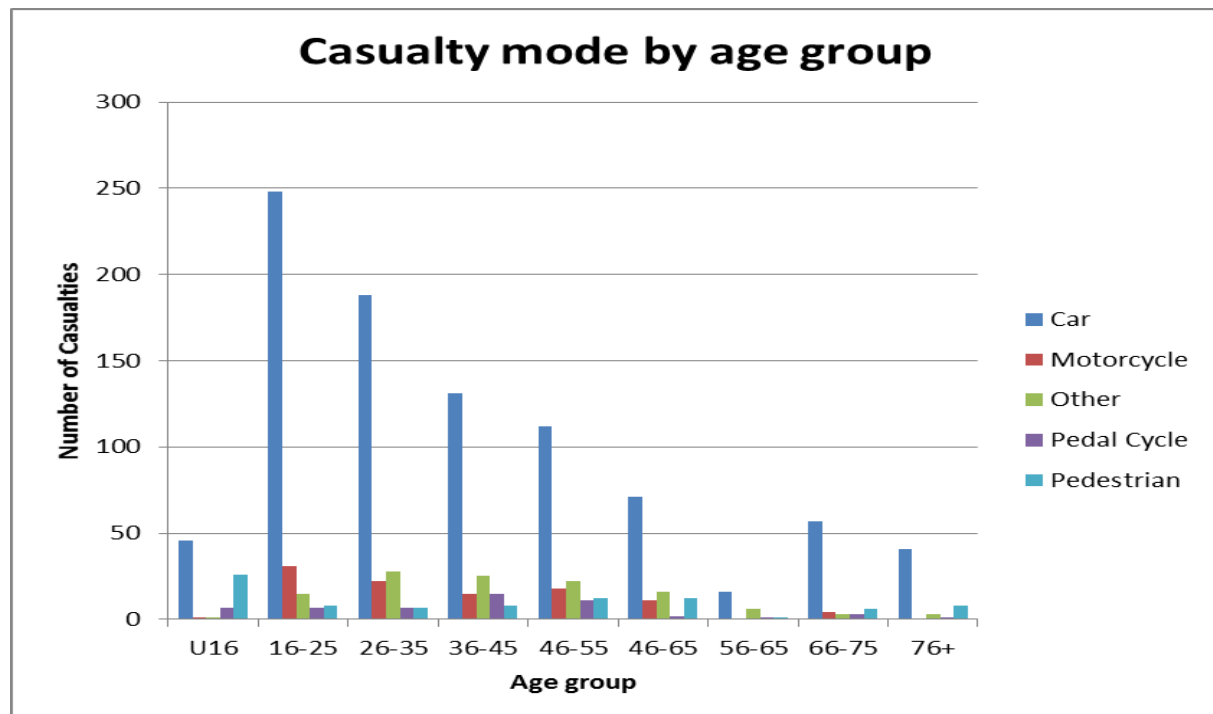


LOCAL PROFILE



Age groups

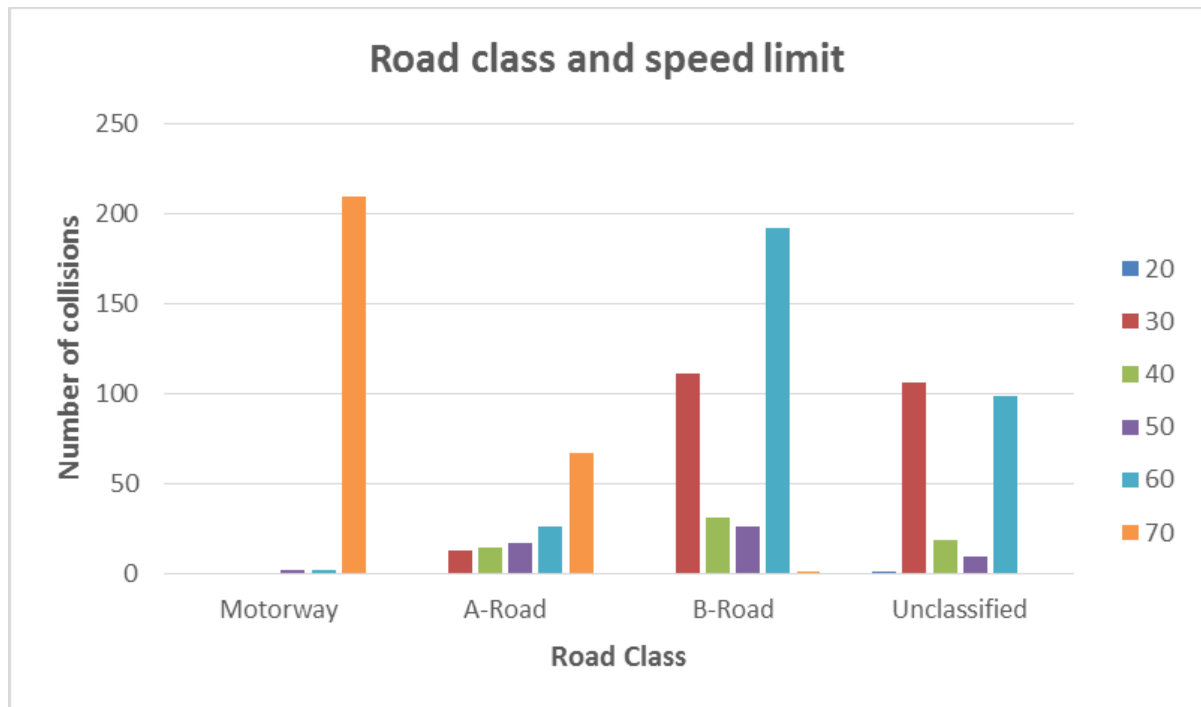
The below graph with the Uttlesford area data shows that the most vulnerable age group are the 16-25 year olds, particularly in cars, motorcycles within this age group are also more at risk. Within the 26-35, 36-45 and 46-55 year olds the number of casualties with other types of vehicle are also at risk,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

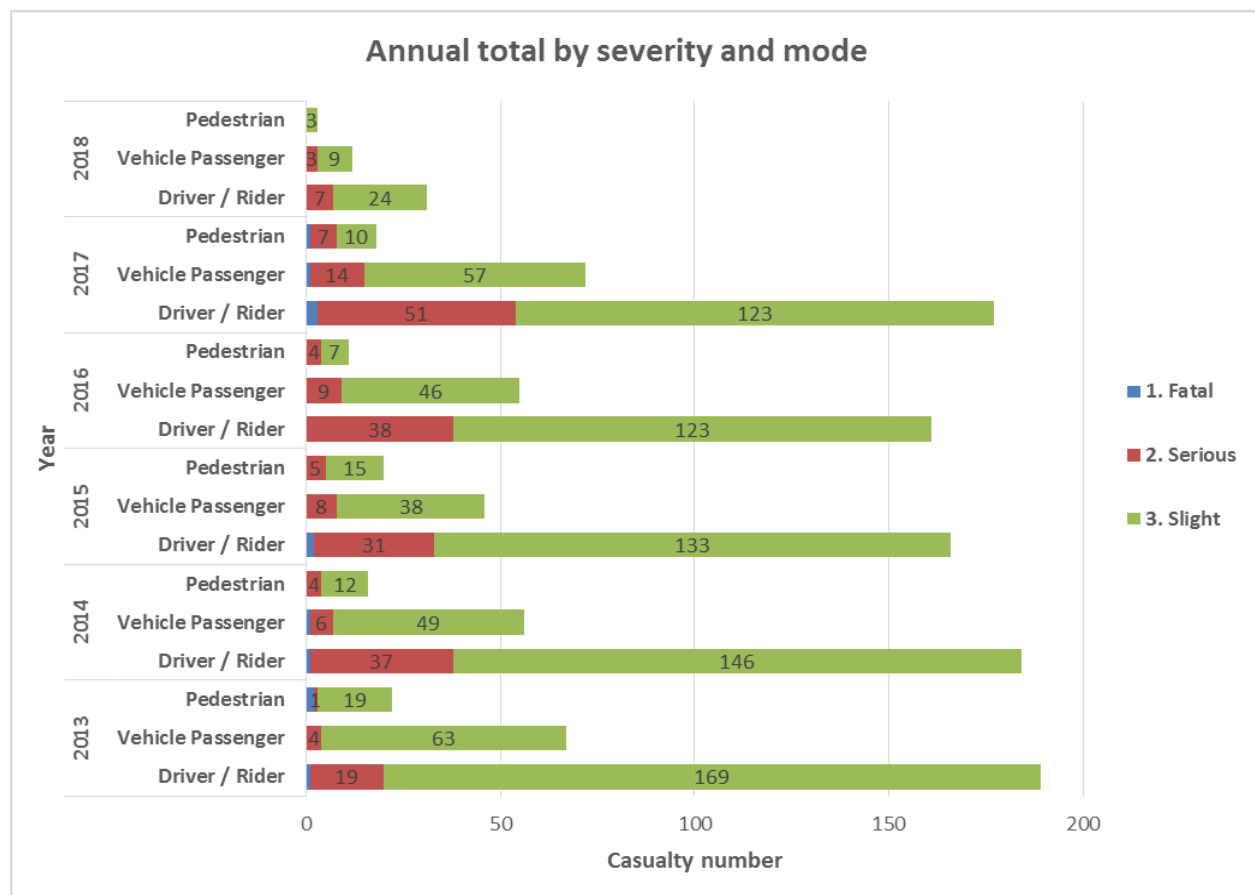
The number of collisions in the Uttlesford area has been sorted into the road class and speed limit, as the table shows the highest number of accidents happen on the motorway with national speed limit. Also showing high figures are the collisions on B roads with both 30 and 60 speed limits.



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.



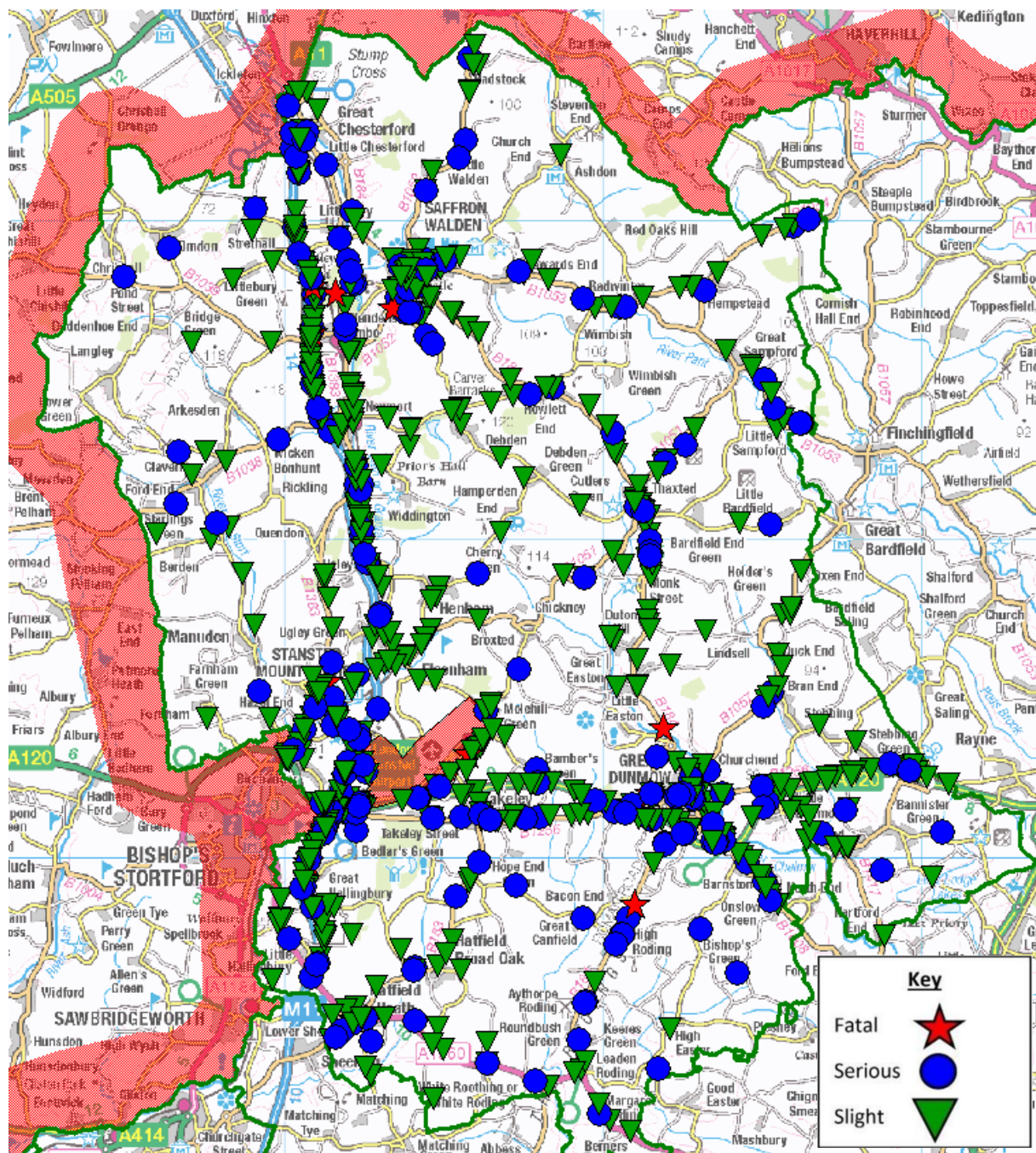
LOCAL PROFILE



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.



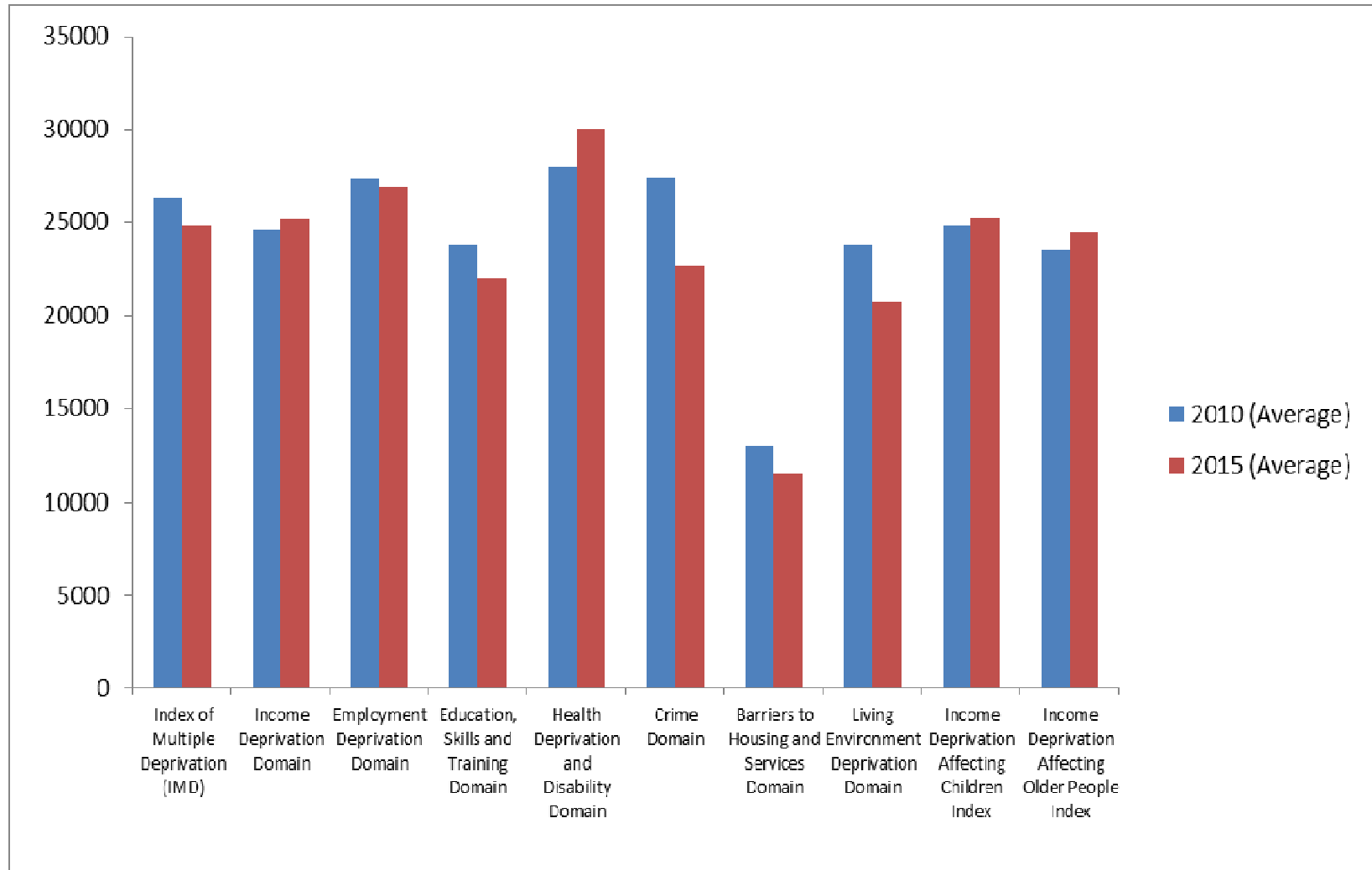
Public Health in UTTLESFORD

Mike Gogarty, DPH

Summary of Health and Wellbeing

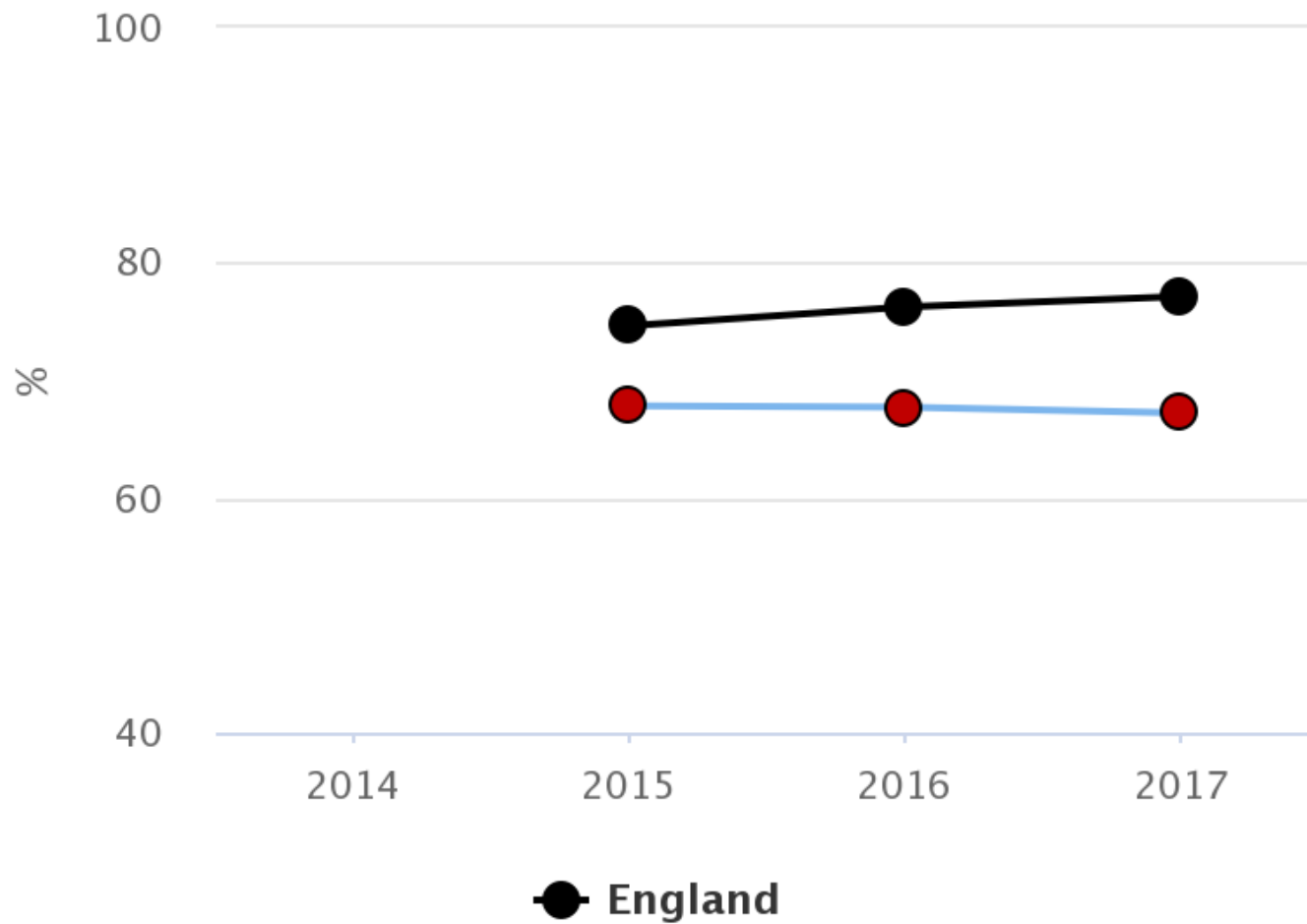
- Uttlesford is one of the 20% least deprived districts/unitary authorities in England. All the District areas are in upper 3 quintiles nationally.
- However 7% (1,000) of children live in low income families.
- Life expectancy for both men and women is higher than the England average.
- Life expectancy is not significantly different for people in the most deprived areas of Uttlesford than in the least deprived areas. 2.1 years & 0.6 years for males and females respectively.
- Uttlesford performs well in all IMD domains except barriers to services and housing
- Overall IMD score has slightly worsened since 2010
- This is driven by increases in crime and deterioration in Living Environment score
- Health and income scores relatively improved but education declined.

IMD trend 2010 to 2015

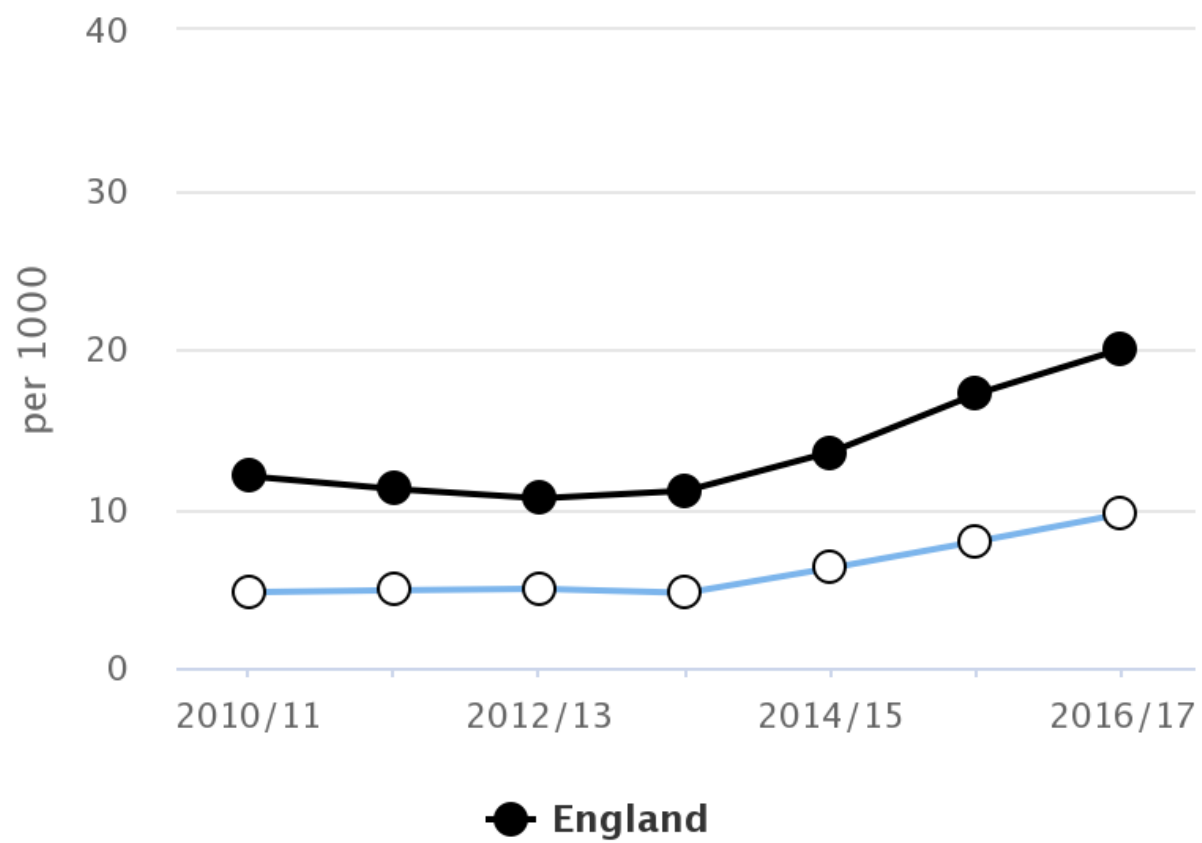


	Indicator names	Period	Local count	Local value	Eng value	Eng worst		Eng best
Life expectancy and causes of death	1 Life expectancy at birth (Male)	2014 – 16	n/a	81.7	79.5	74.2		83.7
	2 Life expectancy at birth (Female)	2014 – 16	n/a	84.2	83.1	79.4		86.8
	3 Under 75 mortality rate: all causes	2014 – 16	636	273.9	333.8	545.7		215.2
	4 Under 75 mortality rate: cardiovascular	2014 – 16	121	52.1	73.5	141.3		42.3
	5 Under 75 mortality rate: cancer	2014 – 16	305	131.5	136.8	195.3		99.1
	6 Suicide rate	2014 – 16	21	9.6	9.9	18.3		4.6
Injuries and ill health	7 Killed and seriously injured on roads	2014 – 16	141	55.2	39.7	110.4		13.5
	8 Hospital stays for self-harm	2016/17	103	127.9	185.3	578.9		50.6
	9 Hip fractures in older people (aged 65+)	2016/17	94	545.8	575.0	854.2		364.7
	10 Cancer diagnosed at early stage	2016	232	60.4	52.6	39.3		61.9
	11 Diabetes diagnoses (aged 17+)	2017	n/a	67.2	77.1	54.3		96.3
	12 Dementia diagnoses (aged 65+)	2017	671	62.7	67.9	45.1		90.8
Behavioural risk factors	13 Alcohol-specific hospital stays (under 18s)	2014/15 – 16/17	15	26.0	34.2	100.0		6.5
	14 Alcohol-related harm hospital stays	2016/17	468	548.1	636.4	1,151.1		388.2
	15 Smoking prevalence in adults (aged 18+)	2017	8,240	12.3	14.9	24.8		4.6
	16 Physically active adults (aged 19+)	2016/17	n/a	71.4	66.0	53.3		78.8
	17 Excess weight in adults (aged 18+)	2016/17	n/a	55.3	61.3	74.9		40.5
Child health	18 Under 18 conceptions	2016	12	7.6 ⁷⁵	18.8	36.7		3.3
	19 Smoking status at time of delivery	2016/17	64	8.6 ⁷⁵	10.7	28.1		2.3
	20 Breastfeeding initiation	2016/17	696	80.3	74.5	37.9		96.7
	21 Infant mortality rate	2014 – 16	10	3.7	3.9	7.9		0.0
	22 Obese children (aged 10–11)	2016/17	123	13.2	20.0	29.2		8.8
Inequalities	23 Deprivation score (IMD 2015)	2015	n/a	9.7	21.8	42.0		5.0
	24 Smoking prevalence: routine and manual occupations	2017	n/a	22.5	25.7	48.7		5.1
Wider determinants of health	25 Children in low income families (under 16s)	2015	1,006	6.7	16.8	30.5		5.7
	26 GCSEs achieved	2015/16	593	70.4	57.8	44.8		78.7
	27 Employment rate (aged 16–64)	2016/17	42,900	81.2	74.4	59.8		88.5
	28 Statutory homelessness	2016/17	**	**	0.8			
	29 Violent crime (violence offences)	2016/17	822	9.7	20.0	42.2		5.7
Health protection	30 Excess winter deaths	Aug 2013 – Jul 2016	166	26.0	17.9	30.3		6.3
	31 New sexually transmitted infections	2017	246	459.9	793.8	3,215.3		266.6
	32 New cases of tuberculosis	2014 – 16	9	3.5	10.9	69.0		0.0

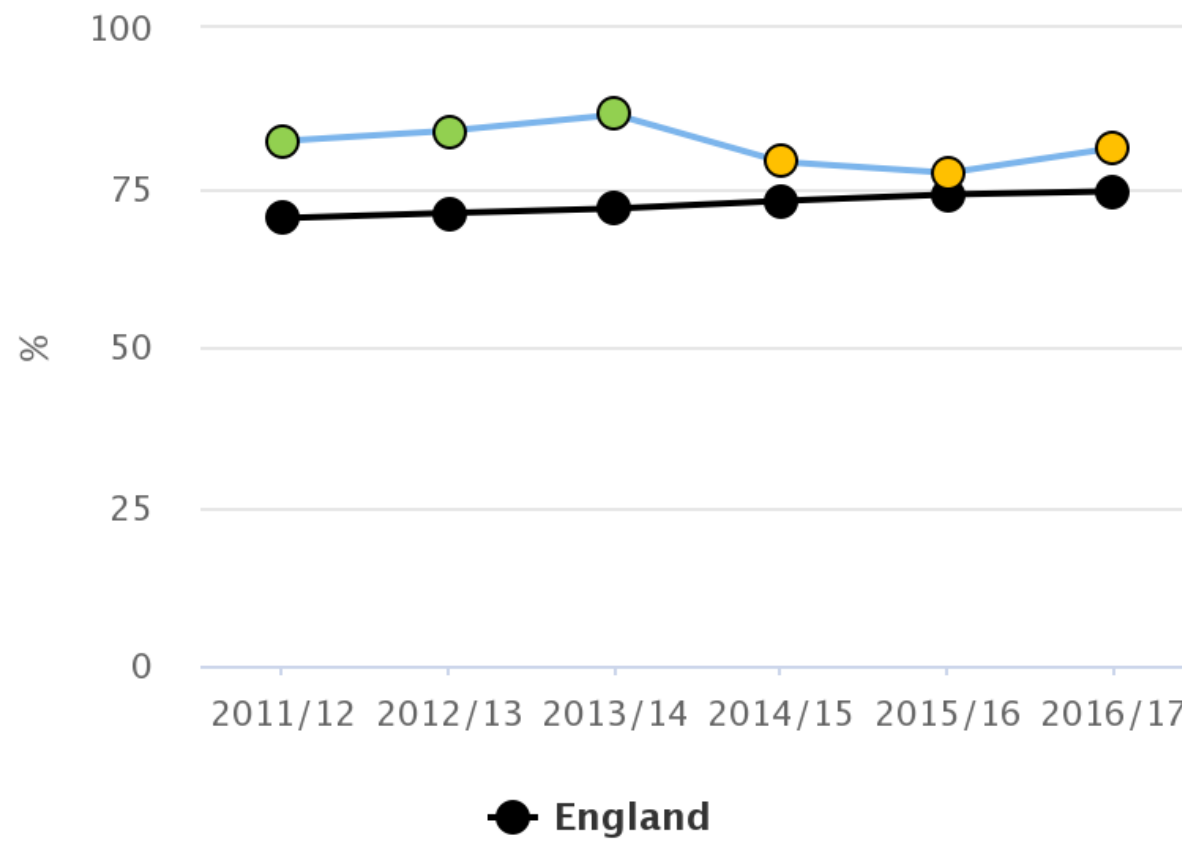
Diabetes diagnoses (aged 17+) - Uttlesford



Violent crime (violence offences) – Uttlesford



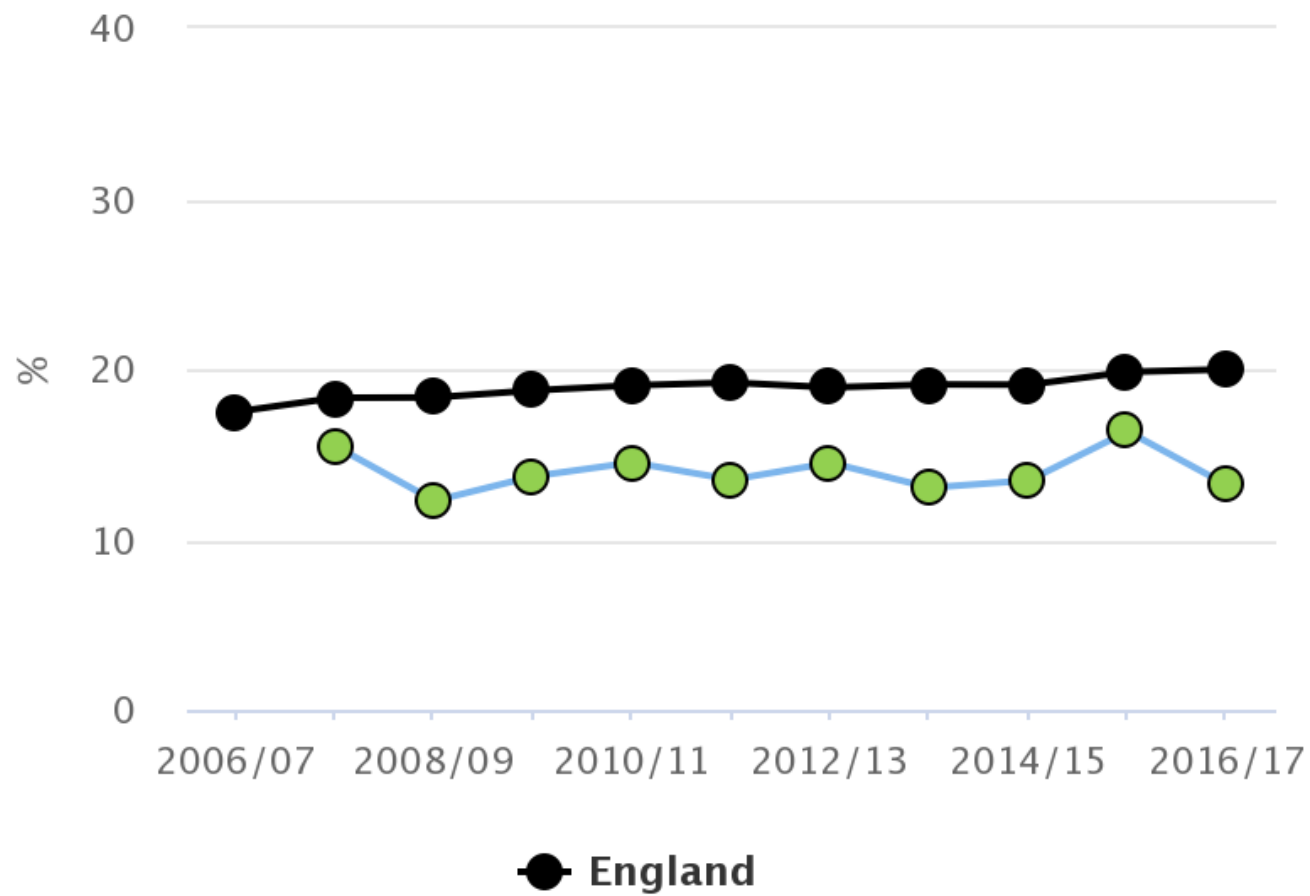
Employment rate (aged 16-64) - Uttlesford



Areas to Explore

- Obesity and overweight in children and adults
- Cancer Deaths Under 75 years of age
- Excess Winter Deaths
- Killed and Seriously Injured on Roads
- Excess Winter Deaths
- Hip Fractures
- Alcohol Admissions in Young People
- Drug issues
- Air Pollution

Obese children (aged 10-11) - Uttlesford



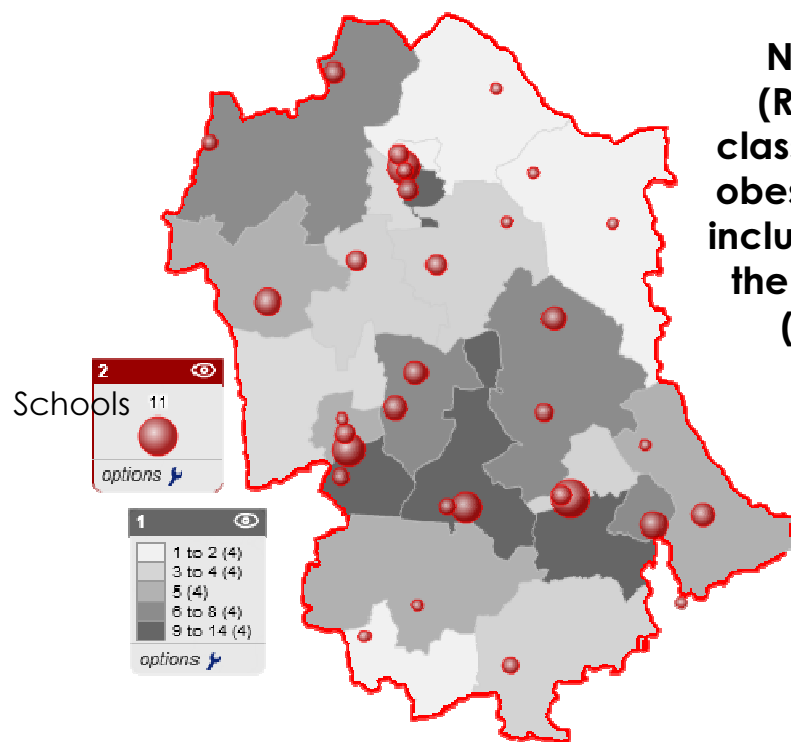
NCMP Childhood obesity

Number of children (Reception & Year6) classified as overweight/obese in Uttlesford 2016/17 - 2017-18).

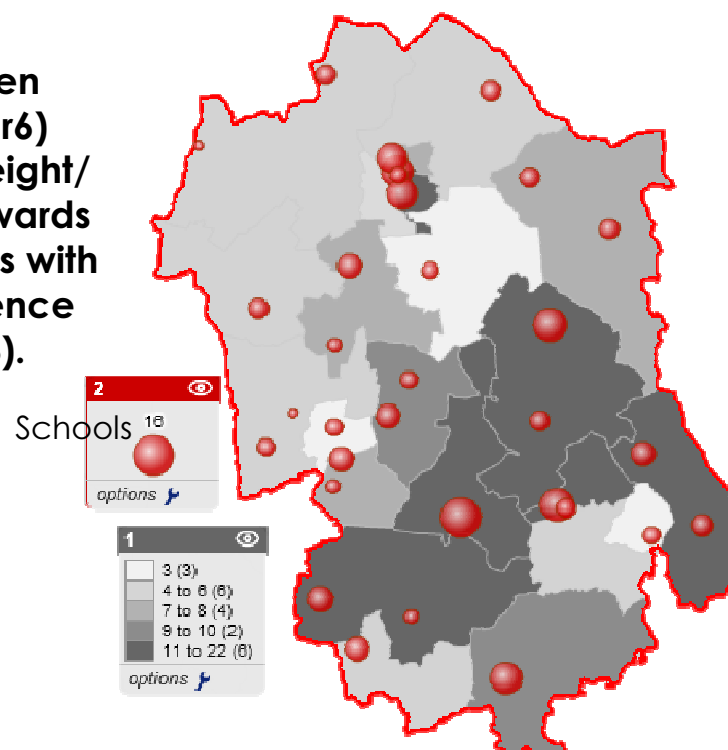
Reception			
year	Overweight	Overweight/ Obese	Underweight
16/17	71	108	6
17/18	82	112	10

Year 6			
year	Overweight	Overweight/ Obese	underweight
16/17	120	182	9
17/18	84	172	15

Number of children
(Reception & Year6)
classified as overweight/
obese in Uttlesford wards
including the schools with
the highest prevalence
(data 2017-2018).

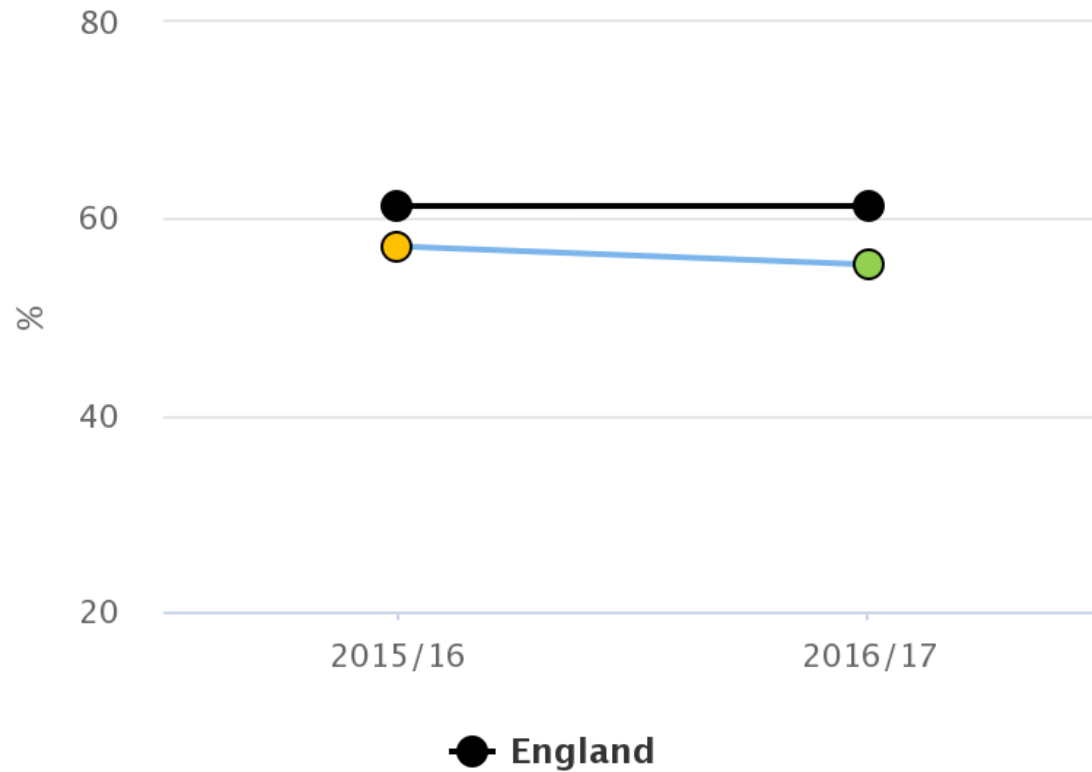


Reception



Year 6

Excess weight in adults (aged 18+) - Uttlesford



Recent trend: -

Period		Count	Value	Lower CI	Upper CI	East of England	England
2015/16	●	-	57.2	52.4	62.3	61.7	61.3
2016/17	●	-	55.3	50.3	60.7	61.9	61.3

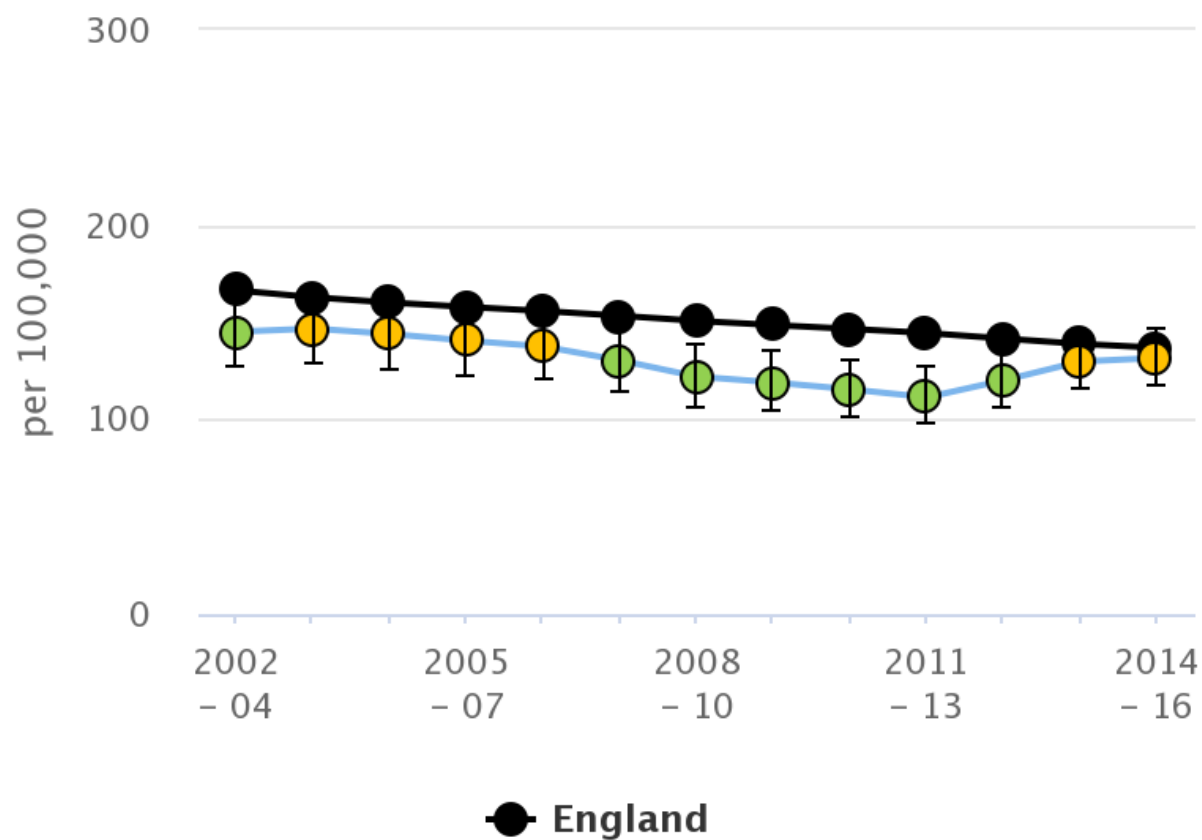
Source: Public Health England (based on Active Lives survey, Sport England)

Action to tackle Obesity

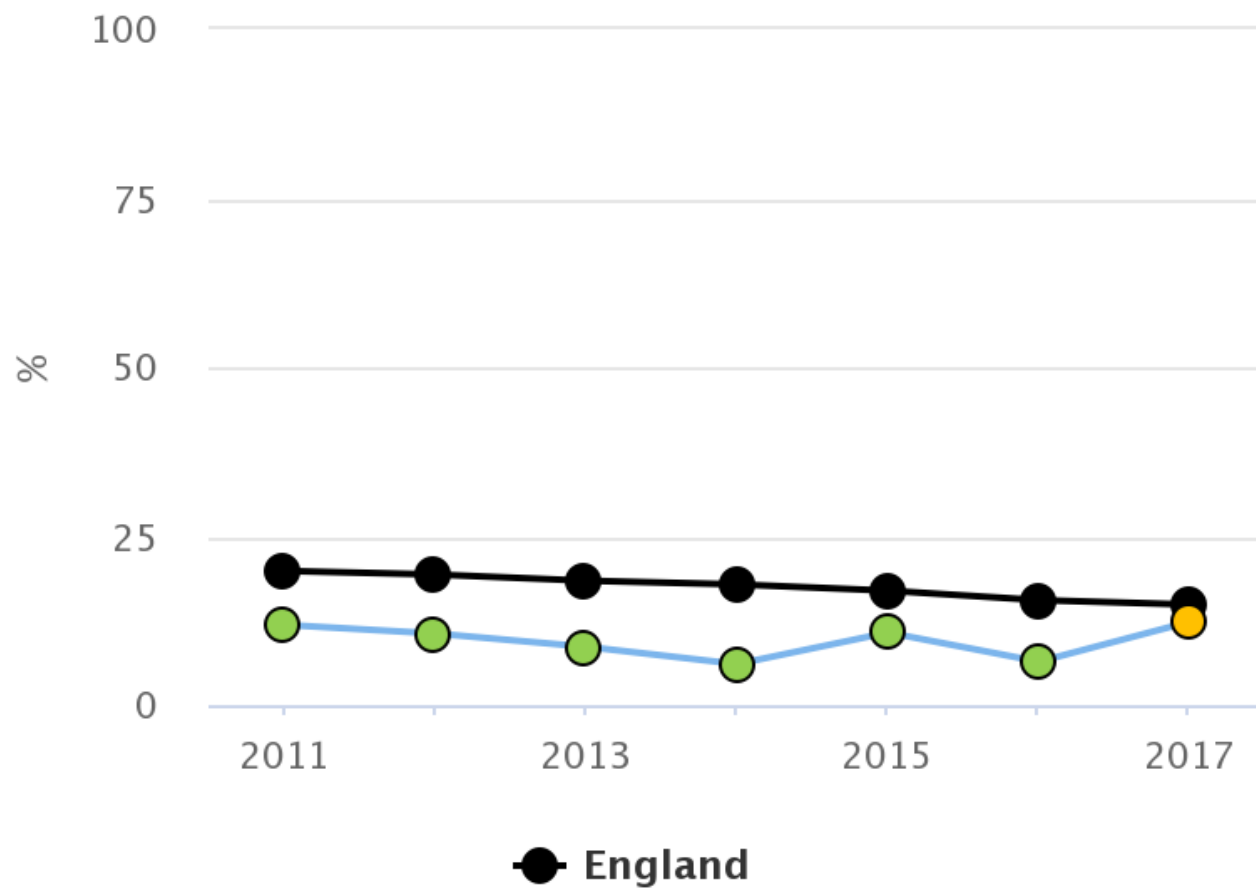
- Working with Active Essex and further partners to introduce new opportunities for people to be active in their communities via the Active Uttlesford Network – funded projects are listed on Uttlesford H&W Board's delivery plan and infographic.
- A local food partnership to focus on healthy eating and sustainability – scoping work underway. Currently focusing on resources to manage this project going forward.
- Shift to community led weight management opportunities – weekly weigh-ins offered at UDC offices, Uttlesford Community Hub, 1Life Leisure centres
- Encouraging Daily Mile in local schools
- Sport England Local delivery pilot opportunity

Cancer Deaths Under 75 years of age

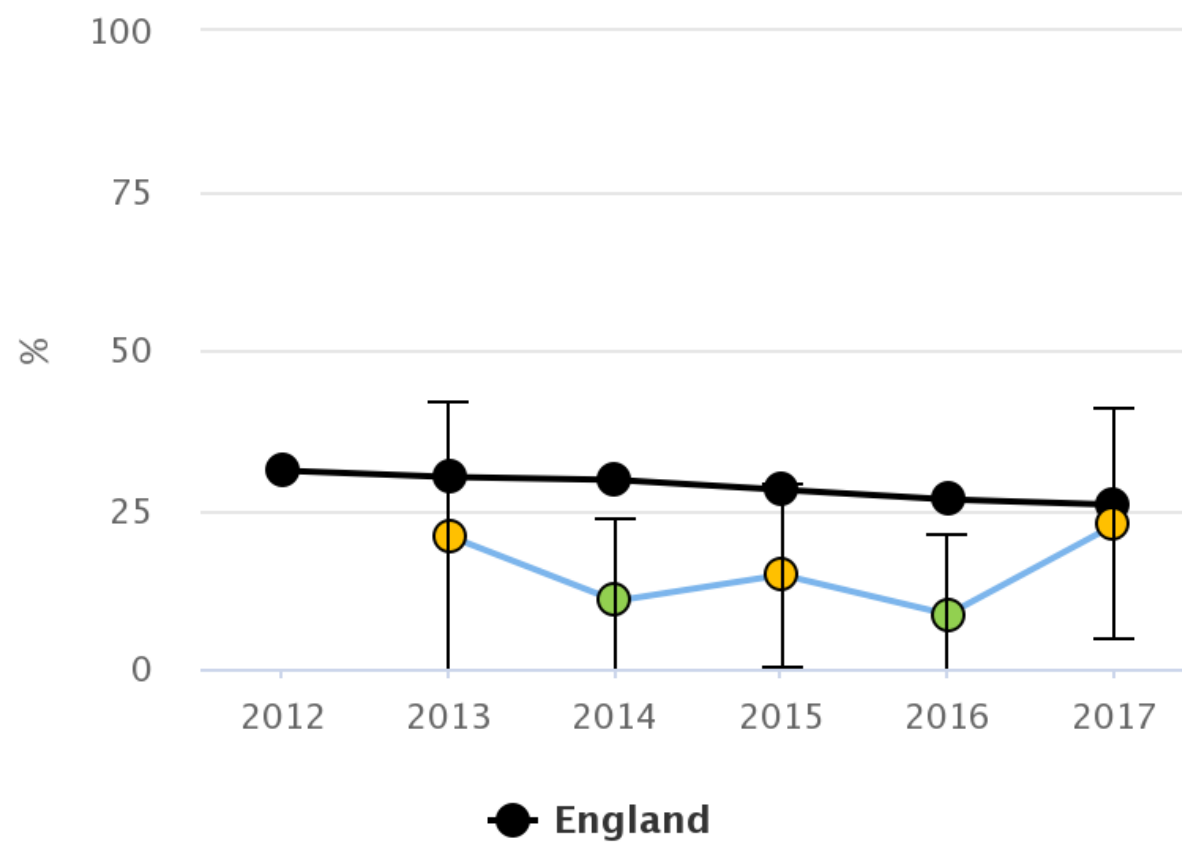
Under 75 mortality rate: cancer – Uttlesford



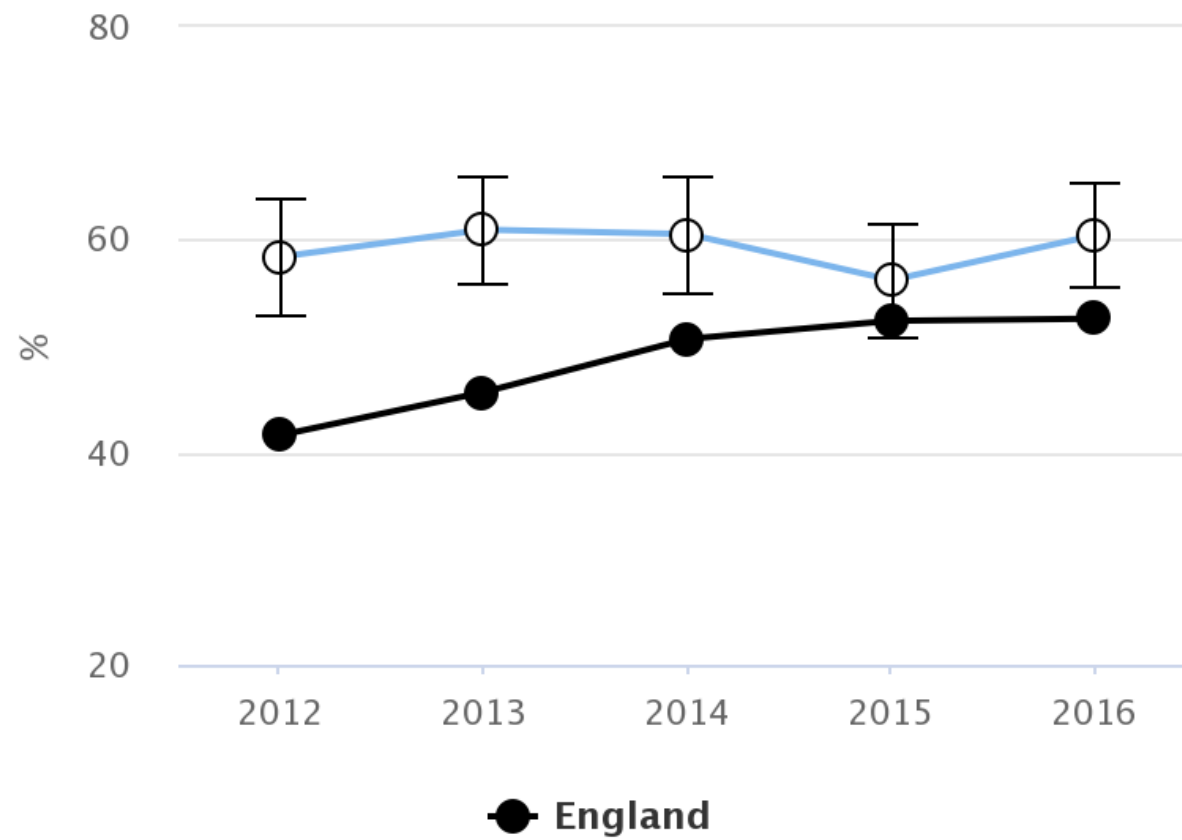
Smoking prevalence in adults (aged 18+) - Uttlesford



Smoking prevalence: routine and manual occupations – Uttlesford



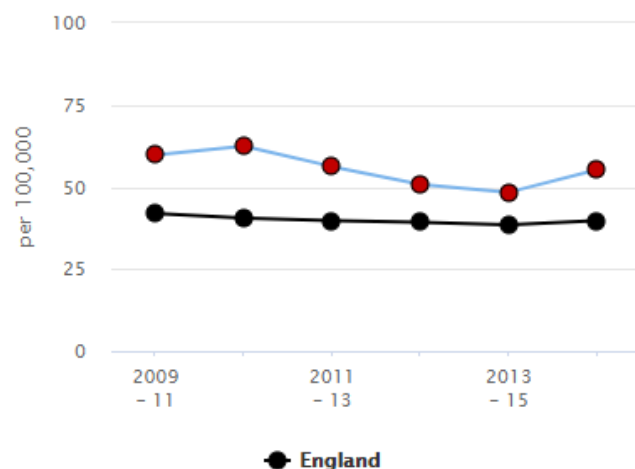
Cancer diagnosed at early stage – Uttlesford



Cancer Deaths Under 75 years of age

- Uttlesford does not have a problem compared to other areas but can none the less take action to improve health further. The action is heightening of the things we are doing~, addressing smoking, weight management, inactivity and alcohol consumption.
- Emphasis on including women and those in areas of deprivation in this prevention work. Alongside this continued public awareness of warning signs of early cancer and good primary and secondary care services are needed to maintain or improve cancer detection and management at an early stage.

Killed and Seriously Injured on The Roads



Recent trend: —

Period		Count	Value	Lower CI	Upper CI	East of England	England
2009 - 11	●	141	59.8	50.3	70.5	44.1	41.9
2010 - 12	●	150	62.5	52.9	73.3	42.2	40.5
2011 - 13	●	137	56.2	47.2	66.4	40.9	39.7
2012 - 14	●	126	50.8	42.3	60.5	40.5	39.3
2013 - 15	●	122	48.4	40.2	57.8	39.6	38.5
2014 - 16	●	141	55.2	46.5	65.1	42.3	39.7

Source: Department for Transport

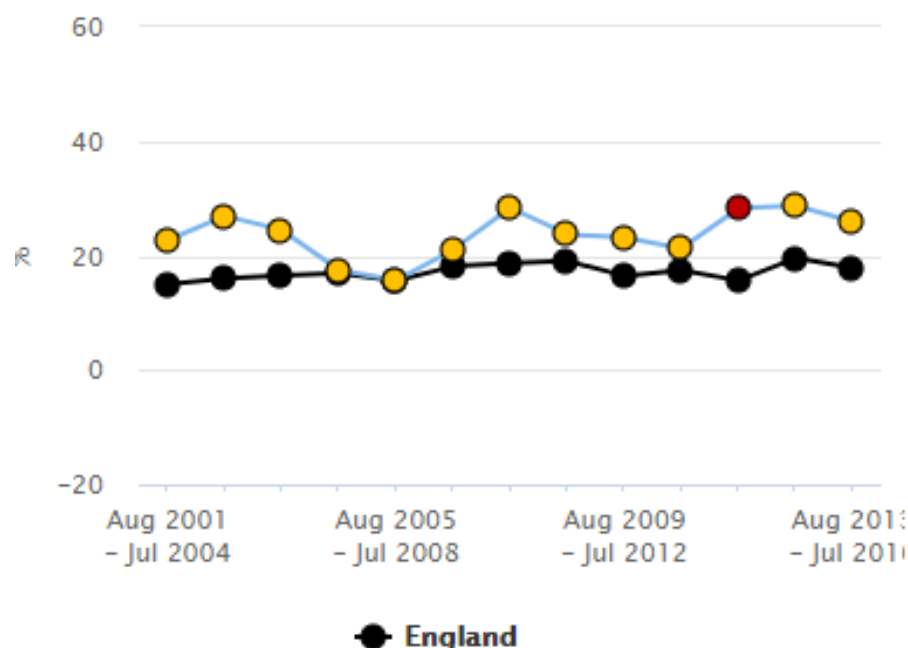
Area	Count	Value
England	65,254	39.7
Essex	2,089	48.3
Epping Forest	294	75.6
Maldon	109	57.9
Uttlesford	141	55.2
Brentwood	124	54.3
Braintree	232	51.4
Colchester	258	46.8
Tendring	195	46.0
Chelmsford	237	45.8
Rochford	101	39.5
Castle Point	105	39.2
Basildon	213	39.1
Harlow	80	31.2

Source: Department for Transport

- Rate is statistically significantly greater than that of England.
- Uttlesford ranks third relative to all districts in Essex.
- In 2017, 5 people were killed compared to 0 the 2016 and 24 more people were seriously injured on roads.
- In 2017, 5 children were KSI, the same number for both 2015/16 combined.

- Denominator is local population
- Numerator is people in accidents in the area
- Trend has been down but not this year
- Rural areas and Motorway
- Speed watch
- Police enforcement
- Difficult

Excess winter deaths

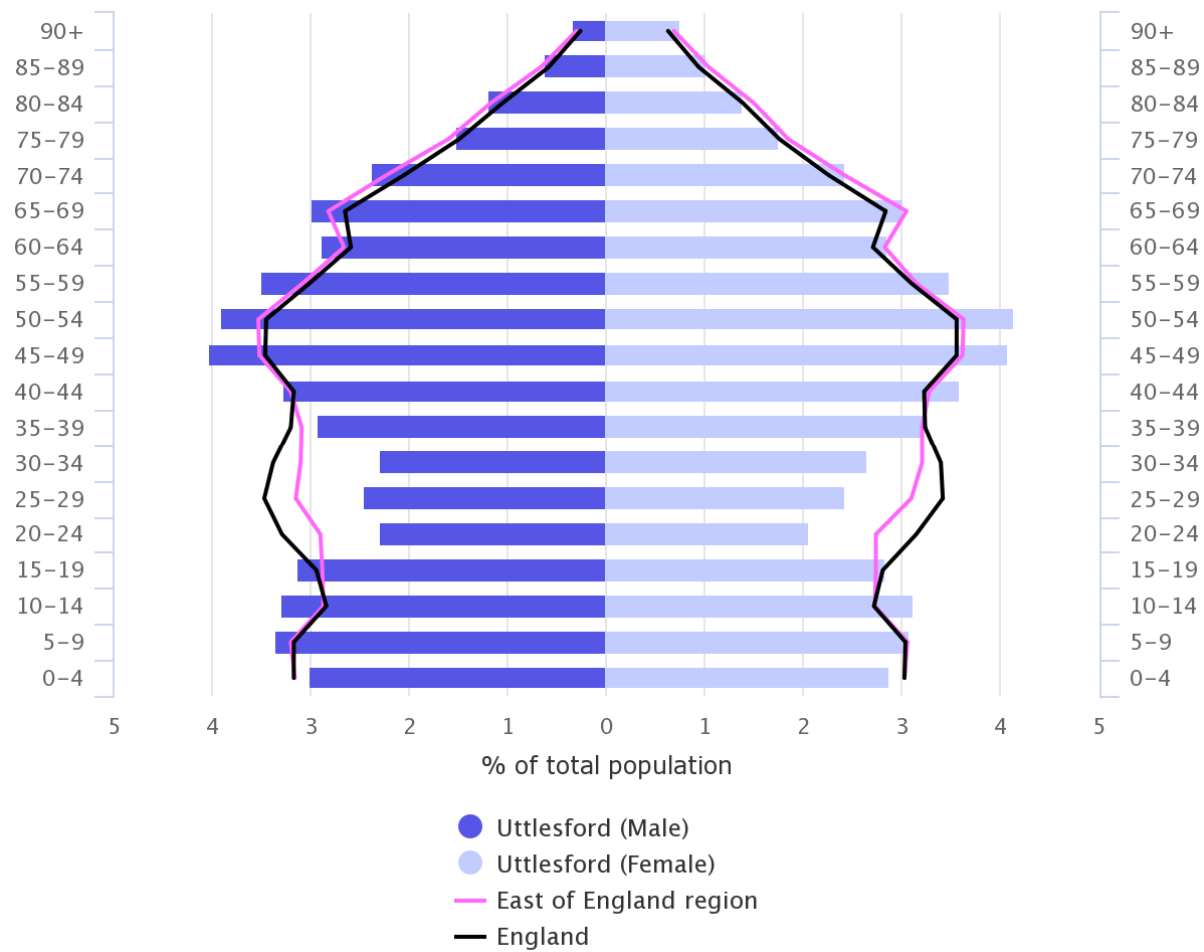


Area	Count	Value	
England	80,698	17.9	
Essex	2,252	17.2	
Uttlesford	166	26.0	
Braintree	287	21.8	
Epping Forest	254	21.1	
Tendring	392	20.0	
Castle Point	180	18.8	
Chelmsford	243	18.6	
Colchester	258	17.7	
Basildon	240	16.5	
Maldon	71	11.4	
Harlow	64	9.3	
Brentwood	52	6.9	
Rochford	48	6.3	

Source: Office for National Statistics: Public Health England Annual Births and Mortality Extracts

Excess winter deaths has always been a concerning issue in Uttlesford. Deaths have always been higher than the national average. Recent years indicate an poor trend and a statistically similar index to Essex and national figures having been worse in between 2011-14. Uttlesford ranks in the top place of all districts in Essex EWD.

Age Profile
ONS Mid-year population estimates 2016

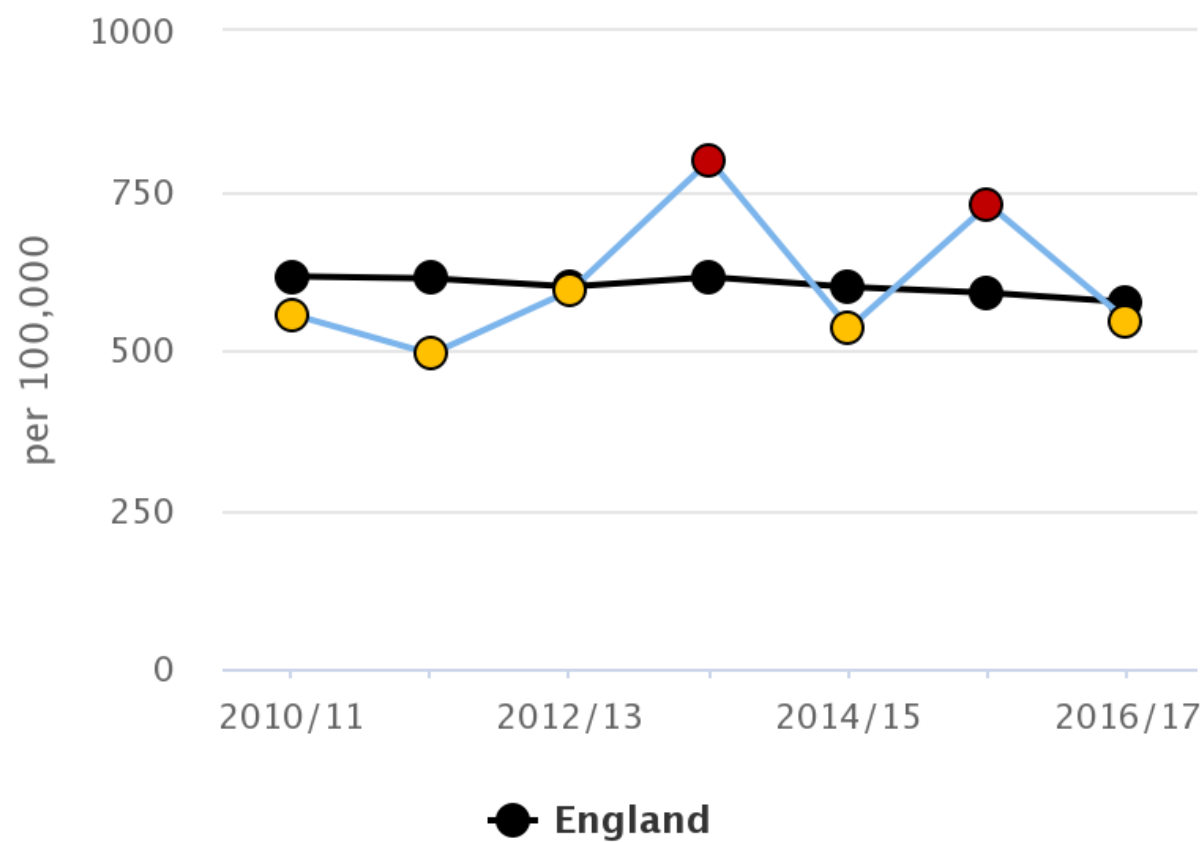


Action to Address Winter Warmth Issues

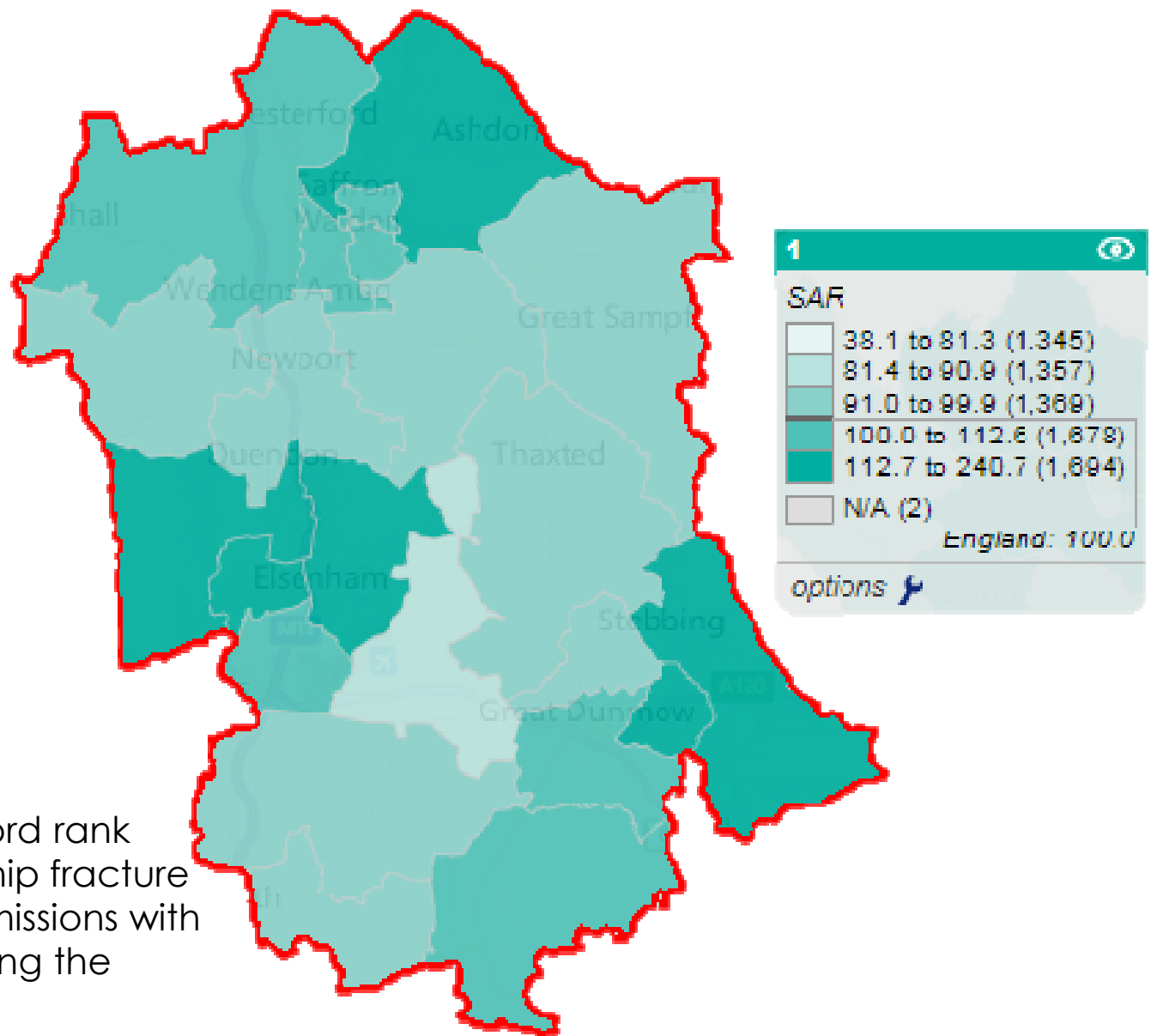
Uttlesford CAB:

- Winter warmth advice and support via CAB and UDC Environmental Health Team.
- 'Snow Patrol' project with young sixth form student at SWCHS – starting a social media campaign to encourage young people to help with clearing paths etc. when/if it snows.
- Targeted letter mail-out to c.300 homes in October using BRE data to houses flagged with fuel poverty/excess cold hazards. Hotline and home-visit offered to advise people on the support that might be available to them (project funded by WE CCG)
- All projects are reported back to Uttlesford H&W Board.

Hip fractures in older people (aged 65+) – Uttlesford



Emergency hospital admissions for hip fractures, persons aged 65+, standardised admission ratio, 2011/12-2015/16
Source: Hospital Episode Statistics (HES)

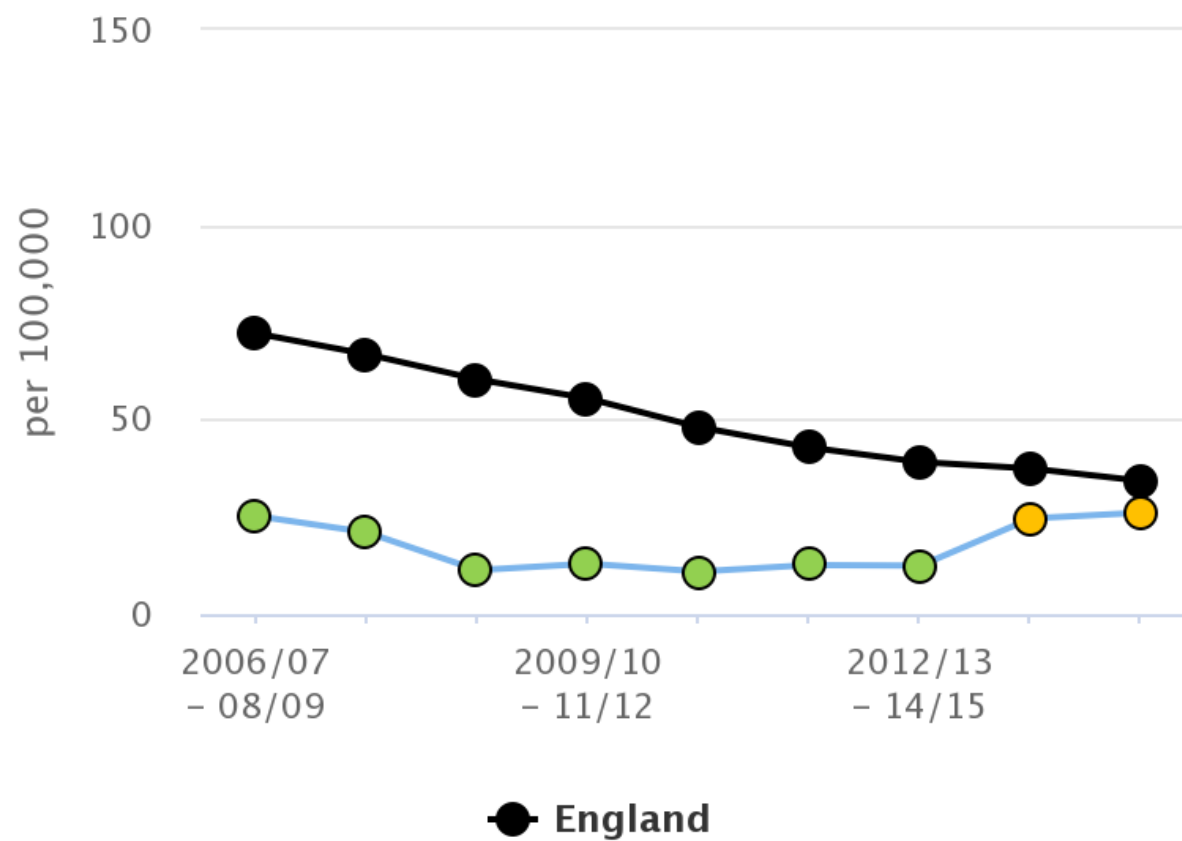


- .
- 13 of 22 wards in Uttlesford rank higher than England in hip fracture related emergency admissions with Felsted & Stebbing scoring the highest.

Action to Prevent Falls

- West Essex Falls Service – offer strength and balance at home and group sessions Thursday afternoons at SW Hospital, based on the Otago method.
- Seated chair exercises in sheltered schemes (delivered by sheltered housing officers) – 5 classes per week across the district's schemes.
- UDC Health Improvement Officer delivers a community seated exercise class within Thaxted every other Thursday. Looking into the potential to train a volunteer in the South of the district to deliver the same within other parts of the district.
- Exercise referral via 1Life including specialist classes.
- Promotion of volunteer-led walking for health schemes across Uttlesford (a Walking Guide provide information to the public). Also recently funded a walking activity for people with sensory loss, their families and carers.
- Handyman repairs service – hand rails etc. (via Environmental Health).
- CVSU Gardening project funded by Uttlesford H&W Board – reducing trip hazards in the garden.

Alcohol-specific hospital stays (under 18s) – Uttlesford

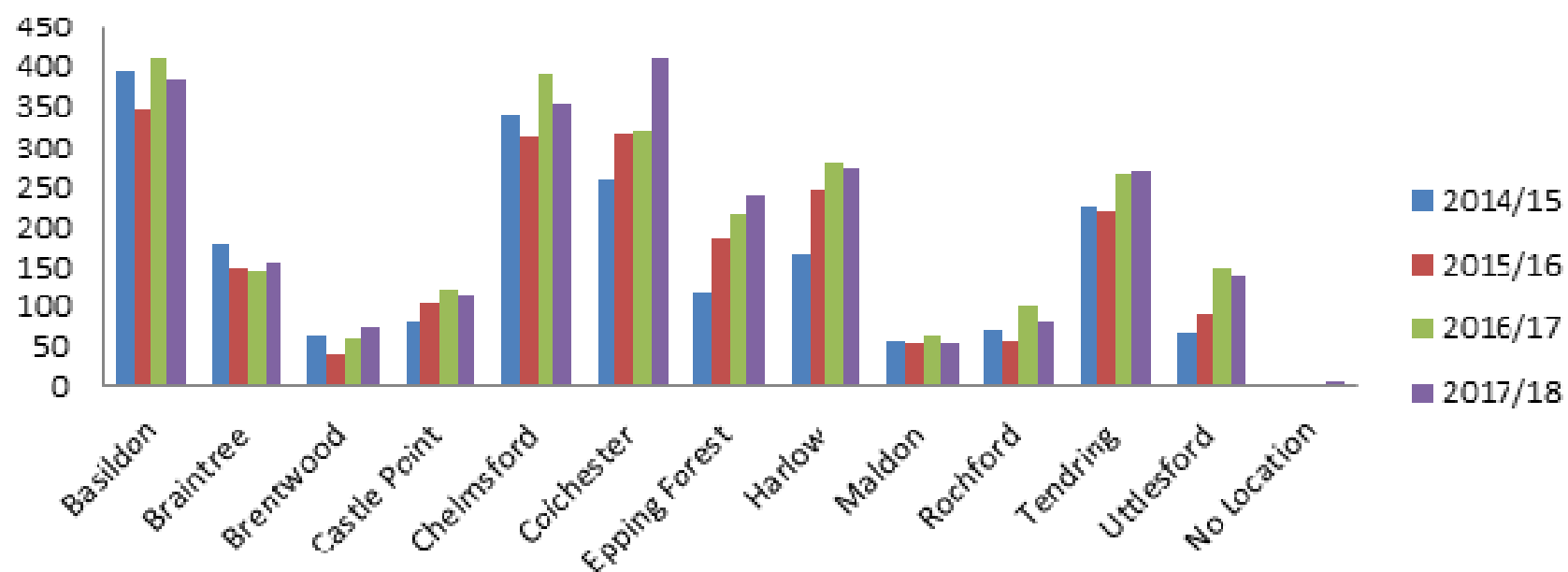


Alcohol Related Hospital Admissions (under 18s):

- We continue to push for the roll out of Risk Avert across schools which address risk taking behaviours including sensible and appropriate drinking and associated risks~ currently in
 - Joyce Frankland Academy, Newport
 - The Helena Romanes School and Sixth Form Centre
 - Forest Hall School
- We continue to commission an All Age substance misuse treatment and Recovery System
- We continue to fund the provision of Alcohol Liaison Nurse Service in all Essex Hospitals
- We continue to fund the provision of Alcohol A&E Liaison function in all Essex Hospitals
- We are currently preparing the re-procurement of the non-medical specialist Alcohol services across Essex

Drug Related Street Crime in Essex 2014/15 - 2017/18

Source: data.police.uk



Drug Related Crime

- Approximately 50% of the Uttlesford 'Drug offences' are within Stansted Airport (which you might have already presumed, given the high footfall and police presence), whereby many possession offences are usually discovered as people try to conceal small amounts of drugs for personal use departing or arriving on holiday during central search.
- 64% of all 'Drug offences' in Uttlesford are for possession of cannabis for personal use, similar to the average for Essex Police force area.
- Personal possession overall accounts for 89% of 'Drug offences' in Uttlesford, with powder cocaine being the most commonly discovered substance after cannabis.
- There are fewer than 10 opiate related 'Drug offences' within the police crime data for Uttlesford - that is not to say there is no opiate misuse and/or related offending in Uttlesford, just that this is not something that is well captured in this type of data.
- There has been an increase in recorded 'Drug offences' discovered by police at Stansted for consecutive years.
- But similarly, there has also been a rise in the number of passengers using the Airport, surpassing 27 million in the last 12-months

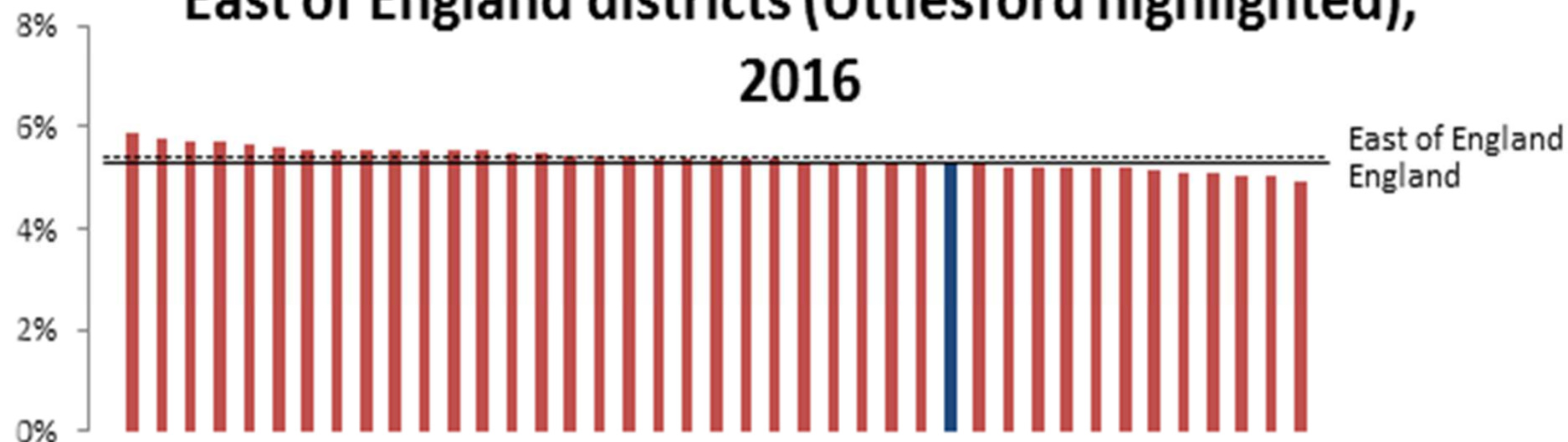
Drug Related Crime

- PH currently leading work with partners on the development and implementation of the Gangs, Violence and Vulnerability (GVV) Framework data project as part of the Essex Data Platform programme of work and will provide a tool that will enhance understanding of the local impact of gangs and exploitation on particular areas and vulnerable people in order to target enforcement and resources to tackle related issues.
- It will also provide a predictive capability to enable more targeted early intervention and prevention. The programme or work is nearing the point where a product will be available for localities to view and use.
- Public Health are working with The Office of the Police Fire and Crime Commissioner, Essex Police, Essex Community Rehabilitation Company, National Probation Service (Essex) and other key stakeholders to develop an approach to identifying and managing the most impactful offenders across Essex.
- Approach will seek to look at crime and associated social function issues which contribute to crime and disorder and develop a multi-agency approach to managing these offenders. Chelmsford Pilot managing the top 10 most difficult offenders where co-presenting issues have included substance misuse and homelessness has seen offending, homelessness and drug use reduce and overall quality of life improve for the identified individuals. The model will cover the whole of Essex

Drug Related Crime

- Public Health are leading the commissioning of an Integrated Health and Justice system of care and support for offenders and individuals at the edge of offending related crisis in Essex. This has seen:
 - Launch of the Offenders with Complex and Additional Needs Service operating across Essex (incl. inside HMP Chelmsford) and care managing individuals engaged with the criminal justice system into the appropriate healthcare and support
 - An Integrated Health and Justice Service (bringing together Street Triage, Police Custody Healthcare and Police Custody and Court based Liaison and Diversion Services into one service). This new integrated service aims to identify offenders and those at the edge of offending and where appropriate divert them into more effective interventions to prevent offending/re-offending.

Fraction of deaths attributable to air pollution, East of England districts (Uttlesford highlighted), 2016



Source: Public Health Outcomes

Air Pollution

- In the East of England as a whole 5.4% of deaths are attributable to human generated air pollution (Public Health Outcomes Framework, 2016 data). Uttlesford is a shade better at 5.2%
- In short air quality is a significant contributor to ill health in Uttlesford but a little less so than the East of England (and Essex) as a whole.
- The district council monitor pollutants throughout the district and generally air quality is good, however the centre of Saffron Walden is designated as an Air Quality Management Area largely due to traffic congestion in the narrow streets. An Action Plan has been developed to address exceedances of national objectives for nitrogen dioxide, including working with Essex Highways to improve junction capacity and ease the flow of traffic, measures to persuade people to travel by means other than single occupancy car trips, and increasing proportions of low emission vehicles in the town.
- Measures to improve air quality have to be balanced against the need for new development, and mitigation measures are sought to ensure there is no worsening of the air quality
- Expansion of Stansted Airport to its current permitted passenger throughput will add to traffic on major and local roads in the district, and the impact on air quality is a material consideration in the current planning application to expand the airport further

Children and Families

SEND in Uttlesford: profile and implications

Uttlesford Locality Board meeting- 5th November 2018 County Hall

Chris O'Nions –SEND Quadrant Manager- West Essex



Essex County Council

Objectives

For members to-

Have factual data on the current profile of SEND in Uttlesford.

Have comparison points in key areas of the profile to see trend data

Have awareness of the some of the key implications of this profile on places, transport and budget.

Current SEND Data compared to 2017

	2017	2018-up to 30/10/18	% difference +/-	Projection to 31/12/18
Number of EHCPs	342	383	+12	391 = +14
Number of EHCNA requests	72	68	-6	82 = + 14
Number of EHCNA requests declined	34	32	-6	38 = +12

Current profile of EHCPs by Category of Need

	ASC	SI	C&L	P	MSI	SEMH	SLCN	SpLD
N	111	18	91	23	3	61	62	14

Key

ASC –Autistic Spectrum Condition

SI –Sensory Impairment

C&L –Cognition and Learning

P – Physical

MSI – Multi Sensory Impairment

SEMH – Social, Emotional and Mental Health

SLCN –Speech, Language and Communication

SpLD- Specific Literacy Difficulty (Dyslexia)

Most recent EHCP's with CoN

	ASC	SI	C&L	P	MSI	SEMH	SLCN	SpLD
N	10	8	3	1	1	13	4	1

Taking the overall data we can see the following are key demand areas of SEND-

ASC =29% of overall EHCPs

C&L = 24% of overall EHCPs

SLCN and SEMH = 16% each of overall EHCPs

Nationally C&L is the highest category of need with ASC 2nd and SEMH 3rd

Percentage of students schooled in home district

Basildon	66.1%
Braintree	67.8%
Brentwood	66.5%
Castle Point	73.9%
Chelmsford	80.2%
Colchester	75.0%
Epping Forest	58.4%
Harlow	78.1%
Maldon	37.9%
Rochford	50.4%
Tendring	78.3%
Uttlesford	48.8%

Average distance to school (km)

Basildon		7.1
Braintree		11.3
Brentwood		8.1
Castle Point		6.6
Chelmsford		7.9
Colchester		10.4
Epping Forest		9.9
Harlow		7.8
Maldon		15.7
Rochford		7.1
Tendring		15.3
Uttlesford		18.0

Students in OOA provisions

- Currently there are 25 high costs students with EHCPs attending a provision, primarily in another authority. Often these are independent, non-maintained specialist provisions. Some of these I/NM provisions are within Essex.
- The total cost of these placements is £ 1, 975,731.00 per annum. This gives an average cost of £79,000.

	Dorset	Herts	Camb	Lincs	Essex	West Sussex	Surrey	Salop	Hamps	Rutland
N	1	6	4	2	5	1	2	1	2	1

Summary

- Numbers of EHCPs and requests for same are increasing at roughly 12-14%
- ASC is the most common CoN for those with an EHCP- 29%
- Second lowest percentage of students educated in their home district
- Students travel further to school than in any other part of Essex- 18km on average
- Essex spends nearly £2 million educating 25 students in specialist provision outwith their locality- predominantly in non-Essex provisions
- Developing an ASC hub for secondary aged students is being discussed.

5 November Locality Board – UDC Response to Presentation at 9th July Locality Board by David Hill on Economic Growth

How do we attract more of the high value business cluster around Cambridge southwards into Essex?

- Undertake promotional events such as the recent MIPIM conference in London promoting North Essex as a whole
- Undertake local marketing activities generally such as the forthcoming Business Breakfast focussing on digital innovation
- Continue to provide business rate relief – this was successful in helping to attract one research business to Chesterford Research Park from the Cambridge Science Park
- Promote Chesterford Research Park extensively including the availability of land at the park with outline planning permission
- Continue to network with relevant business groups in Cambridge for example through our membership of Cambridge CleanTech
- Continue to work closely with Invest Essex

What are the key sectors we should aim to support in Uttlesford, and what do they need?

- UDC Corporate Economic Development Strategy focusses on the following priorities:

Priority One – Key sectors include Visitor economy (including town centres), Rural economy and Life sciences, research and innovation sector

Priority Two – London Stansted Airport location

Priority Three – Proposed Garden Communities

Priority Four – Connectivity including Digital connectivity and Transport
- They need capacity for growth i.e. land, communications technology and access to skills. This is encompassed by the Local Plan allocations at Chesterford Research Park and Northside airport employment area as well as the garden communities.

How do we maximise the potential of the Innovation Corridor – eg linking economic opportunities in Uttlesford with Harlow?

- Continue our Duty to Cooperate activities in the Innovation Corridor running from London to Cambridge and Peterborough

- Develop a long term vision, facilitated by the LSCC, for “Middle Earth”, a place making agenda that looks across LEP boundaries
- Continue our support of the Digital Innovation Zone comprising public and private sector partners across Harlow, East Herts and Epping Forest
- Potential investment in the Northside strategic land allocation at Stansted Airport

Do we have a shared view of future economic governance across the sub-region – eg around LEPs?

- Recognition of the need for a steering group of senior members to develop a vision and plans

What are the best opportunities for us to collaborate around long-term commercial investments / strategic land acquisitions?

- Chesterford Research Park (30ha additional allocation), Northside at Stansted (50ha additional allocation)
- North Uttlesford GC, Easton Park GC and West of Braintree GC - opportunities for employment land allocations in the masterplanning
- Potential opportunity to attract a significant research institution to Chesterford Research Park

How do we best work together to facilitate well-planned housing growth and infrastructure?

- Consider the possibility closer joint working in the future
- A joint strategic plan in the future could address strategic issues along the corridor and form a powerful mechanism for securing infrastructure funding allocations.



COMMUNITY INFRASTRUCTURE LEVY

UTTLESFORD GARDEN COMMUNITIES

DELIVERY MEMBER GOVERNANCE BOARD

12TH FEBRUARY 2019



Troy Hayes

BSc, MSc, MRTPI, AICP

Founder & Managing Director

www.troyplanning.com



We were asked the following in relation to CIL:

- a) the benefits and risks of establishing CIL for the District;***
- b) the benefits and risks associated with high and low CIL levels in the garden community areas;***
- c) the level of commitment to infrastructure offered by the promoters and the likelihood of needing to adopt a high CIL in order to be confident about the delivery of the necessary quality of infrastructure.***

CIL Overview:

- Came into force 2010
- Clear and fair way for developers or landowners to contribute to funding infrastructure
- Non-negotiable levy on development (by type, location or size)
- £ per square metre
- Charged on new build of 100 sqm or more. Single house or flat of any size
- Charged on development where planning permission granted after the adoption of the CIL Charging Schedule
- CIL can be spent on infrastructure anywhere in the district (or even beyond the district boundary)
- Local Plan typically must be adopted before CIL is introduced

CIL Overview:

CIL rates cannot threaten the ability to develop viably the sites and scale of development identified in the relevant Plan.

the levy is expected to have a positive economic effect on development across a local plan area.

When deciding the levy rates, an appropriate balance must be struck between additional investment to support development and the potential effect on the viability of developments.

This balance is at the centre of the charge-setting process. This is a key test at CIL Examination Planning

The Neighbourhood Allocation:

Parish council	Neighbourhood plan	Levy
✓	✓	25% uncapped, paid to parish
✓	✗	15% capped at £100/dwelling, paid to parish
✗	✓	25% uncapped, local authority consults with community
✗	✗	15% capped at £100/dwelling, local authority consults with community

Example of a CIL Charging Schedule

FAREHAM BOROUGH COUNCIL

Community Infrastructure Levy

Charging Schedule

Purpose

This schedule sets out the Community Infrastructure charging rates set by Fareham Borough Council.

Date of Approval

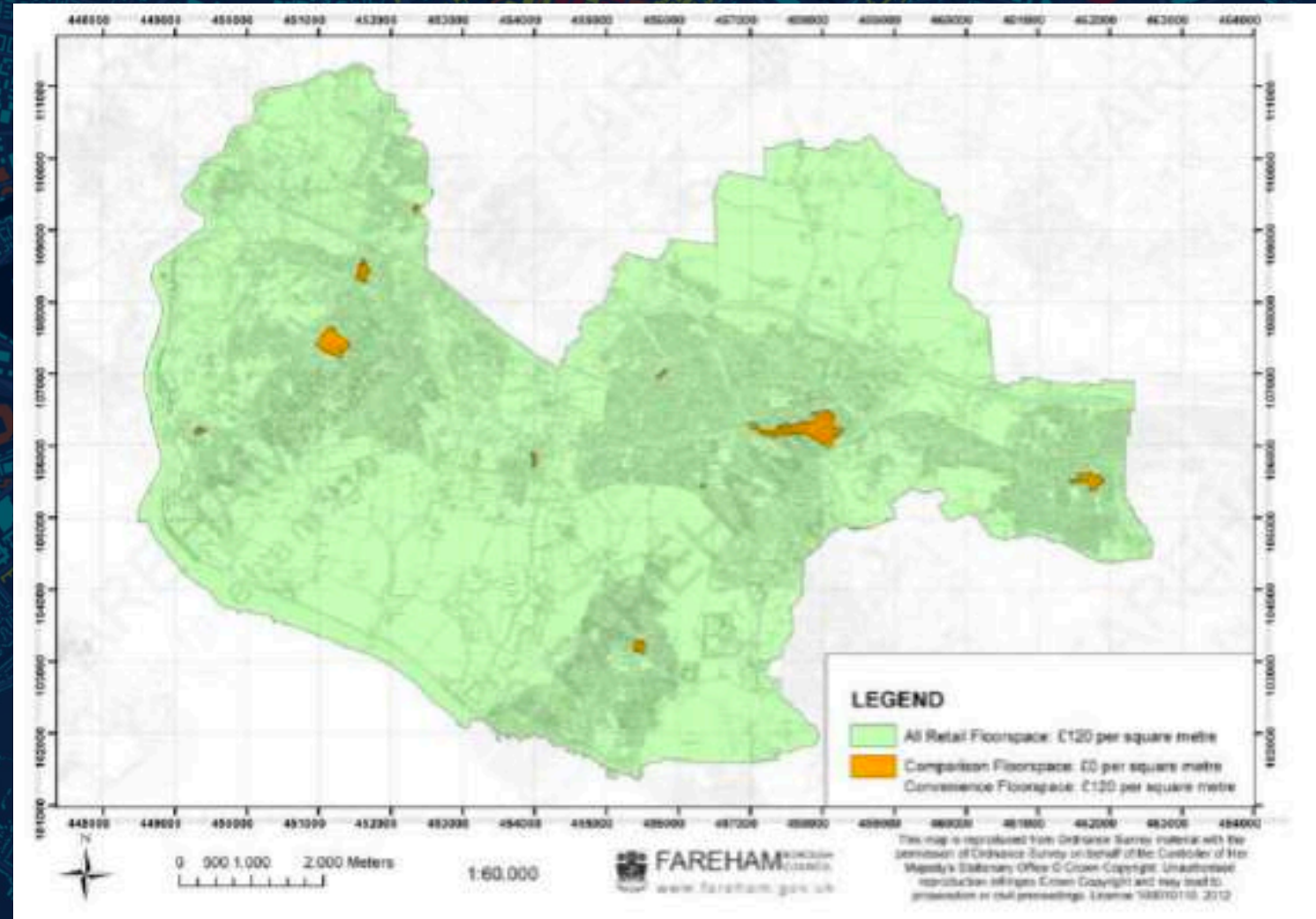
This charging Schedule was approved by Fareham Borough Council on 25 April 2013.

Effective Date

This Charging Schedule shall take effect on 1 May 2013.

Charging Rates

Type of Development (see Note 1 below)	CIL charge per m ²
Residential falling within Class C3(a) & (c) and C4	£105
Care homes falling within Class C3(b) and C2	£80
Hotels falling within Class C1	£35
Retail falling within Class A1:	
Comparison retail (see Note 2 below) in the centres as shown on the maps annexed to this schedule	£0
All Other Retail (see Note 3 below)	£120
Standard Charge (applies to all development not separately defined above, for example: offices, warehouses and leisure and education facilities)	£0



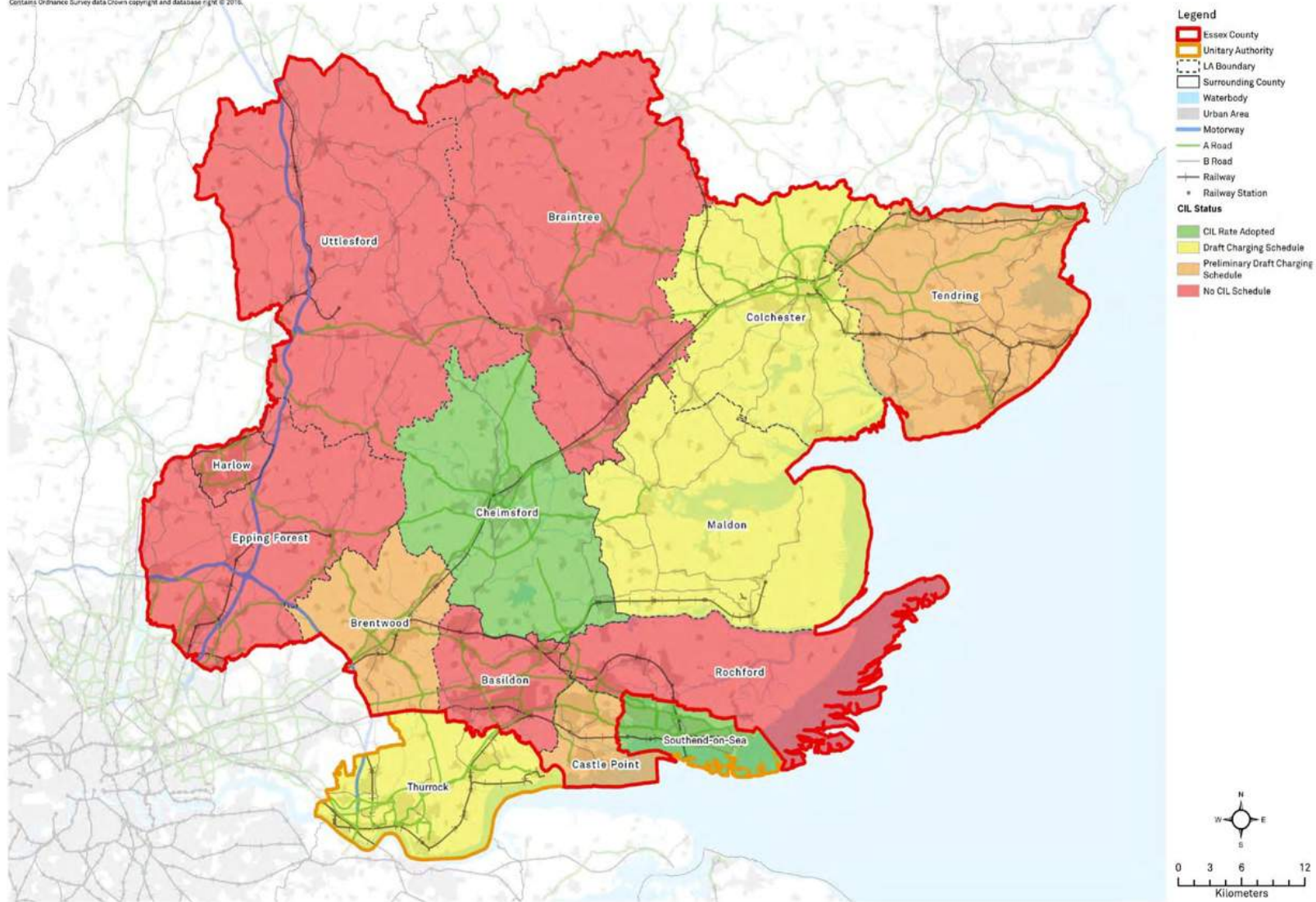


FIGURE 6.1- ADOPTED AND DRAFT RESIDENTIAL CIL RATES ACROSS GREATER ESSEX

Source: Local Authority Published Draft and Adopted CIL Charging Schedules



Ministry of Housing,
Communities &
Local Government

Reforming developer contributions

Technical consultation on draft regulations

PLEASE NOTE: MHCLG CIL Reform

Consultation Closed 31st Jan 2019

Key proposed change: Removing the restriction which prevent local authorities from using more than five section 106 obligations to fund a single infrastructure project (the pooling restriction);

Benefits of CIL for the District

- Can be used alongside S106
- CIL can be collected for all liable sites across district (including small sites of 10 and less dwellings)
- Non-negotiable = more certainty about expected receipts
- More transparent and certain than S106
- UDC has up to date Local Plan Viability evidence (not starting from scratch)

Risk of CIL for the District

- 12 months (approx.) for implementation
- CIL is payable on commencement of development – potential cash flow / funding infrastructure up front issues
- Corporate processes for collecting / reporting / monitoring CIL are required
- 15-25% of receipts will need to be passed directly to Parishes / Neighbourhood Forums

The background of the slide is an aerial photograph of a city, likely Garden Communities, with a dark blue semi-transparent overlay. The city's street grid and building footprints are visible in lighter shades of blue and white. The text is in a clean, white, sans-serif font.

High & Low CIL Levels in the Garden Communities

- Disclaimer: UDC cannot predetermine what level of CIL could be afforded at the Garden Communities until the CIL evidence base has been prepared.
- Therefore, reference to 'High CIL' and 'Low CIL' is not based on viability evidence and has only been considered in strategy terms

	High CIL Rate	Low CIL Rate
Benefit	<ul style="list-style-type: none">• Ensures that a set charge per sqm of development will be paid by the developer which (subject to viability testing) is capable of delivering the required infrastructure for the planned development.• UDC controls the pooling and spending of CIL receipts across the District including for strategic infrastructure projects at the Garden Communities.• Can be reduced/increased in future years to reflect market conditions and infrastructure needs (any revisions to the Charging Schedule must follow the same process of preparation, examination, approval and examination)• Can be amended to a low CIL rate if the promoters commit to the delivery of a community of the quality and with the level of infrastructure desired by the Council. Government Guidance suggests that any such revision should be undertaken as part of a Local Plan Review.	<ul style="list-style-type: none">• Infrastructure is secured by planning agreement providing the promoters with flexibility and, possibly, a more efficient procurement regime• Ensures some CIL revenue alongside S106.• Ensures the ability for UDC to more easily review CIL rates in the future.

	High CIL Rate	Low CIL Rate
Risk	<ul style="list-style-type: none">• CIL rate is not adequate to deliver the required infrastructure.• CIL rate is set too high and risks delivery.• Possible impacts on the delivery and viability of affordable housing although this will be assessed as part of any CIL Viability Study.• CIL payments come in as development commences risking the ability for the delivery of up-front infrastructure.• UDC controls the pooling and spending of CIL receipts which may create complexity in working with the highways authority.	<ul style="list-style-type: none">• The 'Low CIL' could be used by the developers to make the case (disproportionately) that it has impacts on the ability of the developer to deliver the full S106.• Considerable time and evidence required for little return in terms of CIL receipts collected.

POTENTIAL CIL RECEIPTS (with health warning)

- If a CIL Charge £125/sqm for housing (quite conservative) assuming 100sqm average home
- = average contribution of £12,500 per dwelling.
- 500 dwellings on non-strategic sites= £6.3million.
- 4,820 dwellings in the garden communities = 2,892 CIL liable dwellings (40% AH). This would generate approximately £36.2million in CIL receipts

Process	Estimated time
Preparation of CIL evidence base.	10 weeks for the study to be prepared and completed.
Preparation and consultation on a preliminary draft charging schedule (PDCS)	Assume a 6-week consultation, so allow 10 weeks for assembly and approval by Full Council/Cabinet.
Preparation and publication of a draft charging schedule for consultation	At least 4 weeks of consultation, with 6 weeks being recommended. Assume a 6-week consultation, so allow 12 weeks to review representations made at PDCS stage plus approval by Full Council/Cabinet.
Examination of draft charging schedule	An Examination in Public is required and time for the Examiner to prepare their report. Assume 15 weeks.
The charging authority adopts the charging schedule	Allow time for charging schedule to be approved by Full Council/Cabinet. Assume 5 weeks. .
Total	Approx. 42 - 52 weeks

RECOMMENDED NEXT STEPS

- Technical viability work preparation
 - Aligned with timing of Local Plan Examination
 - Differential Land Values at Garden Communities
 - Not just about housing (employment, retail)
- Understanding the funding / delivery commitment from promoters at the Garden Communities
- Decision can then be taken on the most appropriate approach to be taken regarding CL for the Garden Communities and wider District



TROY
PLANNING + DESIGN

QUESTIONS?



Troy Hayes

BSc, MSc, MRTPI, AICP

Founder & Managing Director

www.troyplanning.com

This page is intentionally left blank