



Essex County Council

Place Services and Economic Growth Policy and Scrutiny Committee

10:30	Thursday, 22 February 2018	Committee Room 1, County Hall, Chelmsford, CM1 1QH
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For information about the meeting please ask for:

Lisa Siggins, Democratic Services Officer

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3	Questions from the Public A period of up to 15 minutes will be allowed for members of the public to ask questions or make representations on any item on the agenda for this meeting. On arrival, and before the start of the meeting, please register with the Committee Officer.	
4	Air Quality To receive report (PSEG/05/18) from Mark Ash, Director of Waste and Environment and John Meehan, Head of Planning and Environment on air quality in Essex.	10 - 14
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| 6 | Petition With 2,318 Signatures: No To Baddow Bus Gate
Petition With 2,318 Signatures: No To Baddow Bus Gate (PSEG/07/18) . | 25 - 27 |
| 7 | Call-in of decision: FP/058/01/18 Review of ECC Street Lighting
To note the outcome of the recent call-in which was withdrawn following an informal meeting (PSEG/08/18) . | 28 - 29 |
| 8 | Place Services and Economic Growth Policy and Scrutiny Committee Work Programme 2017/18
To receive report (PSEG/09/18) concerning the Committee's work programme | 30 - 31 |
| 9 | Date of Next Meeting
To note that the next Committee activity day will be on Thursday, 22 March 2018 . | |
| 10 | Urgent Business
To consider any matter which in the opinion of the Chairman should be considered in public by reason of special circumstances (to be specified) as a matter of urgency. | |

Exempt Items

(During consideration of these items the meeting is not likely to be open to the press and public)

To consider whether the press and public should be excluded from the meeting during consideration of an agenda item on the grounds that it involves the likely disclosure of exempt information as specified in Part I of Schedule 12A of the Local Government Act 1972 or it being confidential for the purposes of Section 100A(2) of that Act.

In each case, Members are asked to decide whether, in all the circumstances, the public interest in maintaining the exemption (and discussing the matter in private) outweighs the public interest in disclosing the information.

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| 11 | Urgent Exempt Business
To consider in private any other matter which in the opinion of the Chairman should be considered by reason of special circumstances (to be specified) as a matter of urgency. |
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Agenda item 1

Committee: Place Services and Economic Growth Policy and Scrutiny Committee

Enquiries to: Robert Fox, Senior Democratic Services Officer

Membership, Apologies, Substitutions and Declarations of Interest

Recommendations:

To note

1. Membership as shown below
2. Apologies and substitutions
3. Declarations of interest to be made by Members in accordance with the Members' Code of Conduct

Membership

(Quorum: 5)

Councillor E Johnson
Councillor T Ball
Councillor S Canning
Councillor M Durham
Councillor R Gadsby
Councillor S Hillier
Councillor P Honeywood
Councillor D Kendall
Councillor B Massey
Councillor C Pond
Councillor R Pratt
Councillor A Sheldon
Councillor W Schmitt
Councillor J Young

Chairman

Minutes of the meeting of the Place Services and Economic Growth Scrutiny Committee, held in Committee Room 1 County Hall, Chelmsford, CM1 1QH on Thursday, 18 January 2018

Present:

Councillor E Johnson (Chairman)	Councillor C Pond
Councillor T Ball	Councillor M Platt
Councillor S Hillier	Councillor R Pratt
Councillor P Honeywood	Councillor W Schmitt
Councillor D Kendall	Councillor A Sheldon
Councillor B Massey	Councillor J Young

The following officers were present in support throughout the meeting:

Robert Fox - Scrutiny Officer
Lisa Siggins - Committee Officer

1 Membership, Apologies, Substitutions and Declarations of Interest

The report of the Membership, Apologies and Declarations was received and it was noted that

1. the membership of the committee was unchanged since the last meeting;
2. Councillor S Canning and Councillor R Gadsby had sent their apologies; and Councillor M Durham had sent his apologies and was substituted by Councillor M Platt;
3. Councillor W Schmitt declared an interest as a Board Member of Great Notley Country Park; and Councillor Chris Pond as an Honorary Fellow of the Chartered Institute of Librarians and Information Professionals.

The Chairman reported Councillor Stephen Canning has stepped down from his role as Vice-Chairman; to that end the Chairman proposed Councillor Stephen Hillier as Vice-Chairman, which was seconded by Councillor Tony Ball. The Committee agreed the election of Councillor Hillier as a Vice-Chairman of the Committee.

2 Minutes

The minutes of the meeting held on Thursday, 23 November 2017 were agreed as an accurate record and were signed by the Chairman.

3 Questions from the public

There were no questions from the public.

4 Mobile Libraries Consultation Outcomes

Councillor Susan Barker, Cabinet Member for Culture, Communities and

Customer was in attendance for this item.

Councillor Barker explained the current fleet of mobile libraries is getting past its operational functionality with seven of the nine vehicles needing replacement from April 2018. There is a cost of £60,000 per annum per vehicle to lease new ones.

The consultation was undertaken between September and November 2017 and was sent to 4,700 residents. There were in excess of 1,400 responses. The responses were, in the main, what was expected with residents understanding the need for rationalisation given there had been a 47% fall in the use of the mobile library service over the last 10 years. The consultation outcomes indicated service-users would be happy to move from a fortnightly visit from the service to a three- or four-weekly visit – with a preference for three-weekly. As a result of the consultation a change has been made to the final decision that a mobile library service be available anywhere where there is a one-and-a-half mile destination to a static library. Two stops in villages will be merged into a single stop at a convenient location. Cabinet will confirm the decisions at its meeting on Tuesday, 23 January 2018.

Essex does have some anomalies in relation to library provision, for example Thaxted has over 3,000 properties but is not served by a static library, yet smaller villages do have such provision. Examples like this have resulted in interest in establishing community libraries.

There are individual conversations going on with care homes in the county to restock them every three months with books and audio-books. Between now and April care homes who are not within one mile-and-a-half radius of a static library will be approached to also find suitable points within villages for mobile library visits, taking into account access logistics.

In response to Committee Member questions Councillor Barker stated:

- She hoped the mobile libraries consultation will have raised awareness and enthusiasm in the library service; and there had been reports of people involving themselves in the consultation who were not mobile libraries users in specific villages
- Young children do use the mobile library service to a significant degree
- She wants books to still be free at the point of use by users in communities and wants to encourage communities to establish their own library facilities. There will be funds available to set these up
- She would undertake to look into Greenstead Library charging the 'knit and natter' group being charged to use the facility
- There is no reason why Post Offices could not be established within libraries – this was previously the case at Writtle Library. However, there is a need to raise the awareness of the public in terms of the utilisation of library space. Concern was raised with regard to library staff being expected to take on additional tasks as a potential result of other facilities utilising space
- Thoughts will be given to the establishment of libraries in the new garden

- town developments
- She would undertake to speak with local churches and church halls as part of the engagement
- She will be considering library opening times between Christmas and the New Year
- District leaders, voluntary groups, parish councils will all be invited to the engagement meetings – they will not be public meetings. This will enable focus. Libraries are very personal to a location so the local picture will be key as an outcome of each meeting. They will also be a way of understanding whether there is appetite for a community library within the locality
- There should be no reason why the public cannot use the library when parish meeting are taking place. Councillor Barker requested Councillor Pond send specific detail related to Loughton Library in this respect
- The engagement meetings will take place on Monday and Wednesday evenings throughout March. Councillor Barker will circulate confirmed dates to Members

The Chairman invited the Committee to support the Cabinet paper and this was agreed. The Chairman thanked Councillor Barker for her contribution.

5 Essex Libraries: Static Libraries Public Engagement

Councillor Susan Barker, Cabinet Member for Culture, Communities and Customer was in attendance for this item.

Councillor Barker explained the rationale behind the public engagement, which is starting in March 2018, is to ascertain whether the current static libraries are fit-for-purpose? There will be conversations within every district to gain informed ideas about libraries to ensure they are fit for the 21st Century; and to maintain and grow the service. At present many of the county libraries have space lying idle and these spaces could be let out to individuals, community groups, businesses etc. as leaving these spaces empty is not viable moving forward.

In response to Committee Member questions Councillor Barker stated:

- Equipment being transferred into community libraries will depend on how long it is intended for the provision to open. It should be technically possible to put the equipment in, however
- In visiting 65 libraries throughout the county it is clear that the main usage is anything but borrowing books. Therefore, as part of the public engagement it is clear that we do not always need the full space currently occupied by books. The plan is to provide what each community wants within their libraries
- She would undertake to look into Greenstead Library charging the 'knit and natter' group being charged to use the facility
- There is no reason why Post Offices could not be established within libraries – this was previously the case at Writtle Library. However, there is a need to raise the awareness of the public in terms of the utilisation of library space. Concern was raised with regard to library staff being expected to take on additional tasks as a potential result of other facilities utilising space

- Thoughts will be given to the establishment of libraries in the new garden town developments
- She would undertake to speak with local churches and church halls as part of the engagement
- She will be considering library opening times between Christmas and the New Year
- District leaders, voluntary groups, parish councils will all be invited to the engagement meetings – they will not be public meetings. This will enable focus. Libraries are very personal to a location so the local picture will be key as an outcome of each meeting. They will also be a way of understanding whether there is appetite for a community library within the locality
- There should be no reason why the public cannot use the library when parish meeting are taking place. Councillor Barker requested Councillor Pond send specific detail related to Loughton Library in this respect
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The Chairman thanked Councillor Barker for her contributions to the Committee.

6 Country Parks Car Park Charging Task and Finish Group: Portfolio Holder response to Recommendations and Actions

Councillor Simon Walsh, Cabinet Member for Environment and Waste was in attendance for this meeting.

The Chairman explained a discrete Task and Finish Group met on a single occasion in December which was provided with detail of the intended car park charge increases and the rationale behind them. Recommendations and actions followed the meeting which were forwarded to the Cabinet Member for consideration and response at this meeting.

Councillor Walsh presented his response and explained to Members that an additional consultation with the Joint Venture Board for Great Notley Country Park will take place as the Park is jointly funded by Braintree District Council. The consultation period itself would be six weeks from 5 February until 18 March, with feedback available by 23 March with the intention to sign-off a Key Decision by 6 April. Implementation of the new charges would begin on 23 April.

Posters will be displayed by car parking machines and notice boards; plus there will be communication in newsletters, the internet and social media.

Councillor Walsh thanked the Task and Finish Group for their work and recommendations and confirmed all were accepted.

In response to Committee Member questions Councillor Walsh stated:

- He would feedback any changes that are made as a result of the public consultation
- He would provide the financial investment going into each Country Park in the County

- He is aware of verge parking, particularly in Brentwood's Country Parks and is considering ways this can be better controlled
- He would shortly provide a written response to the question relating to Hainault Forest and the Woodland Trust asked by Councillor Pond in November

The Chairman thanked Councillor Walsh for his contribution to the meeting.

7 Place Services and Economic Growth Policy and Scrutiny Committee Work Programme 2017/18

The Work Programme presented was noted. The next meeting of the Committee would receive a report on Air Quality in advance of undertaking the review referred by Full Council.

8 Future Meeting Dates

The dates presented to the Committee for the remainder of 2018/19 were noted. There was one change agreed with the Committee to now meet on Wednesday, 12 December 2018.

There being no urgent business the meeting closed at 11.48 a.m.

Chairman

		AGENDA ITEM 4
		PSEG/05/18
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	22 February 2018	
<u>AIR QUALITY</u>		
Enquiries to:	Robert Fox, Scrutiny Officer Robert.Fox@essex.gov.uk	

Background

At Full Council in December 2017 a review of air quality was proposed and 7 issues set out to be considered.

This paper addresses those issues.

The **Amended motion** was proposed by Councillor Simon Walsh and Seconded by Councillor Terry Cutmore

“This Council notes that the Place Services and Economic Growth Policy and Scrutiny Committee is undertaking a review of air quality issues and asks that Committee to consider the following suggestions and make appropriate recommendations to the Cabinet Member, as part of the review:

1. Adopt an overarching Council Air Quality Improvement Policy.
2. Ensure that services provided or commissioned by the Council are conducted with proper regard to their effects on air quality, and that contractors abide by the provisions of the overarching policy.
3. Phase out the payment of expenses to those driving the most polluting vehicles, and enhance cycle and car-sharing mileage provision
4. Encourage Her Majesty’s Government to institute a scrappage scheme for the most polluting private and commercial vehicles.
5. Ensure that the Council’s comments on any Local Plan require public transport infrastructure, modal shift, and electric vehicle facilities be a central part of that Plan.
6. Enter dialogue with Her Majesty’s Government and Local Planning Authorities to ensure that reduction of air pollution is properly considered in planning determination.
7. Support inter-urban and rural cycling and walking (including PROW) so as to provide safer off-road routes.”

Purpose of Report

To provide a brief overview of the air quality issues set out in the Motion above as a justification for recommending the Place Services and Economic Growth Policy and Scrutiny Committee set up a Task and Finish Group to further explore the air quality review.

Summary of Issues

Overview: Air pollution is the biggest environmental risk to health. Globally, nine out of ten people live in a city that does not comply with WHO air quality standards. Within the UK, poor outdoor air quality is linked to 50,000 deaths each year. The most vulnerable are children, the elderly, or those with pre-existing medical conditions (see Key Facts in Appendix A). The design of our urban and rural infrastructure, particularly road infrastructure, determines where air pollution is produced, and how it is dispersed. This is a multifactorial problem which requires a holistic solution.

Improving the air quality of Essex will meet our strategic aims and priorities as set out in the Organisational Strategy. It will meet the strategic aim of helping to create great places to live and work. In addition, it will also meet our strategic objectives of helping to secure sustainable development and protect the environment and also improving the health of the people in Essex.

Below the 7 issues are set out and each is briefly addressed.

1. [Adopt an overarching Council Air Quality Improvement Policy.](#)

London, Birmingham and other authorities have adopted air quality policies and have begun to review the issue.

An Air Quality policy will need to address many issues, for instance:

- Green Infrastructure and trees.
- County Wide Monitoring, including PM_{2.5}
- Low emission Schemes and Strategies
- Use of clean/alternatively fuelled vehicles
- Review of existing Travel Plans/ development on new Travel Plans
- Schools education programme
- Role of Section 106 funding
- Renewable energy
- Public Engagement

The development of an Air Quality policy will require all Service areas within the Council are engaged: Public Health, Finance, Procurement as well as Infrastructure and Environment. An Air Quality Improvement Policy would add support and complement current and developing Strategies such as Energy & Low Carbon, Sustainable Transport, Green Infrastructure and Public Health Strategies.

2. Ensure that services provided or commissioned by the Council are conducted with proper regard to their effects on air quality, and that contractors abide by the provisions of the overarching policy.

Currently Procurement and users of the Corporate finance system (TCS) ask suppliers (if the purchase is relevant) if they adhere to the industry standard environmental quality standards (ISO14001 etc. or similar), the Council has no specific air quality standards, as these are set by the district functions. Current contracts managed by Category Managers could be evaluated to baseline air quality consideration. A mechanism agreed by Procurement & TCS would need to be implemented to ensure all new contracts conform.

3. Phase out the payment of expenses to those driving the most polluting vehicles, and enhance cycle and car-sharing mileage provision.

ECC currently advise employees to question the need to travel and if it is required, we advise them to do so using public transport if possible. This is set out in “Making Sustainable Travel Decisions”.

We would need to liaise with colleagues in Corporate Operations to investigate whether it would be feasible to phase out expenses for the most polluting vehicles. We would need to define what is a “most polluting vehicle” and whether this is based on size or diesel fuel etc. Our current expenses policy is in line with Treasury guidance, we would need to investigate the opportunity to reduce expenses. We provide expenses for cycle mileage and car sharing and should consider enhancing these expenses to make them more attractive, potentially reducing car use for short journeys.

4. Encourage Her Majesty’s Government to institute a scrappage scheme for the most polluting private and commercial vehicles.

Essex County Council supports the Government’s plan for a targeted scrappage scheme. The Council has responded to this proposal (ECC formal response to UK Government – Air Quality Consultation June 2017). We are awaiting the Government’s response to the consultation.

5. Ensure that the Council’s comments on any Local Plan require public transport infrastructure, modal shift, and electric vehicle facilities be a central part of that Plan.

The Environment team and other Authority representatives are consultees on all partner’s Local Plans – of which consideration to transport infrastructure, modal shift, and electric vehicle facilities is assessed. We also comment on the need for Green Infrastructure.

6. Enter dialogue with Her Majesty's Government and Local Planning Authorities to ensure that reduction of air pollution is properly considered in planning determination.

Air quality can be a material consideration in the planning process for development proposals, particularly if the application may:

- conflict with proposals in an Air Quality Action Plan;
- lead to a deterioration in air quality as a direct result of the proposal;
- increase human exposure in areas of existing poor air quality.

Local authorities have a legal duty to pursue the air quality objectives at all locations in the County. As a result, they may reject, or require amendments to proposals which are considered likely to result in a significant deterioration in air quality and/or which are likely to increase exposure in existing areas of poor air quality.

Furthermore, we have opportunity to engage with the Essex Planning Officers Association (EPOA) to ensure the Council's stance on Air Quality is robustly considered. As part of the Essex Air Consortium we also work with districts across Wider Essex to promote and co-ordinate improvements to air quality.

7. Support inter-urban and rural cycling and walking (including PROW) so as to provide safer off-road routes.'

The Sustainable Travel team and PROW team are fully engaged in this agenda. We also support cycling through our countywide and district cycling strategies. The emphasis on the strategies relate to health and reducing car use. There are no specific links to improving air quality but this could be considered. However the work we are now progressing with Garden communities is likely to have some major impacts on improving air quality as we strive for 60% sustainability from these developments, which will benefit the wider community and also support the wish to improve health.

Recommendation:

The Place Services Policy and Economic Growth Scrutiny Committee sets up a review looking at the air quality issues set out in the Motion above and this paper.

Appendix A: Key Poor Air Quality facts for the UK

Over 85% proportion of air quality zones in the UK (37 of 43) that did not meet EU nitrogen dioxide limits in 2016

2026 government's estimate of when all 43 zones in the UK will be compliant with EU nitrogen dioxide limits. 2010 original deadline for compliance with EU nitrogen dioxide limits

Under review Estimated mortality impact of nitrogen dioxide pollution 29,000
Estimated equivalent number of deaths caused by fine particulate matter in the UK in 2008

£20 billion Royal College of Physician's estimate of cost of the health impacts of air pollution to the UK in 2016

80% Estimated proportion of nitrogen oxides concentrations at the roadside due to road transport (national average)

13% Proportion of all fine particulate matter emissions in the UK due to road transport

£2.5 billion Potential spend between 2015 and 2020 on schemes with intended air quality benefits of which government's Joint Air Quality Unit directly oversees £0.3 billion

2018 Year in which government plans to publish a wider air quality strategy

		AGENDA ITEM 5
		PSEG/06/18
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	22 February 2018	
LOCALISM AND SUBSIDIARITY TASK AND FINISH GROUP: INTERIM REPORT TO THE COMMITTEE		
Enquiries to:	Robert Fox, Scrutiny Officer Robert.Fox@essex.gov.uk	

Rationale for the review

At Full Council in July 2017 it was moved by Councillor Pond and seconded by Councillor Sargeant that:

‘This Council applauds achievements of the Administration to date in the field of localism, such as the Community Initiatives Fund. Local Highways Panels were a useful step in bringing together County and District members; their funding needs to be sufficient, and their processes (including Highway Rangers) more effective, the better to suit local needs.

This Council now needs to take further initiatives to ensure that decisions affecting local people are taken as close to them as possible, instead of centrally at County Hall, or by remote joint boards. Devolution to or involvement of districts and parishes in such functions as highway repairs, parking control and enforcement would all increase local buy-in, and should be attainable within existing budgets. This Council refers this whole question to the Corporate Scrutiny Committee for further examination.

It was moved by Councillor Grundy and seconded by Councillor Johnson that the motion be amended to read as follows:

‘This Council applauds achievements of the Administration to date in the field of localism, such as the Community Initiatives Fund. Local Highways Panels were a useful step in bringing together County and District members; their funding needs to be sufficient, and their processes (including Highway Rangers) more effective, the better to suit local needs.

This Council now needs to consider further initiatives to ensure that decisions affecting local people are taken as close to them as possible, instead of centrally at County Hall, or by remote joint boards. Devolution to or involvement of Districts, Boroughs, the City and parishes in such functions as highway repairs, parking control and enforcement would all increase local buy-in, and could be attainable within existing budgets.

This Council refers this whole question to the Place Services & Economic Growth Scrutiny Committee to be considered along with other important issues for inclusion in their work programme.'

Councillor Pond and the seconder Councillor Sargeant accepted the amendment and, with the approval of Council, the amendment having become the substantive motion it was put to the meeting and was carried.

Task and Finish Group meetings

To undertake this review following the Full Council motion and Councillor Chris Pond was appointed Chairman of the Task and Finish Group. The other Members of the Group are Councillor's Stephen Hillier, David Kendall and Andrew Sheldon. A scoping document (attached as an appendix) was agreed at the first meeting of the Task and Finish Group. The Group agreed the issue of street lighting is far too big to deal with within this review at present.

The Task and Finish Group heard the original motion to Full Council was supported as it is no longer effective to have a central provider as many functions are done far better locally, and with that comes cost benefits. By doing this there will be more effectiveness and responsibility for Parish Councils – some of whom will welcome the move, whilst others will need to be convinced. However, under a localised service council officers should be able to issue general enforcement notices in terms of parking, dog fouling, littering etc. A way to find a means of doing such at a local level, and at times, erasing district/parish boundaries could be found to facilitate this.

Some libraries have different potential solutions in terms of office space etc. The Group heard there would be no problems delivering a localised service in libraries; however, the issue would be with parish willingness to take on paid staff. By making them stand-alone entities the local libraries would not have the buying power that the County service has. If devolved to Parish Councils the County could rotate books between libraries and provide the check-in and check-out service for the stock, if it was a co-location service. Co-location of library services with parish council hubs encourages localism and provides efficiencies. The Chairman of the Task and Finish Group suggested the libraries estate be reviewed and parished areas invited to run community libraries could be a potential **recommendation** from this review with the provision of stock and rotation undertaken under a Service Level Agreement when setting-up community libraries.

Wherever possible, ECC Councillors' should be encouraged to engage with their Parish and Town Councils and assist the facilitation of local ideas. Local Plans could include, where there is sufficient population growth, consideration of a local library provision being part of that plan. This could be a potential **recommendation**, and could be seen as emerging localism.

The Group heard that all but one of the 275 parish/town councils in Essex were members of the Essex Association of Local Councils; there are local associations and each one of these has an executive member who meet every two months as part of the EALC executive committee. The EALC had approached ECC to see if

there might be certain activities that local councils could undertake. Examples being greenswards; parking enforcement (not by issuing tickets); parking at schools – possibly assisting parking partnerships, acting as a second party; training the locally engaged “handymen” to issue tickets (the North Essex Parking Partnership has indicated it would be happy with this, as long as the individuals were accredited); dog warden patrols etc.

The EALC has provided a full list of activities, to the Task and Finish Group, it might propose be taken over by some local parish councils. ECC recognises that local communities have a better understanding of their local issues and there is an ever-increasing list of activities that the County Council might find difficult to fund in future years; therefore, devolution of some tasks will be essential and some work has already been done on this. There have been discussions with Ringway Jacobs, which already has several schemes in place in other parts of the country with a substantial number of parishes carrying out a range of tasks. Devon has a scheme in place, for example, that has provided free training for several hundred volunteers, known as community road wardens, to do varied tasks within parishes. This has included a limited number repairing potholes, although there have been some concern about the efficiency of this. It should be noted that the safety of individuals is always the prime concern and the County cannot devolve its duty as a highway authority. As the largest authority involved in the chain, it would have to exercise vicarious responsibility.

Public expectation was important – it should be clear what is being achieved if any extra costs are incurred. Cleaning contracts could be arranged on a local basis, to clean signs, bus shelters, etc. Another issue is maintaining timetables in bus shelters – although the maintenance of bus shelters is not straightforward, as they are owned by different parties, as are streetlamps.

There are two tiers of activity that may be considered:

- i) Activities not currently being done by County and are not budgeted for (eg sign washing)
- ii) Activities that are being done at the present but, given the need to find savings, cannot continue to be done by the ECC (eg PROW maintenance, verge cutting). Savings of £4-4.5million are required here. There are currently a substantial number of contracts with district councils to carry out such work; but there is no consistency across the County. Whereas with highways, the drawing together of all the work has achieved substantial savings and improved performance in respect of PR1 and PR2 roads.

The Task and Finish Group heard from representatives of Maldon District Council on how the Highways Ranger Team have been incorporated into the Park and Maintenance Team at MDC, and how they had made a real difference to the team and enabled a more linked up approach. It was felt that the district could manage the needs at a more local level because they are closer to the ground. It was confirmed

that without the funding MDC would not be able to take on the function. Other functions that could, potentially, be devolved into a Highways Rangers 'Plus' scenario could be:

- Drainage
- Public rights of way (could work closely with the parks team)
- Trading standards
- Street lighting (has the skills within his team but not the kit)
- Signage such as finger posts

The Maldon District Council Community Protection Officers have functions which include:

- TruCam (speed enforcement)
- Antisocial behaviour
- Litter enforcement
- Dog fouling
- Enforcement of own carpark and cash collections

Other work

A letter has been sent to each of the Leaders of the Essex districts for their views, providing the scope of the group and asking them what functions they would like to see devolved and seeking responses to the key lines of enquiry.. To date the Task and Finish Group has received positive responses from Chelmsford City and Colchester Borough Councils. A number of Leaders of Essex Local Authorities have been invited to attend the next meeting of the Task and Finish Group. Invites have also been forwarded to the Essex Parking Partnerships and representation from Essex County Council regarding the Communities Initiative Fund (CIF).

Current status

It is requested for approval that the Committee grant an extension to the work bringing a final report to the March 2018 meeting for approval; and invite the relevant Cabinet Member(s) to respond to the recommendations and actions in April 2018.

Essex County Council
Place Services and Economic Growth Policy & Scrutiny Committee

This form is a tool that should be compiled at the start of each inquiry to set out clearly the aims and objectives of the committee's involvement in a particular matter, and will be completed at the end of the inquiry to confirm what has been achieved. It is an iterative form; and also acts as an audit trail for a review.

WHAT ARE WE LOOKING AT?	
Review Topic	Localism and Subsidiarity
Type of Review	TASK AND FINISH GROUP
WHY ARE WE LOOKING AT THIS?	
Rationale for the Review	<p>Extract from the minutes of the full Council meeting of 12 July 2017:</p> <p><u>Localism and Subsidiarity</u></p> <p>It was moved by Councillor Pond and seconded by Councillor Sargeant that:</p> <p>'This Council applauds achievements of the Administration to date in the field of localism, such as the Community Initiatives Fund. Local Highways Panels were a useful step in bringing together County and District members; their funding needs to be sufficient, and their processes (including Highway Rangers) more effective, the better to suit local needs.</p> <p>This Council now needs to take further initiatives to ensure that decisions affecting local people are taken as close to them as possible, instead of centrally at County Hall, or by remote joint boards. Devolution to or involvement of districts and parishes in such functions as highway repairs, parking control and enforcement would all increase local buy-in, and should be attainable within existing budgets.</p> <p>This Council refers this whole question to the Corporate Scrutiny Committee for further examination.</p> <p>It was moved by Councillor Grundy and seconded by Councillor Johnson that the motion be amended to read as follows:</p> <p>'This Council applauds achievements of the Administration to date in the field of localism, such as the Community Initiatives Fund. Local Highways Panels were a useful step in bringing together County and District members; their funding needs to be sufficient, and their processes (including Highway Rangers) more effective, the better to suit local needs.</p> <p>This Council now needs to consider further initiatives to ensure that decisions affecting local people are taken as close to them as possible, instead of centrally at County Hall, or by remote joint boards. Devolution to or involvement of Districts, Boroughs, the City and parishes in such functions as highway repairs, parking control and enforcement would all increase local buy-in, and could be attainable within existing budgets.</p> <p>This Council refers this whole question to the Place Services & Economic Growth Scrutiny Committee to be considered along with other important issues for inclusion in their work programme.'</p> <p>Councillor Pond and the seconder Councillor Sargeant accepted the amendment and, with the approval of Council, the amendment having become the substantive motion it was put to the meeting and was carried.</p>

WHAT DO WE HOPE TO ACHIEVE?	
Indicators of success	What would you wish to see happen as a result of the review? What value can scrutiny bring to the review? Why do you think the desired outcome is achievable?
HOW LONG IS IT GOING TO TAKE?	
Timescales	Three month review with final report to Committee in January 2018
Provisional Timetable	19 October – 18 January 2018
WHAT INFORMATION DO WE NEED?	
Terms of Reference	To review: <ul style="list-style-type: none"> • How possible and practical is it to take decisions to deliver services at a more local level and how can budgets be devolved locally?
Key Lines of Enquiry	<ul style="list-style-type: none"> • What responsibilities, by service area, would the County Council be prepared to devolve to the more local level? • How are services being delivered now? • What would the advantages and disadvantages of services being devolved be? • What would the staffing and funding implications be? • What is the appetite/willingness of the City, Borough, District, Parish and Town Councils to take on the responsibility? • What services could realistically come under more local control?
What primary/new evidence is needed?	
What secondary/ existing information is needed?	What have other counties done? Practice elsewhere and maybe visit e.g. Somerset CC is said to be a model of good practice, inc. parking Suffolk CC – libraries run with local input through an Industrial Provident Society CIF Prospectus
What briefings and site visits might be relevant?	CIF funded projects
Other work being undertaken/Relevant Corporate Links	School Crossing Patrols Cabinet Member Reference Group (Cllr Gooding)
What is inside the scope of the review?	Highways and Highways Rangers Libraries Parking Partnerships Devolved budgets, i.e. CIF County records: Liaison between the museum service and ERO; historic buildings and monuments advice (Heritage and Culture 2011 scrutiny report); local accessibility of records

What is outside the scope of the review?	<p>Passenger Transport Responsive Transport Initiatives/Community Transport</p> <p>Both the above will be subject to future reviews by the Committee</p>
WHO DO WE NEED TO CONTRIBUTE/CONSULT? (INITIAL MEETING TO ESTABLISH THIS)	
Relevant Portfolio Holder(s) and other Member involvement	<p>Councillor Ian Grundy Councillor Susan Barker Councillor John Jowers (inauguration of the CIF) Councillor Chris Whitbread, EFDC Councillor Penny Channer, MDC</p>
Key ECC Officers	<p>Andrew Cook, Director Highways and Transportation Peter Massie, Head of Commissioning Essex Highways Suzanna Shaw, Director Customer and Technology Operations Paul Probert, Head of Community Resilience</p>
Partners and service users	<p>Borough/City/District/Parish/Town Councils Unparished/largely unparished councils (Basildon BC to cover – Clare Hamilton (Chief Regeneration Officer)) EALC SEPP/NEPP Chief Officers/Chairmen</p>
WHAT RESOURCES DO WE NEED?	
Lead Member and Membership	<p>Councillor Chris Pond (Chairman) Councillor Stephen Hillier Councillor David Kendall Councillor Andrew Sheldon</p>
Co-optees (if any)	
Lead Scrutiny Officer/Other	Robert Fox
Expected Member commitment	Four meetings to be concluded by Christmas 2017
WHAT ARE THE RISKS/CONSTRAINTS?	
Risk analysis (site visits etc.)	Risk management form to be completed if any site visits are included as part of the review
Possible constraints	To be determined, if any
WHAT WILL BE REQUIRED FROM STAKEHOLDERS?	
Internal stakeholders	<p>Their time to attend Task and Finish Group meetings Information and advice Communications for any potential press release following the review</p>
External stakeholders	<p>Potential time commitment of co-optee Their time to attend T&F Group evidence sessions</p>
WHO ARE WE DIRECTING ANY RECOMMENDATIONS AND ACTIONS TO?	
Recommendations to (key decision makers):	This to be compiled during, and following the review

Reporting arrangements	Task and Finish Group final report to be presented to the full Committee, for a response from the relevant Cabinet Member(s), on Thursday, 18 January 2018
Follow-up arrangements	Six month implementation review to full Committee in July 2018. Twelve month impact review to full Committee in January 2019
ADDITIONAL INFORMATION/NOTES	
Meeting dates (provisional)	Tuesday, 31 October 2017 at 10.30 a.m.; Room C120: Cllr Barker, Cllr Grundy Tuesday, 14 November 2017 at 2.30 p.m.; Room C120: Cllr Jowers Thursday, 14 December 2017 following the Place Services and Economic Growth Policy & Scrutiny Committee; Committee Room 1: Cllr Grundy, Andrew Cook, Peter Massie

LESSONS LEARNT/SCRUTINY EVALUATION

To be completed in an end of review Workshop* (align to findings of Scrutiny Survey to be attached as an annex). This form should be used in the evaluation of the process adopted by the Scrutiny review Committee/Task and Finish Group and will be used to inform future Scrutiny Reviews.

**Evaluation workshop at the end of the review will typically involve Committee Chairman/T&F chairman, other T&F group members, scrutiny officer, topic proposer and key stakeholders (if applicable)*

DATE OF REVIEW EVALUATION:	
1. Organisation & Planning	
What could have gone better?	Recommendations for future reviews
What were the strengths and weaknesses of the approach used? Proposed and actual start/completion dates: Was the time allocated adequate?	

2. Resourcing	
What could have gone better?	Recommendations for future reviews
Was officer time/resource adequate for this review?	

3. Evidence sessions/site visits	
What could have gone better?	Recommendations for future reviews

4. Stakeholder and Communications	
What could have gone better?	Recommendations for future reviews

5. Report and Recommendations

What could have gone better?

Recommendations for future reviews

Was the purpose of the review achieved?
Has there/is there likely to be any influence on service delivery as a consequence of the review?

		AGENDA ITEM 6
		PSEG/07/18
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	22 February 2018	
PETITION WITH 2,318 SIGNATURES: NO TO BADDOW BUS GATE		
Enquiries to:	Robert Fox, Scrutiny Officer Robert.Fox@essex.gov.uk	

The following pages contain the front sheet related to a petition received by the County Council with 2,318 signatures. The petition is against the introduction of a bus gate in Baddow Road, Great Baddow.

The Essex County Council Petitions Policy determines that (in this case because of the number of signatures) there are two actions that must be taken:

- 1 Petitions signed by between 2,000 and 7,499 people:** The relevant Executive Director will provide a written response to the Lead Petitioner. The Cabinet Member responsible may also respond;
- 2** In addition, **any petition of 2,000 signatures or more** will be referred to the Chairman of the relevant Scrutiny Committee who will decide how the petition is reported to a meeting of the Scrutiny Committee.

To: Essex County Council

No To Baddow Bus Gate

[Sign the petition](#)

[Campaign created by
Maxine Jones](#)



Don't implement the Baddow Road Bus Gate.

Look for a more sustainable and long term solution such as a two lane flyover.

Do not cut the residence from Baddow Road off from Chelmsford and cause extra congestion through Meadgate, Baddow Village and Moulsham Lodge.

#NoToBaddowBusGate

Why is this important?

This petition has been reopened as following the delivery of 1500 plus signatures to Essex County Council on 27th August 2017, Essex County Council announced in November that they DO intend to implement the bus gate scheme for an 18 month trial.

<http://www.essexhighways.org/highway-schemes-and-developments/major-schemes/chelmsford-city-growth-package.aspx>

We need to continue to collect as many signatures as possible from local people to show that this is NOT the right solution!

The proposed bus gate in Baddow road will prevent all vehicles except busses from travelling to the Army and Navy roundabout, effectively cutting off everyone who lives in or near Baddow Road from having access to the city centre without a long detour. The traffic that will no longer be allowed to travel down Baddow Road will be forced to go through Great Baddow village or Moulsham Lodge, thus increasing the volume of traffic near schools. The bypass is already too busy and has long queues at rush hour plus this will increase with the Manor Farm housing development. For anybody living within the area of Great Baddow between Beehive Lane and the Army & Navy, they will be blocked from entering town along the shortest and fastest route. Local residents will have to travel from the top of Baddow Road all the way back into Great Baddow to join the Baddow Bypass, to then return into Chelmsford area. In terms of pollution, this is forcing people to make much longer journeys. Not everybody is able to catch a bus nor do the busses suit travelling to many places of work as we are not all going into the city.

ECC have yet to announce that they will insist that bus companies operate electric or hybrid vehicles.

I have found the following document

<https://www.chelmsford.gov.uk/EasySiteWeb/GatewayLink.aspx?allId=25235> which on page 13 states that "HDV class vehicles were found to be contributing over 60% of traffic related NOx despite representing less than 7% of the total vehicle movements in the AQMA. Traffic counts for the roads that link with the Army and Navy Roundabout indicate that the majority of HDVs are public service vehicles (PSVs). In particular, in Baddow Road over 80% of HDVs are PSVs." Put simply, the busses (PSV's) are the main cause of pollution! Therefore, if the bus companies were to invest in newer, cleaner vehicles, this would improve air quality without any further need to restrict vehicles.

Having spoken to ECC representatives at two of the consultations, the council does not have any confirmation from the bus companies that more busses would be scheduled nor fares re-examined.

The air quality figures and their manipulation is also dubious, please see pages 4 & 5
<https://www.chelmsford.gov.uk/EasySiteWeb/GatewayLink.aspx?allId=25235>

A large percentage of traffic will have to take a long detour through the village and down the Baddow by pass, this will result in long queues on the slip road. Please take a look at the Design Stage 2 document <http://www.essexhighways.org/uploads/ccgp/ccgp-baddow-road-bus-gate-design-stage-2-report-small.pdf> which states that "When additional traffic is added to Essex Yeomanry Way (Baddow Bypass) with Baddow Road closed to general traffic north-west bound, VISSIM modelling suggests that the queue increases".

They then follow this with "but with no significant impact upon average delay because of the altered traffic flow patterns at the roundabout allowing vehicles to access the roundabout more quickly."

So we will not only have to take a huge detour but also have the "pleasure" of sitting in a longer queue!

Many thanks for your support.

Maxine Jones

How it will be delivered

Tonight's meeting was postponed as the venue could not accommodate the hundreds of people who turned up. I did managed to deliver the petition to Cllr Bentley but not to fully express all your veiws! Please see video.

https://www.facebook.com/NoToBaddowBusGate/posts/1830597536973906?notif_id=1516913522230550%C2%ACif t=feedback_reaction_generic

		AGENDA ITEM 7
		PSEG/08/18
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	22 February 2018	
CALL-IN: FP/058/01/18 REVIEW OF ECC STREET LIGHTING		
Enquiries to:	Robert Fox, Scrutiny Officer Robert.Fox@essex.gov.uk	

The Committee is advised that Councillor Julie Young called-in a decision reference: FP/058/01/18 relating to a review of ECC Street Lighting.

An informal meeting was held on 29 January 2018 for Councillor Young to discuss her call-in with Councillor Ian Grundy, the Cabinet Member for Highways and Transportation. As a result of the informal meeting Councillor Young confirmed that she would withdraw the call in and so it would not have to be considered by this Committee.

The informal meeting resolved that the decision was around the process to establish where we have overlaps/duplication of lighting around the County. There are sites, largely for historical reasons where this has happened. The survey will be carried out by an independent inspector not an ECC or Ringway Jacobs officer and following that Councillors will be involved and can make representations if they feel there is an issue. Needless to say safety will be a key factor in any decision.

Action required by the Committee:

The Committee note that no further action will be undertaken in respect of the call in of this particular decision.

Notification of Call-in

Please submit this form to democratic.services@essex.gov.uk

Decision title and reference number Review of ECC Street Lighting FP/058/01/18	
Cabinet Member responsible Ian Grundy	Date decision published 16/01/18
Last day of call in period 19/01/18	Last day of 10-day period to resolve the call-in
Reasons for Making the Call in <p>There has been no consultation with County Councillors, Districts and Boroughs or communities about the clear rational for this proposal.</p> <p>The proposal is too vague, there is little clarity about what "adequate light" means.</p> <p>Districts and Boroughs , County Councillors and the Community should be able to see the map of identified street lights scheduled for a permanent switch off and be able to appeal for them to stay on and if necessary call in the individual decision per district.</p>	
Signed: Julie Young	Dated: 19/01/2018
For completion by the Senior Democratic Services Officer	
Date call in Notice Received 19 January 2018	Date of informal meeting
Does the call in relate to a Schools issue No	If yes, date when Parent Governor Reps and Diocesan Reps invited to the meeting
Date of Policy & Scrutiny Committee Meeting (if applicable) 22 FEBRUARY 2018	Date call in withdrawn / resolved 29 JANUARY 2018

PLACE SERVICES AND ECONOMIC GROWTH POLICY & SCRUTINY COMMITTEE
WORK PROGRAMME 2017-18 (ADOPTED BY SEPT 2017 COMMITTEE MEETING)

Approach to topic selection – where can the committee conduct reviews quickly, influence change and make a difference to the residents of Essex.

Date/Timing	Issue/Topic	Focus/other comments	Approach
December 2017 – January 2018	Country Parks car parking consultation	T&F Group for the Committee met in December 2017 to help frame the consultation due in 2018	(i) Task and Finish Group Dec '17 (ii) Report back to Committee Jan '18 (iii) Recommendations agreed by Cabinet Member (iv) Follow-up date Jul '18
Ongoing to March 2018	Localism and Subsidiarity Task and Finish Group	Motion at Full Council in July 2017. Scoping undertaken and four meetings until January 2018 with a report to the full Committee with recommendations and actions for the relevant Cabinet Member(s). Report with recommendations in March 2018	(i) Task and Finish Group (ii) Report to Committee with recommendations in March '18 (iii) Follow-up date Sep '18
February 2018	Air Quality Monitoring	Motion at Full Council in December 2017. Report to the Committee in February 2018 following which the Committee to establish a review	(i) Task and Finish Group or Full Committee (ii) Follow-up date subject to above
March 2018	Passenger Transport and Bus Withdrawal Process		Full committee
March 2018	Highways and Transportation	Opportunity to learn about issues within the portfolio	Full committee briefing
April/May 2018	Libraries	Outcome of Public Engagement Exercise	Full committee
May 2018	Moving Around Essex		Task and Finish Group
May – June	Work Programme	Establish a potential work programme	Whole Committee exercise over two

AGENDA ITEM 8
PSEG/09/18

2018	2018/19	from September 2018 until July 2019	sessions
TBC	Footways		Task and Finish Group
July 2018	Country Parks car parking consultation	Implementation review report from relevant Cabinet Member	Full Committee
September 2018	Localism and Subsidiarity	Implementation review report from relevant Cabinet Member(s)	Full Committee