

Place Services and Economic Growth Scrutiny Committee

12:15	Thursday, 24 November 2016	Committee Room 1, County Hall, Chelmsford, Essex
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Quorum: 5

Councillor D Louis
Councillor S Barker
Councillor K Bobbin
Councillor T Cutmore
Councillor I Grundy
Councillor C Guglielmi
Councillor T Hedley
Councillor J Huntman
Councillor D Kendall
Councillor C Pond
Councillor S Robinson
Councillor A Turrell
Councillor K Twitchen
Councillor A Wood

Chairman

For information about the meeting please ask for:

Christine Sharland, Scrutiny Officer

Lisa Siggins Committee Officer

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www.essex.gov.uk/scrutiny



Essex County Council

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Part 1

(During consideration of these items the meeting is likely to be open to the press and public)

		Pages
1	Apologies for Absence	
2	Minutes To approve as a correct record the Minutes of the meeting held on 22 October 2016.	5 - 10
3	Declarations of Interest To note any declarations of interest to be made by Members in accordance with the Members' Code of Conduct	
4	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.	
5	Fuel Poverty To consider report PSEG/31/16 together with a briefing on work undertaken by the County Council and its partners in respect of action being taken to address fuel poverty across Essex.	11 - 24
6	LED Lighting To consider report PSEG/32/16 together with a briefing on LED Lighting.	25 - 28
***	Adjournment	
7	Pavement Parking To consider report PSEG/33/16 together with a briefing on Pavement Parking.	29 - 38
8	Work Programme To receive report PSEG/34/16 concerning the Committee's work programme.	39 - 42
9	Future Meeting Dates. To receive report PSEG/35/15 identifying future activity dates for the Committee for June 2017 – April 2018.	43 - 44

10 Date of Next Meeting

To note that there will be a committee activity day on Thursday 15 December 2016. To further note that consideration is being given to changing the January Committee meeting date from Thursday 19 to Tuesday 17 January 2017.

11 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.

12 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.

Minutes of the meeting of the Place Services and Economic Growth Scrutiny Committee, held in Committee Room 1 County Hall, Chelmsford, Essex on Thursday, 20 October 2016

Present:

Councillor S Barker	Councillor C Guglielmi
Councillor K Bobbin	Councillor D Kendall
Councillor T Cutmore	Councillor D Louis (Chairman)
Councillor J Deakin	Councillor C Pond
Councillor I Grundy	Councillor A Turrell
Councillor T Hedley	

The following Officers were present in support throughout the meeting:

Christine Sharland	-	Scrutiny Officer
Lisa Siggins	-	Committee Officer

1 Apologies for Absence

Apologies were received from Councillors Huntman, Twitchen and Wood and Councillor Robinson who was substituted by Councillor Deakin.

2a Minutes 12.09.16

The Minutes of the Committee meeting held on 12 September 2016 were approved as a correct record and signed by the Chairman.

2b Minutes 22.09.16

The Minutes of the Committee meeting held on 22 September 2016 were approved as a correct record and signed by the Chairman.

3 Declarations of Interest

With reference to Minute 5, Councillor Barker declared a personal interest in that she is Uttlesford District Council's representative on the North Essex Parking Partnership Joint Committee.

With reference to Minute 5, Councillor Grundy confirmed that he would take part in the item in his capacity as Vice Chairman of the South Essex Parking Partnership rather than as a Committee member.

With reference to Minute 6, the Committee drew attention to the fact that a majority of County Councillors are members of their respective Local Highways Panels.

4 Questions from the Public

At the meeting John Hammond, a Chelmsford resident, read out the following statement to the Committee:

"At the September Scrutiny meeting, it was suggested that members of the public with comments about proposals on the LHP agenda should send them to their County Councillor. That is only practical if the reports for proposals to be discussed are published before their meeting. Agenda headings on their own are generic and do not reveal the proposals to be discussed. The reports for Chelmsford LHP are processed by the County Council, who are responsible for this County Highway function.

The Cabinet Member Action 10th October by Vicky Presland signed by Councillor Johnson states "the panes are linked to the ECC Corporate Plan objectives including encouraging Essex residents to influence decisions and shape their communities". That objective is facilitated if LHPs publish reports before the meetings and works well for other Districts should be endorsed as standard good practice including Chelmsford"

Mr Hammond originally addressed the Committee at its meeting on 23 July 2015 (Minute 4) and subsequently at its meeting on 22 September 2016 (Minute 4).

Councillor Harris attended the meeting in connection with the Item concerning Local Highways Panels (Minute 6 refers).

5 Essex Parking Partnerships

The Committee considered report PSEG/27/16 setting out the Essex Parking Partnerships' formal response to its scrutiny report on the formal arrangements for the future operation of the Partnerships.

At the meeting the Parking Partnerships were represented by :

Essex County Council

- Councillor Johnson, Cabinet Member for Highways and Transformation.
- Liz Burr, Head of Network and Safety/Traffic Manager (Highways)

North Essex Parking Partnership (NEPP)

- Councillor Mitchell, Chairman Joint Committee
- Richard Walker, Group Manager

South Essex Parking Partnership (SEPP)

- Councillor Grundy, Vice Chairman Joint Committee

The NEPP and SEPP representatives confirmed that the District Councils are in the process of formalising their own individual Council's approval for the proposed extension of the formal Joint Agreements. The formal approval of the two Joint Committees will be sought in December for forwarding to the County Council so

that a final decision can be made by the end of the year.

It was confirmed that as part of the executive review conducted by the Partnerships, all District Councils had been party to the consultation that had taken place, and had input into the development of proposals now being taken forward. Although there are a number of issues where the Parking Partnerships are taking action to improve their operation and communication, it was emphasised that the current focus had to be upon concluding the extension of the Joint Agreements.

During discussion the Committee cross examined the Parking Partnership representatives on their formal response that included reference to the following issues:

- **Access to meeting papers (recommendation 4)**

Members sought clarification on proposals to improve communication with councillors about meeting dates and papers. It was confirmed that email notifications from NEPP include a link to documentation, which was a more effective use of resources rather than attaching separate documents, and the SEPP is proposing to adopt the same practice in the near future.

The Partnerships are intending to provide regular briefing sessions to improve communication, and all County Councillors will be invited to attend.

- **Partnership Working and Enforcement**

The Partnerships' representatives drew attention to work being undertaken to enhance their operation through partnership working with others for instance working with IT suppliers to develop new technology for enforcement, and working with District Councils to deliver more enforcement capability.

Attention was drawn to pavement parking and differences in the resources and legislation available to London Boroughs compared to local authorities outside of London. It was noted that a briefing on pavement parking was being arranged for a future Committee meeting.

On behalf of the Committee, the Chairman thanked the Parking Partnerships representatives for attending the meeting, and confirmed that no further action would be taken in respect of this scrutiny review.

6 Local Highways Panels

The Committee considered report PSEG/28/16 concerning the Local Highway Panels (LHPs) Members' Guide 2016/17 Consultation Draft.

The Cabinet Member for Highways and Transport, Councillor Johnson attended the meeting together with Anne James, Essex Highways, to update the Committee on proposals to change the operation of the LHPs.

With particular reference to the new **terms of reference (TOR)** it was confirmed that they were still going through the governance process before their final approval could be confirmed. Once approved the TOR would be published as a public document.

At the beginning of the meeting (Minute 4 refers) concerns had been raised by a member of the public about the transparency of LHP meetings and the availability of associated papers, which made it difficult for residents to influence the way a scheme may be designed.

Councillor Harris was also in attendance for this item to offer his praise for the proposed new Members' Guide. However, he also raised concerns about the transparency of LHP meetings. Not all County Councillors sit on their LHPs and there have been occasions where they had been unaware of schemes that would affect their local areas. While he felt that the scheme request validation forms were a positive way forward, he suggested that all local County Councillors should be party to sponsoring such schemes and positive steps should be made to make them aware of proposals affecting their divisions.

The Committee noted that there were different practices adopted by individual LHPs concerning their meeting arrangements, and whether or not members of the public were permitted to attend, ease of access to meeting papers, and issues for County Councillors who were not part of the formal membership of LHPs including the ability to keep track of scheme proposals.

It was apparent that there was some confusion on the different practices adopted by individual LHPs. All County Councillors are able to attend LHP meetings but unless they are appointed to a LHP's membership they did not have voting rights. Similarly there was different practice in respect of enabling the public to attend meetings. The Cabinet Member confirmed that the new Terms of Reference once approved will supersede existing arrangements and will set out the new working practices. Nevertheless he reiterated that the LHP meetings were not intended to be formal public meetings.

With regard to the draft **Members' Guide** Councillor Kendall took the opportunity to seek clarification on various points that he was proposing to submit into the current consultation including:

- Differences between budgets (revenue, maintenance, capital)
- Differences between vehicle activated signs
- Guidance on the use of Section 106 monies

On these above issues it was agreed that more clarity could be incorporated in the guidance to provide greater understanding of how schemes may be managed.

With reference to Section 106 Monies Councillor Johnson confirmed that following earlier discussion with the Committee in February, he had issued a directive to all LHPs that had the benefit of such monies to include a standing item on their

agenda for a LHP to review at every meeting.

On behalf of the Committee the Chairman thanked both Councillor Johnson and Anne James for their contribution.

7 Jobs Skills and Welfare Scrutiny Report

The Committee received report PSEG/29/16 setting out Councillor Bentley's, the Cabinet Member for Economic Growth, Infrastructure and Partnerships, detailed written response to the sixteen recommendations set out in this Scrutiny Report entitled 'We can work it out: The case for a locally determined employment, skills, careers advice and welfare for work system in Essex'.

The Chairman confirmed that Councillor Bentley was unable to attend this particular Committee meeting. While the Committee welcomed his written response, Members stated that they would prefer him to attend a future meeting to answer their verbal questions and provide an update.

Councillor Louis confirmed that he was in the process of approving a letter to be sent to the Government to lobby for the devolution of skills control.

Councillor Kendall who was a member of the original Task and Finish Group reiterated his request for a formal launch of the Scrutiny Report and in doing so drew attention to the fact that the Cabinet Member had advised that this was a task for this Committee to consider. He also sought the Committee's concurrence for the Scrutiny Report to be sent to:

- Essex Chamber of Commerce
- The Federation of small businesses
- National LGA
- All contributors to the Scrutiny Report
- Councillors Henderson and Walsh as members of the former Task and Finish Group

Furthermore Councillor Kendall sought reassurance that on an officer level a person would be identified as accountable for taking the delivery of the recommendations of the Scrutiny Report forward, and maximise the benefits that could accrue from the Scrutiny Committee's in depth investigation.

With specific reference to Minute 5/ 22 September 2016, it was agreed that the invitation to the Essex Employment and Skills Board to attend a Committee meeting should also seek the Board's feedback on the Scrutiny Report.

On behalf of the Committee the Chairman confirmed that it was intended that a press release would be issued in due course, and the Scrutiny Report should be circulated as suggested above.

8 Work Programme

The Committee noted report PSEG/30/16 concerning the Committee's work programme.

9 Date of Next Meeting

The Committee noted that there would be a formal Committee meeting on Thursday 22 November 2016.

There being no urgent business the meeting closed at 12.20 pm

Chairman

		AGENDA ITEM 5
		PSEG/31/16
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	24 November 2016	
FUEL POVERTY		
Enquiries to:	Christine Sharland, Scrutiny Officer Tele no 03330134569 Christine.sharland@essex.gov.uk	

In October 2014 a motion on Fuel Poverty was referred by full Council to Councillor Walsh as the former Chairman of the Scrutiny Board. A copy of the motion is attached at Appendix A to this report.

In the intervening period the Board commissioned a literature review that provides some background on fuel poverty, which is attached at Appendix B.

The Scrutiny Board has now referred the motion to this Scrutiny Committee.

In response a briefing has been organised to provide the Committee with a progress report on work undertaken by Essex County Council and its partners in respect of action being taken to address fuel poverty across Essex.

Based upon the Council's agreed motion the following key lines of enquiry have been used to shape this briefing:

1. What partnership working exists in Essex to build sustainable area-based capacity for low-income households, maximising free home insulation, energy advice and income opportunities?

National Energy Action (NEA) was promoting such schemes that utilised both ECO (Green Deal) funding and other Central Governmental funding streams. Due to a refocussing of funding mechanisms, the majority of 'free' insulation has ceased. However, there are still some ECO funds available, which proactive Partners such as Colchester Borough and Braintree District Councils utilise for the benefit of their residents.

Essex County Council (ECC) chairs the CORE Group (Carbon Action Network) whose membership consists of all Essex Districts and Boroughs. Its remit covers, energy efficiency, fuel poverty and carbon reduction. ECC is also chair of the Eastern 'branch of the Association of Local Energy Officers

<http://aleo.org.uk/> The Association of Local Energy Officers (ALEO) is the new identity of the Carbon Action Network. ALEO is a not-for-profit organisation supporting local government officers and housing professionals with a remit for reducing all aspects of the UK's domestic-sector carbon footprint and tackling fuel poverty.

2. What forms of financial assistance are available households such as energy saving low-interest loans to households?

The Authorities stance has been to promote the services of accredited financial advisors/debt councillors through the message within the Essex Energy Switch. Citizen Advice Bureaus (CABs) and Age Concern provide this service free of charge. ECC has worked CABs in Chelmsford, Braintree and Maldon on their Healthy Homes: Active Advice programme in providing bespoke advice to residents.

3. What opportunities are there to redevelop and expand capital funding to the Community Initiatives Fund to incentivise the delivery of community micro-energy generation projects?

Workshops and engagement events have been carried out to promote the funding opportunities on offer for community schemes – there was no interest – predominately due to the reduction of the Feed in Tariff which helped provide a realistic ROI to ‘investors’. There is perhaps an opportunity of revisiting this topic as Energy generation is now the remit of a Commissioner.

Public Health are fully in support of this agenda and do undertake a successful ‘Winter Warmth’ programme, which involves local CVS’s.’

Paul Hinsley, Head of Environment Team, will deliver the briefing.

Please note that fuel poverty is a broad crossing cutting topic, and the briefing has been developed on the basis of matters falling within the remit of the Place Services and Economic Growth Scrutiny Committee alone.

Action required by the Committee:

The briefing has been commissioned to provide an update on fuel poverty, and is an opportunity for the Committee to ask questions on the topic in terms of those aspects that fall within the remit of the Place Services and Economic Growth Scrutiny Committee.

Appendix A

Council Motion October 2014

1. ***“Fuel Poverty***

Moved by Councillor J Young and seconded by Councillor I Henderson

‘That this Council;

- *notes that fuel poverty is a significant public health issue in Essex which contributes to long-term illness and to excess winter deaths which totalled 31,100 in England and Wales for 12/13;*
- *further notes that latest figures show the average fuel poverty gap for households in Essex is £451;*
- *recognises the concerns of the tens of thousands of households that are worst affected in Essex, households with one or more dependent child and residents aged over 60 who face an average fuel poverty gap of more than £500;*
- *is appalled that 1000 elderly users of Meals on Wheels in Essex, will now face further financial pressure this winter due to a price increase by the administration to their nutritious meals;*
- *acknowledges recent publication of the Green Deal Report, which branded Government’s flagship policy to improve some of the key drivers behind fuel poverty, as having ‘failed to live up to expectation: its planning flawed, its funding inefficiently delivered and its implementation poor’;*
- *further acknowledges National Energy Action’s assessment of Government cuts to the Energy Company Obligation which will now assist under 7% of fuel poor households nationally;*
- *believes the Administration should be doing much more to tackle fuel poverty in Essex.*
-

Council therefore resolves to:

1. *Seek partnership opportunities with social enterprise such as Warm Zone, to build sustainable area-based capacity for low-income households, maximising free home insulation, energy advice and income opportunities, following similar successful delivery of zones in London, the Midlands and the North East.*
2. *Explore opportunities to support Credit Unions in providing financial assistance such as energy saving low-interest loans to households.*
3. *Explore opportunities to redevelop and expand capital funding to the Community Initiatives Fund to incentivise the delivery of community micro-energy generation projects.’*

It was moved by Councillor A Brown, Cabinet Member for Adults Social Care, Public Health and Wellbeing and seconded by Councillor T Cutmore that:

‘This Motion be referred to Councillor Simon Walsh for detailed investigations to be carried out by the relevant Policy and Scrutiny Committee.’

Upon being put to the meeting the Motion moved by Councillor A Brown and seconded by Councillor T Cutmore was carried.’

Fuel Poverty

An introductory review of the literature

January 2016

Place & Customer Intelligence Team

Purpose

This introduction to the literature has been produced by the Place & Customer Organisational intelligence team, following a request from the Scrutiny board, in order to begin to answer the following three research questions:

To what extent is fuel poverty a problem?

What do we know about causes of fuel poverty?

What are the solutions and examples of best practice to tackle fuel poverty?

It is designed to promote discussion and highlight areas for further research and analysis.

The Fuel Poverty Problem

- 4.5million homes in the UK are Fuel Poor
- 8% of households in Essex are living in fuel poverty
- 96% fuel poor homes are also poorly insulated
- 21 million homes in the UK have a poor energy efficiency rating
- 30-50% of excess winter deaths can be attributed to cold homes

‘Fuel Poverty is understood to be an interaction between low income, energy inefficiency and energy prices’ (DECC, 2012, Boardman, 2012)

The way that fuel poverty is measured has changed from the historical 10% measure, Where 10% (or over) of household income is required and spent on energy costs, although this is still used for general UK figures and as a comparator for other Devolved Nations. To the Low Income High Cost (LIHC) measure in 2013, is a relative measure and considers a household to be fuel poor if:¹

- They have required fuel costs that are above the national average (the national median level)
- Were they to spend that amount, they would be left with a residual income below the official poverty line

This measure enables more factors to be considered and gives a relative aspect of poverty as well as highlighting the poverty ‘gap’ and is the measure that is now most widely used.

It is estimated that a total of 4.5 million homes in the UK are considered to be fuel poor. 2.3 million of these in England alone. Half of these fuel poor homes in England are working households.² Further Research has shown that 96% of these fuel poor homes are also poorly insulated. In the UK, 21 million homes have a poor energy efficiency rating, meaning they score below a band C on their Energy Performance Certificates (EPC)³ Therefore are more difficult to, and more expensive to heat to acceptable living condition levels.

¹https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/468011/Fuel_Poverty_Report_2015.pdf

² <http://www.policyexchange.org.uk/publications/category/item/warmer-homes-improving-fuel-poverty-and-energy-efficiency-policy-in-the-uk>

³ <http://www.endfuelpoverty.org.uk/>

It is estimated that 10% of all households in England are in fuel poverty, but this figure rises steeply to 19% when looking at privately rented accommodation.⁴ The most recent figures for Essex suggest that 8% of households are fuel poor (2013 data) equating to about 47,000 properties; this is slightly lower than the eastern regional average of 8.8%⁵. Data surrounding types of properties and broken down demographic data is not available at a local authority level.

The most recent annual report on fuel poverty released by the department of energy and climate change states that an 'adequate standard of warmth is usually defined as 21°C for the main living area, and 18°C for other occupied rooms.'⁶

According to recent media, 25,000 older people die every year as a result of living in a cold home. That equates to one person, aged over 65 every seven minutes.⁷ . These are amongst some of the highest levels in Europe despite us having a relatively milder climate than some of our European counterparts. This is higher than deaths due to alcohol, Parkinson's disease and traffic accidents.⁸ In a study, Braubach et al, 2011 estimated that 30-50% of excess winter deaths can be attributed to cold housing.

The Joseph Rowntree Foundation conducted research in June 2014 that issues around being in fuel poverty have significant impact on a person's health and wellbeing. This research found significant impacts on mental health as well as physical health – for example increased levels of stress at being unable to meet the financial demands to keep a warm home. Being unable to afford to heat the full home space also resulted in changes to how spaces within the home environment are utilised which significantly impacted on social relationships within the home.⁹

In a report published in the British Medical Journal¹⁰ it was reported that research has shown that in relation to winter deaths, living in cold conditions at home can dramatically affect the health of a person, regardless of age for a wide variety of reasons. When compared with their counterparts who lived in a warm home environment, respiratory problems are approximately doubled in children, instances of arthritis and rheumatism increase and mental health can be affected at any age. The same report also considers that

⁴ <http://www.policyexchange.org.uk/publications/category/item/warmer-homes-improving-fuel-poverty-and-energy-efficiency-policy-in-the-uk>

⁵ <https://www.gov.uk/government/statistics/2013-sub-regional-fuel-poverty-data-low-income-high-costs-indicator>

⁶ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/468011/Fuel_Poverty_Report_2015.pdf

⁷ <http://www.theguardian.com/society/2015/oct/27/fuel-poverty-crisis-fixed-insulation-energy-efficiency>

⁸ <http://www.endfuelpoverty.org.uk/>

⁹ https://www.cse.org.uk/downloads/reports-and-publications/fuel-poverty/Fuel_and_poverty_review_June2014.pdf

¹⁰ British Medical Journal

adolescents who live in a cold home have five times the risk of developing multiple mental health issues than their counterparts who live in warm homes (Marmot et al, 2011).¹¹

Demographics

Fuel poverty is a problem for a diverse demographic, which is also affected by which measure is being used. Under the historical 10% definition, single people, in particular those of pensioner age, those who are unemployed, who privately rent their homes, those who purchase energy via a pre-pay meter, and those who live in rural areas are the worst affected by fuel poverty.

Using the replacement low income, high cost definition; it is lone parents, rather than single house occupants who represent the highest proportion of household types¹², though the picture remains the same with worklessness and income poverty being significant factors. Other research has shown that the level of fuel poverty was greatest amongst groups where the youngest member of the household was aged 16-24.¹³

There is a clear link between income poverty and fuel poverty. In a survey completed by Anderson, et al (2010), low income households were found to be especially likely to find their large fuel bills a financial challenge, to have to cut back on the usage of their heating and reported having a 'colder home, than they would like' during the previous winter¹⁴. Research carried out by the charity Barnardo's found that 'The poorest families are paying the highest costs for their energy bills'.¹⁵ This is largely due to the fact that people on lower incomes are more likely to purchase energy via pre-pay meters. This further supported the research carried out by Save the Children, that showed that there was a significant 'low income premium'¹⁶ in relation to energy costs. The most recent statistics released by the Department of Energy and Climate change showed that 74% of income decile 1 (the lowest incomes) households were fuel poor.

Identified causes of fuel poverty

- Low Income
- Non energy effect homes
- Rural Properties
- Off Grid properties
- Pre-pay meters

¹¹ Marmot M, Geddes I, Bloomer E, Allen J, Goldblatt P. The health impacts of cold homes and fuel poverty. Friends of the Earth/Marmot Review Team, 2011.

¹² Preston, I et al (2014)

¹³ DECC- Annual Statistics Report, 2015

¹⁴ Anderson, W et al 2010

¹⁵ Barnardo's, 2012

¹⁶ Save the Children, 2011

High fuel costs, low household income and fuel inefficient dwellings are considered to be the main causes of fuel poverty. (Boardman, 2010) ¹⁷

‘Rising Energy costs, the consequences of the global financial crisis during the first decades of the twenty first century , and cuts to the public sector budgets and welfare benefits, have all been linked – at least in passing, to an increase in fuel poverty’ (Kaye et al, 2012)

The energy efficiency of the housing stock makes a significant impact on the rates of fuel poverty. The Fuel Poverty (England) Regulations 2014 set a fuel poverty target to ensure that as many fuel poor homes as is reasonably practicable achieve a minimum energy efficiency rating of Band C by 2030. The age of properties is also hugely significant, in England 24% of households who live in pre 1919 properties are fuel poor (compared to only 6% of homes built post 1980), this figure increases to almost 70% in Northern Ireland¹⁸.

Living in rural areas of the country can also significantly impact the likelihood of being in fuel poverty. In England 2011, 25% of people living in more rural locations were identified as being in fuel poverty, compare to only 13% of their urban counterparts.¹⁹

In a similar theme to this, living in a property which is off the mains gas grid increases your likelihood of being fuel poor. This is due to the fact that Gas is the cheapest form of heating for the home and other methods, such as electric or oil fired central heating are significantly more costly. The cost of electricity can be three times that of Gas.²⁰

The use of pre-pay meters, which are common in rental properties, can also lead to fuel poverty. In these cases occupants are unable to negotiate on the cost of fuel and are usually on a higher tariff. In DECC’s 2015 report it was shown that 20% of households with pre-pay meters are in fuel poverty, this reduces by more than half in households where the energy is paid by a direct debit arrangement.

What can be done to tackle the Problem?

- Government incentives
- Local Schemes
- Lessons from Europe

Current nationwide policies include the winter fuel payment, the cold weather payment and the social tariff.²¹

The winter fuel payment is a non means tested payment that is available to all older people (those aged over 60). This could be a factor in the relatively low amount of elderly households recorded as in fuel poverty. This could also possibly impact on the amount of winter deaths and hospital admissions of elderly people during the winter months.

¹⁷ Boardman 2010

¹⁸ Fuel and Poverty Review, 2014

¹⁹ https://www.cse.org.uk/downloads/reports-and-publications/fuel-poverty/Fuel_and_poverty_review_June2014.pdf

²⁰ Cutting the Cost of keeping warm

²¹ Boardman, 2010

Cold Weather payments, in comparison are available to a much wider demographic and are only available if 'The temperature In your area is recorded as, or forecast to be, zero degrees Celsius or below for seven consecutive days'.²² Almost £2 million has already been spent on these payments in 2016, the majority in Scotland following a cold start to the year.²³

There are a wide variety of local schemes, such as the Essex Energy Switch which are opportunities for people to group together and have the opportunity for better negotiated rates. Since the scheme started there has been over £1 million pounds worth of savings on citizen's energy bills, with a total of 7,227 switches made.²⁴

European Schemes

National Energy Action (NEA) is a charity working to eradicate fuel poverty in England, Wales and Northern Ireland. They are currently running a three year project funded by the European Commission's Horizon 2020 Grant. 'Smart-up' involves working with partners in France, Spain, Malta and Italy to increase knowledge of and engagement with smart meters and focusses on 5000 consumers identified as vulnerable to fuel poverty. The results of this project will then go on to inform a wider roll out of smart meters²⁵.

The state bank in Germany offers fixed low interest loans to householders to support improving energy efficiency during building work. Over 3 million households have benefitted from this scheme.²⁶ This scheme is designed so that some of the loan is able to be subsidised relating to the levels of energy efficiency achieved as a result from the work. This model is found to be flexible and easily adaptable to the needs of the household.²⁷

This is similar to a scheme in Belgium, though the focus here is more on low interest finance for those low income households. This scheme, though is national, is delivered through local authorities, where the responsibility for the success of the programme lies within local government.²⁸ The results in Belgium have been mixed due to the fact that the focused, low income householders are often, understandably, reluctant to take on a loan, where in some cases the repayments are more than that of their current energy bills.²⁹

²² www.gov.uk/cold-weather-payments

²³ <http://www.thecourier.co.uk/news/uk/cold-weather-payments-scheme-triggered-by-plunging-temperatures-1.920873>

²⁴ <https://www.essex.gov.uk/Pages/Energy-Switch.aspx>

²⁵ www.nea.org.uk

²⁶ Guertler, 2013

²⁷ Hamilton, 2010

²⁸ Schiellerup et al, 2009

²⁹ Grevisse, 2011

Scrutiny examples

The topic of Fuel poverty has been a subject of national scrutiny discussion over the past few years. Many of the recommendations across the UK are similar themed and there has already been some excellent examples of best practice³⁰.

The most recent example, in May 2015 was carried out at the London Borough of Islington. This report concluded that even though much has already been done to tackle the problem, partnership relationships and a 'more holistic approach'³¹ is required in order to eradicate fuel poverty. Seven recommendations were made in this instance. Nottingham City Council (December 2011)³² Southampton City Council (October 2008)³³, Rotherham Metropolitan Borough Council (December 2012)³⁴ and Norfolk Borough Council (December 2013) have also published scrutiny review papers on this subject.

The recommendations in these documents have many common themes:

- Firstly, that it is important to fully understand the extent of the fuel poverty problem and what it means for the local citizens.
- Being responsible in setting energy efficiency standards for the council owned housing stock and encouraging housing associations and private landlords to do the same.
- Working to ensure that vulnerable people are claiming all of the benefits to which they are entitled, this includes specific schemes such as the warm home discount.
- Encouraging citizens to be proactive in managing their energy costs – in particular local run 'energy switching schemes'.
- The acknowledgment that the key to tackling this issue is effective partnership working, proactive engagement and actively seeking examples of best practice.

In the papers published by Leeds City Council in November 2014³⁵ the recommendations focus heavily on effective engagement and partnership working between the Health and Wellbeing Board and the areas Clinical Commissioning Groups (CCG's) To ensure that there is a 'consistent and systematic approach to identifying the needs of vulnerable householders' (3.2.4) ³⁶

³⁰https://www.luton.gov.uk/Health_and_social_care/adult_social_care/I%20am%20over%2050/Keeping_warm/Pages/Keeping%20warm%20in%20winter%20service%20-%20Cosy%20Rosy.aspx

³¹ <http://democracy.islington.gov.uk/documents/s4308/Fuel%20Poverty%20Report%20Final.pdf>

³²http://open.nottinghamcity.gov.uk/comm/download3.asp?dltype=inline&filename=49874/111129_Fuel_Poverty_Report_v2_upload.pdf

³³ <http://www.cfps.org.uk/domains/cfps.org.uk/local/media/library/pdfversionofscrutinyreport.pdf>

³⁴ file:///chesfs50/EUCHomedirs/victoria.wiens/Desktop/Fuel_poverty_review.pdf

³⁵ <http://democracy.leeds.gov.uk/documents/s123300/item%207%20-%2020141110%20Fuel%20Poverty%20Scrutiny%20Report%20FINAL.pdf>

³⁶ <http://democracy.leeds.gov.uk/documents/s123300/item%207%20-%2020141110%20Fuel%20Poverty%20Scrutiny%20Report%20FINAL.pdf>

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www.nea.org.uk/projects/smart-up

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		AGENDA ITEM 6
		PSEG/32/16
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	24 November 2016	
LED LIGHTING		
Enquiries to:	Christine Sharland, Scrutiny Officer Tele no 03330134569 Christine.sharland@essex.gov.uk	

On 22 September 2016 (Minute 9) the Committee sought a briefing on LED Lighting for this meeting.

Consequently a briefing paper is attached at the Appendix on the topic, and there will be a presentation at the meeting itself.

Action required by the Committee:

To receive a briefing on LED Lighting.

Briefing Paper on LED Lighting

For the Place Services and Economic Growth Scrutiny Committee meeting on 24 November 2016

Prepared by David Forkin and Keith Tovee, Essex Highways, on behalf of the Cabinet Member for Highways and Transport

- **LED Technology**

An LED street light is an integrated light that uses light emitting diodes (LED)¹ as its light source. This street light source provides a more efficient delivery of light for the energy used and an extended life compared to the existing discharge lighting currently deployed in Essex.

LED lighting has been developed over many years and with the technology becoming more of a standard design its costs have also reduced to levels, which now compare with traditional discharge lighting.

During this period of development LED lantern manufacturers produced various LED lanterns which, in general, are now no longer recommended. As Essex waited for technology to develop it has avoided expenditure on the lanterns that were available 3 to 5 years ago that are now not suitable for use as they do not provide the efficiencies and savings we enjoy today.

The LED technology continues to develop and driverless lanterns are now available (albeit in the smaller size) where the routine replacement of the driver (8 to 10 years) expected to be carried out during a cleaning programme is not required.

- **Phase 2**

LED phase 2 programme was developed following the phase 1 pilot carried out in the following towns/districts where 1562 lanterns were converted to LED technology.

- Stansted Mountfitchet
- Burnham Town
- Maldon Town
- Great Dunmow
- Saffron Walden
- Colchester Town

For phase 2, the street lights which operate “all night” were chosen as they would maximise energy and maintenance savings due to their type and location (For the A127, a decision has been taken early on in the planning process to convert all of the street lights to LED technology due to the type and location of this lighting).

The all night lights are a result of the roll out of the exception criteria for part night lighting. This identified certain lights to remain on all night as they are typically in conflict or sensitive areas.

The phase 2 programme is to invest £9.222m on the replacement of approximately 19,000 existing street lanterns with the more efficient LED technology. For 2016/17 approximately 9,500 street lights will be converted in the following areas.

- Castle Point
- Rochford
- Basildon
- Uttlesford
- A127
- Chelmsford

As of 27 October 2016; 2104 have been completed in the following areas:

- Castle Point
- Rochford
- Basildon
- Uttlesford

• **Phase 3**

The options are currently under discussion but initial thoughts are looking at high energy street lights which also attract high maintenance costs. These currently operate a part night protocol.

• **LED in Maintenance Operations**

LED technology is currently being fitted in illuminated sign lights, approximately 40% should be completed 2016/17. Essex County Council / Essex Highways (ECC/EH) are currently planning to convert the remaining sign lights to LED in 2017/18. The majority of the illuminated traffic bollards were converted to LED technology in 2015/16. The remaining traditionally lit bollards which experience engineering difficulties are being reviewed and, where applicable, replaced with reflective/self-righting bollards due to the change in traffic sign regulations (TSRGD 2016). Where ad hoc defects occur on street lights, not part of the phase 2 programme, which have access issues i.e. major traffic management required or on remote footpaths, the lanterns are being replaced with LED technology.

Other areas where LED technology is being considered is the replacement gear trays in subways/underpasses and ad hoc lamp replacements for beacons.

• **LED Effects on Maintenance**

LED technology helps to resolve lamp and control gear issues. A recent review showed this could be in the region of 50% of the defects received when compared to the existing technology.

Due to less energy being used by LED lanterns ECC/EH could see a benefit with the private cable networks owned by ECC as the electrical “stress” placed on the aging cable is reduced. This could lead to less cable faults compared to conventional lighting.

Notes

1. A light-emitting diode (LED) is a semiconductor light source. It is a p–n junction diode, which emits light when activated. When a suitable voltage is applied to the leads, electrons are able to recombine with electron holes within the device, releasing energy in the form of photons. This effect is called electroluminescence, and the colour of the light (corresponding to the energy of the photon) is determined by the energy band gap of the semiconductor.
-

		AGENDA ITEM 7
		PSEG/33/16
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	24 November 2016	
PAVEMENT PARKING		
Enquiries to:	Christine Sharland, Scrutiny Officer Tele no 03330134569 Christine.sharland@essex.gov.uk	

On 22 September 2016 (Minute 9) the Committee sought a briefing on Pavement Parking for this meeting.

Consequently a briefing paper is attached at the Appendix on the topic by way of background, and there will be a presentation at the meeting itself.

On 17 October 2016 an Art of the Possible **#scrutiny** event was organised to provide Members and officers with an opportunity to collaborate on exploring what scrutiny could learn from social media about people's real life experiences. The Committee put forward the topic of 'Parking Pavement' as its contribution to exploring how social media might be used as a scrutiny tool. A number of Committee Members may have taken part in the event and will be asked to share their observations with colleagues on what they learned through social media on this particular topic.

Action required by the Committee:

To receive a briefing on Pavement Parking.

Briefing Paper on Pavement Parking

For the Place Services and Economic Growth Scrutiny Committee meeting on 24 November 2016

Prepared by Mark Rowe, and Vicky Duff Network Assurance Manager, Essex Highways on behalf of the Cabinet Member for Highways and Transport



1. Purpose of Report

- To identify the current legal position in respect to pavement parking, and
- To outline what measures are available to tackle the problem and who may use these.

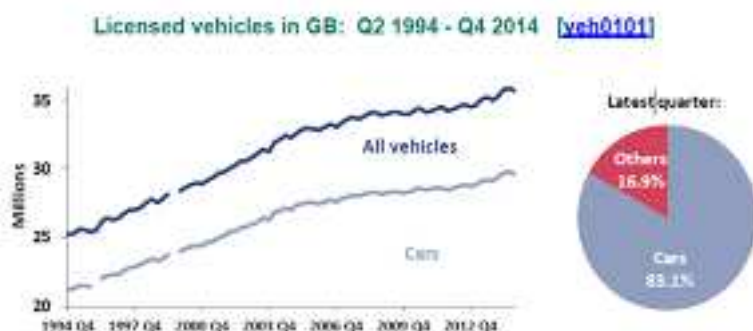
2. Summary of issue

Traffic Growth

At the end of December 2014 there were 35.6 million vehicles licensed for use on the road in Great Britain

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/421337/vls-2014.pdf

The total number of licensed vehicles has increased in every year since the end of the Second World War except 1991. This level of vehicle ownership has led to increased levels of congestion and pollution, particularly in more densely populated areas.



Parking Standards for Residential Developments

The first Parking Standards Document was produced in 1978 and set the standards for Parking in the then County of Essex including Southend on Sea and Thurrock, for all land uses. At that time these were expressed in minimum standards that is to say that no less than the proscribed number of parking spaces should be provided for the identified land use.

The 1998 Transport White Paper saw a change in direction with parking provision, using reduced parking availability as one of the tools to achieve a change in travel behaviour to more sustainable modes such as public transport, cycling and walking. https://www.essex.gov.uk/Environment%20Planning/Planning/Transport-planning/Information-for-developers/Documents/Parking_Standards_2009.pdf

The 2009 parking standards were produced and implemented as a consequence of the recognition that the application of maximum standards did not appear to have any effect on car ownership and consequently all the maximum standard achieved was to create more on-street parking in residential area. Minimum standards for residential parking provision were therefore applied to residential development. The 2009 standards retained maximum standards for employment and commercial uses in an attempt to reduce the number of vehicle trips, particularly in peak periods.

Essex County Council have recently gone out to public consultation to revisions the 2009 parking standards to resolve a number of anomalies and clarify a few issues which have arisen with the 2009 standards. However, the principle remains the same of minimum standards for residential and maximum for commercial.

Issues

Parking in residential developments is creating a significant amount of correspondence with both customer services and county councillors. Lack of space has resulted in requests to grasscrete over green areas in order to facilitate additional parking in the hope of being able to relieve the situation. However, this is not the answer as these areas are unlikely to relieve the problem as car ownership and demand for parking outstrips the available parking space.



an example of grasscrete used to stabilise grass areas and take vehicle weight.

The loss of these grass areas diminishes the aesthetics of the residential area/development. Unfortunately if they are currently being used for parking this results in the areas being churned into an unsightly mud bath at certain times of the year.

The issues are compounded by the current cost of first time buyers and increasing numbers of adults still living with their parents. A report for Thisismoney.co.uk in

February 2016 identified that young adults are more likely to be living with their parents than at any other time in the past 20 years as record numbers struggle to fly the nest. There are now 3.3million 20-34 year olds still living with parents, a 618,000 leap since 1996, the findings are taken from the Office for National Statistics show.

A fifth of 25-to-29 year olds still living with their parents, and half of those aged 20-to-24 and one in 10 aged 30-to-34 are also in the same situation. The increase comes as a rising number of young adults struggle to take the first step on to the property ladder.

With adult children living at home the number of vehicles parked outside residential properties is increasing. It is not unusual for there to be in excess of 4 vehicles per property where parking off road and on road can barely accommodate 2 vehicles.

<http://www.thisismoney.co.uk/money/mortgageshome/article-3458315/Number-young-adults-living-parents-hits-20-year-high-says-ONS.html#ixzz4PL0AFjeG>

In addition to the situation within residential developments there is an increasing number of complaints received about cars now parking on the kerbside along “main roads” half on half off the footway in order to prevent obstruction of free flowing traffic conditions.



This practice results in the available footway width being so severely restricted that in many instances it is not passable by a parent with pushchair or a mobility vehicle.

Legislation

Essex since 2002 has under taken parking enforcement by virtue of decriminalised/civil parking enforcement under Part 6 of the Traffic Management Act 2004. The Parking Partnership created in 2011 is a Council-run organisation which brings together all street-based parking services in Essex. The aim is to administer the parking rules to a fair, proportionate and consistent standard in order to provide a service in a reasonable and responsible way. The service is a partnership between Essex County Council and its 12 Borough/City/District Councils and is run in two areas:

- the North Essex Parking Partnership (led by Colchester Borough Council)
- the South Essex Parking Partnership (led by Chelmsford City Council)

Each Partnership is responsible for:

- its area's on-street Civil Enforcement Officers ("traffic wardens")
- the enforcement process, together with challenges to, and payments of, parking penalties ("parking fines")
- the administration of the parking restrictions ("yellow lines") and the management and maintenance of permit schemes

The general rule is that it is legal to park at the side of the road (on-street Parking) everywhere **except** where there are restrictions imposed by the local authority. Unless the action is creating an obstruction.

There are two types of on-street parking controls:

- 'Prohibited' parking is where there are yellow lines or clearway restrictions in operation and it is an offence to park on the adjacent pavement or verge; and
- 'Permitted' parking is where there are meter bays or resident bays.

Driving onto the pavement or footway to park is an offence under section 72 of the Highways Act 1835 but there is a long standing national issue about how widely it is enforced as it is a *criminal* offence (enforced by Police Officers). Obviously resources play a major part in the availability of Police Officers to take action and the offence is *driving on*. cars parked on the pavement can be ticketed as contravening the parking regulations imposed by the local authority rather than for causing an obstruction

Wilkinson's Road Traffic Offences explains:

Under the Highways Act 1835, s.72, it is an offence wilfully to ride or drive on the footway, even though the driving may last only for a few seconds (McArthur v Jack 1950 S.C.(J.) 29). The offence will apply to pedal and motor cyclists. Driving across the footway to get to a private park was held to be an offence in the absence of proof of long use or of its being a way of necessity (Curtis v Gieves (1930) 94 J.P. 71) but in Vestry of St Mary, Newington v Jacobs (1871) L.R. 7 Q.B. 47 the owner of land adjoining the highway was held to be entitled to convey machinery on trolleys over the pavement into his premises.

However, Wilkinson's also cautions that:

Not all police forces take active steps to enforce [this law], but many more are now doing so in order to prevent subsequent parking on the pavement.

Quaere whether there is a common law right to divert onto the pavement in cases on necessity when the carriageway is blocked

In London there is separate legislation banning pavement parking.

Goods vehicles with an operating weight exceeding 7.5 tonnes, are prohibited from parking on verges, footpaths or the central reservations of roads under section 19 of the Road Traffic Act 1988, as amended.

The maximum penalty for committing an offence under section 19 is a £1,000 fine (level 3 on the standard scale). Parking in breach of section 19 is also a non-endorseable Fixed Penalty offence, for which the fine is £30 (£40 in London).

It is a defence under section 19(2) and (3) if one can prove that a vehicle was parked:

- in accordance with permission given by a constable in uniform; or
- that it was parked in contravention of this section for the purpose of saving life or extinguishing fire or meeting any other like emergency; or
- that the vehicle was parked on the verge of a road or on a footway for the purpose of loading or unloading, and that the loading or unloading of the vehicle could not have been satisfactorily performed if it had not been parked on the footway or verge, and that the vehicle was not left unattended at any time while it was so parked.

A vehicle can only be illegally parked if there are parking restrictions operating in the area. In other cases one would have to show a vehicle was causing an obstruction. The police can remove vehicles which are causing an obstruction and there are a number of statutes and regulations which allow proceedings to be brought for obstructing the highway.

Private Members Bill (from House of Commons Briefing Paper SN01170)

Pre-1991

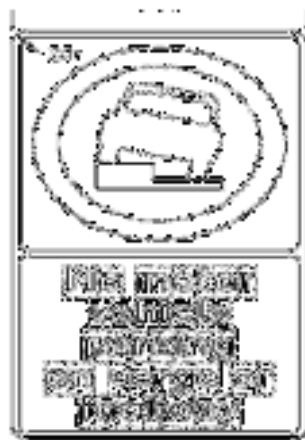
Prior to 1991, successive governments and individual Members of Parliament sought ways of combating pavement parking. In 1974 Parliament provided for a national ban on pavement parking in urban areas in section 7 of the Road Traffic Act 1974. If implemented, this would have prohibited all parking on verges, central reservations and footways on 'urban roads'. The Secretary of State could have exempted certain classes of vehicles and individual local authorities could have made Orders within their own areas to exempt from the national ban certain streets at all times or during certain periods. However, full implementation required that the ban had to be brought in by secondary legislation and this never occurred. Successive transport ministers argued that there were difficulties for local authorities and the police in finding the resources to carry out the necessary policing and enforcement work. In 1979 the then Government decided to defer implementation indefinitely.

In December 1986 the Department of Transport sought comments on a discussion paper, Pavement Parking - Curbing an Abuse. The paper looked at the reasons for pavement parking and the problems it caused. It put forward four options to tackle the problem involving a mixture of bringing the 1974 Act into force, providing more scope for TROs and making time for more Private Acts from individual authorities. However, nothing further happened. When the 1972 Act was repealed in 1988, section 36B (the 'national ban' mentioned above) became, without any amendment, section 19A of the Road Traffic Act 1988 and the matter rested there. Regulations to put into effect the national ban were not brought forward because of the potentially enormous costs to local authorities and police of securing proper policing and

enforcement for the ban. It was finally repealed by section 83 and Schedule 8 of the Road Traffic Act 1991.

2014-

As detailed above, the current arrangements essentially give local authorities the powers to ban on-street and pavement parking by introducing parking measures and prohibitions in their areas. Successive governments have taken the view that it should be for local authorities to take these decisions based on specific local needs. The most recent government action came in 2011 when the DfT wrote to councils “prompting them to use their powers to prevent parking on the pavement where it is a problem”, and giving all councils in England permission to use signs to indicate a local on-street/pavement parking ban without the need for special signs authorisation from the Department each time they wanted to put a pavement parking ban in place.



There has since been a renewed push to reintroduce a nationwide ‘blanket ban’. This has been led by charities such as Guide Dogs for the Blind, and Living Streets and has garnered widespread support. They argue that: Pavement parking affects people across the country. For many people — including those who have sight loss, parents with babies or toddlers in buggies, and wheelchair users — this is a serious problem. For someone who is blind, having to step off the pavement into the road because of a badly parked car can be extremely frightening.

Research commissioned for Guide Dogs for the Blind in 2014 found that of 407 local councillors from England and Wales questioned:

- 89% agreed that pavement parking creates safety risks for pedestrians;
- 61% said that pavement parking was a problem in their area; and
- 48% did not think that existing measures available to local authorities (such as parking restrictions and physical barriers) were sufficient to prevent pavement parking.

There were two bills seeking to address this issue in the 2014-15 Parliamentary session: One by the former MP Mark Lazarowicz to devolve powers to introduce a pavement parking ban to the Scottish Government, and another one by former MP Martin Horwood to introduce a blanket pavement parking ban in England and Wales.

Mr Lazarowicz's Bill was instigated by problems Scottish MSPs have had introducing their own legislation in this area (see, e.g. Sandra White MSP's proposed Responsible Parking (Scotland) Bill). The Bill received Second Reading in the House of Commons in September 2014, but progressed no further.

Mr Horwood's Bill did not proceed past First Reading and was not debated in the House.

Simon Hoare MP sponsored the Pavement Parking (Protection of Vulnerable Pedestrians) Bill 2015-16, which received Second Reading on 4 December 2015. The Bill provided a framework for local authorities in England and Wales to consult on and subsequently to ban pavement parking across wide areas, subject to certain exemptions to be set out by the Secretary of State in secondary legislation and guidance. Mr Hoare explained how his Bill would work as follows:

This will not be a blanket ban for pavement parking. In medieval or older town and city centres with Victorian terraces and the like, popular ownership of the motorcar was never envisaged. To make the carriageways wide enough for emergency vehicles, bin lorries and other large vehicles, it is important to ensure a balance is struck between allowing the free movement of vehicles and securing the free movement of pedestrians. The major difference in the Bill is that clause 3 sets aside specific provision for the Secretary of State for Transport to provide regulations and guidance to local authorities about who to consult—who are statutory consultees—and how to consult before it is introduced. It is not a blanket ban and nor is it an automatic obligation for local authorities to make use of the purposes set out. It will be up to the local authority, working in concert with local councillors, communities, freight transport associations, road haulage associations and the emergency services, to decide precisely where it is either appropriate or inappropriate to permit or to prohibit the parking of motorcars on pavements. This is not the dead hand of the state. This is not a licence for pettifogging officialdom, and nor is it a cash cow for local authorities to try to get in a bit of extra revenue. It will be proportionate and it will be sensible.

However, at the end of the debate Mr Hoare withdrew his Bill, having secured from the Minister a commitment to convene a round table in 2016 to discuss footway parking issues, and to undertake some work to “examine more closely the legal and financial implications of an alternative regime, and the likely impacts on local authorities”.

Essex Customer Services

Essex customer services have identified the following statistics for parking enquiries / complaints for October. The assumption is that numbers should be reflective for all months.

Issue – Best Description	Enquiries	Complaints
Obstructive Parking	38	4
Requesting Restrictions	18	0
Verge Parking	22	0
Unhappy with effect of restrictions elsewhere	3	1
Other	21	0

This may not be an accurate reflection as the system used for recoding complaints and enquiries outside of confirm does not have a separate designation for parking issues, therefore, it is not possible to run a report on this. In order to get to this figure provided above a manual trawl through the emails received using a keyword search was undertaken. In addition it has been identified that a further 15 letters across all categories may also cover parking issues.

Customer services have also identified that there could be an addition 15/20 enquiries that mention parking issues as additional topics

3. Issues for consideration

Requests for Parking Restrictions are undertaken through the Essex Parking Partnership. However, there is a set of criteria for the introduction of restrictions and resources for enforcement are limited.

Timing of problems in a lot of locations it is most likely to be evenings and weekends when vehicle owners are at home and space for car parking is oversubscribed.

Parking Restriction may just force the issue into other areas.

Moving vehicles partially parked on the footway wholly onto the road may create a congestion issue as moving traffic will no longer be free flowing in many locations.

		AGENDA ITEM 8
		PSEG/34/16
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	24 November 2016	
WORK PROGRAMME		
Enquiries to:	Christine Sharland, Scrutiny Officer Tele no 03330134569 Christine.sharland@essex.gov.uk	

This report provides an update on the Committee's work programme.

➤ **Meeting 15 December**

The December meeting is scheduled three weeks from today. Although it was hoped that some update reports might be available for a formal meeting, a formal agenda is likely to be limited. As the date has been in Members' diaries for some time, it presents an opportunity for the Committee to meet and contribute to the formal review of the Council's scrutiny function that is underway particularly as there is a full programme of work for the January meeting.

The Scrutiny Board has agreed that the review of Scrutiny should go ahead as soon as possible in view of ongoing changes in the Council's organisational structure as well as the forthcoming County Council elections in May 2017. It will review the effectiveness of the Council's existing scrutiny arrangements in order to ensure that they are able to make the fullest possible contribution to the Council's governance and to determine what (if any) changes, in the current scrutiny arrangements, should be considered.

➤ **Meeting January**

- **Change of date of January meeting**

Originally 19 January 2017 was scheduled as a committee activity day. However, items that are planned for the Committee's consideration now fall within Councillor Bentley's portfolio for Economic Growth, Infrastructure, and Partnerships, and he has prior commitments on that date so would be unable to attend.

Consequently it is proposed that the date of the January meeting be changed to Tuesday 17 January 2017.

- **Third Party Responsibilities and Flood Enforcement Scrutiny Report**

The Cabinet Members' detailed response to recommendations 2 and 3 arising from this Scrutiny Report was submitted to the Committee on 22 September 2016 (Minute 6). However, there was no consideration at that meeting as it was agreed that the Cabinet Members should be invited to a future meeting to answer any further questions that the Committee might want to ask. Consequently invitations will be sent to Councillor Walsh, Cabinet Member for Environment and Waste, and Councillor Johnson, Cabinet Member for Highways and Transport to attend the January meeting. However, Committee Members are encouraged to refer to the original scrutiny report and to submit in advance any questions that they may wish to ask those Cabinet Members so that steps can be taken to ensure that information is available on the day.

For your ease of reference the Scrutiny Report may be accessed via the following link: [Third Party Responsibilities and Flood Enforcement in Essex](#)

Recommendation 4 from the Scrutiny Report reads as follows:

'That the Cabinet be requested to provide the Committee with a briefing paper in Spring 2016 that explains how the County Council itself co-ordinates its own activities in order to identify and address overall infrastructure needs in Essex including flood risk management and preventative measures associated with new development. The Committee will provide a scoping document setting out the key questions that it will ask the Cabinet to address.'

In response to this recommendation Councillor Kevin Bentley, as Cabinet Member for Economic Growth, Infrastructure and Partnerships, will be attending the January meeting to address the Committee on the proposed Growth Infrastructure Framework (GIF).

With reference to recommendation 5, arrangements are also being made for the Committee to receive a briefing around IT and Communications support in raising public awareness about the Council's services, and flood management in particular.

- **Scrutiny Report: We can work it out: the case for a locally determined employment, skills, careers advice and welfare to work system in Essex**

In October 2016 (Minute 7) the Committee received the Cabinet Member's written response to the recommendations arising from this Scrutiny Report. However, the Committee deferred consideration of the item until such time as the Cabinet Member could be present to answer Members' questions.

It is confirmed that the Chairman has written on behalf of the Committee to various Government Departments, and other interested parties as proposed by the Committee in October.

There will be a report back to the Committee in the New Year.

Action required by the Committee:

To note the contents of this report and arrangements underway for future meetings, and

agree the change of date for the January meeting from Thursday 19th to Tuesday 17th January 2017.

		AGENDA ITEM 9
		PSEG/35/16
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	24 November 2016	
FUTURE COMMITTEE DATES		
Enquiries to:	Lisa Siggins, Committee Officer 033301 34594 lisa.siggins@essex.gov.uk	

Please note that the following meeting activity dates for the Place Services and Economic Growth Scrutiny Committee have been scheduled for the municipal year June 2017 through to April 2018. Where Members reserve the date in their diaries it should be noted that there is the possibility that activity will be held across the whole day rather than just the morning.

- 22nd June 2017
- 20th July 2017
- 21st September 2017
- 19th October 2017
- 23rd November 2017
- 14th December 2017
- 18th January 2018
- 22nd February 2018
- 22nd March 2018
- 19th April 2018

Please also ensure that you have the remaining activity dates for this municipal year in your diary as follows:

- Thursday 19 December 2016
- Tuesday 17 January 2017 (moved from 19 January 2017 subject to Committee's agreement)
- Thursday 23 February 2017
- Thursday 23 March 2017
- Thursday 20 April 2017
- Thursday 26 May 2017

