

Place Services and Economic Growth Scrutiny Committee

10:30	Thursday, 18 December 2014	Committee Room 1, County Hall, Chelmsford, Essex
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Quorum: 5

Councillor S Walsh
Councillor G Butland
Councillor T Cutmore
Councillor A Erskine
Councillor C Guglielmi
Councillor D Harris
Councillor T Hedley
Councillor I Henderson
Councillor D Kendall
Councillor V Metcalfe
Councillor C Pond
Councillor S Robinson
Councillor K Twitchen
Councillor A Wood

Chairman

For information about the meeting please ask for:

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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 and Substitution Notices The Committee Officer to report receipt (if any)	
2	Minutes To approve as a correct record the Minutes of the meeting held on Thursday 27 November.	5 - 10
3	Membership To consider report PSEG/36/14	11 - 12
4	Declarations of Interest To note any declarations of interest to be made by Members	
5	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. No statement or question shall be longer than three minutes and speakers will be timed. On arrival, and before the start of the meeting, please register with the Committee Officer.	
6	Bus and Passenger Transport To consider report PSEG/37/14	13 - 24
7	Country Parks Car Parking To consider report PSEG/38/14	25 - 38
8	Work Programme To receive report PSEG/39/14	39 - 40
9	Future Meeting Dates To consider report PSEG/40/14	41 - 42
10	Date of Next Meeting To note that the next committee activity day will be held on Thursday 22 January 2015.	
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 A MEETING OF THE PLACE SERVICES & ECONOMIC GROWTH
SCRUTINY COMMITTEE HELD AT COUNTY HALL, CHELMSFORD ON 27
NOVEMBER 2014**

Present:

Councillor S Walsh (Chairman)	Councillor D Kendall
Councillor G Butland	Councillor V Metcalfe
Councillor T Cutmore	Councillor C Pond
Councillor A Erskine	Councillor S Robinson
Councillor D Harris	Councillor K Twitchen
Councillor T Hedley	Councillor A Wood
Councillor I Henderson	

Members also in attendance: Councillors K Bentley and K Bobbin

1. Apologies and Substitution Notices

Apologies were received from Councillor Guglielmi.

2. Minutes

The Minutes of the Committee meeting held on 23 October 2014 were approved as a correct record and signed by the Chairman.

3. Declarations of Interest

With reference to Minute 5, Councillor Walsh declared a personal interest in that that his wife is a retired EU official and is in receipt of an EU pension; and Councillor Butland declared a personal interest as he is Chairman of the Europe & International Panel of the East of England European Partnership.

With reference to Minute 9, Councillor Kendall declared a personal interest in the Bus and Passenger Transport Strategy in that he is Secretary of the Brentwood Bus and Rail Users Association, and a Trustee of Brentwood Community Transport in his capacity as a Brentwood Borough Councillor.

4. Questions from the Public

There were no questions raised by members of the public.

5. EU Funding & Brussels

The Committee considered report PSEG/31/14 setting out the Essex County Council (ECC) relationship with the Brussels Office, and the Council's strategic engagement on EU affairs.

The Committee received information from the following individuals and organisations:

- Councillor Kevin Bentley, Cabinet Member for Economic Growth, Infrastructure and Waste and Recycling
- Jennifer Dearing, Interim Director of Commissioning for Economic Growth & Communities, ECC
- Karen Williams, Head of Funding and Investment , ECC
- Adrian Harris, EU Funding, Funding and Investment Team
- Jonathan Millins, Senior European Policy Officer, East of England European Partnership Brussels Office (hosted by ECC on behalf of partnership)

Councillor Bentley introduced the aforementioned representatives and gave a brief outline of the role of East of England Local European Partnership Brussels Office. The Brussels Office serves the needs of 52 East of England Local Authorities and other partners. The ECC External Funding Team works with the Office to increase the level of EU funding obtained for the County. Line management and hosting of the Partnership continues to be provided by ECC in close collaboration with the East of England Local Government Association (EELGA). Councillor Bentley explained that ECC had secured £30 million approximately for use into various projects and training schemes. He highlighted the significance of the work and service provided by the Brussels Office, and referred to his personal experience using their services on a regular basis and successful funding bids such as the Superfast Broadband Project.

Councillor Bentley indicated that he would like to generate more interest from businesses across the County in seeking EU funding, and confirmed that public information is produced in various formats by the Brussels Office and others. Nevertheless he indicated that he would review what information was available in response to questions raised by Members. Also he highlighted other measures taken to promote awareness of the subject including a Business event to be held in February 2015 at Anglia Ruskin University. He further undertook to provide to Committee members, a list of projects across Essex where EU funding had been acquired.

The following is a summary of information considered by the Committee:

- What is the Partnership and what does it do?
 - The Partnership is funded by EELGA and a number of other partners to represent the views of the East of England European Partnership vis-à-vis the EU institutions.
 - The Office's principle role is to assist partner organisations improve their access to EU funding. It provides intelligence and advance warning of EU policy and funding developments.
 - Raising the profile of individual partners in particular and the East of England in general with key policy makers and organisations across the EU.
 - Actively distributing information regarding seminars, business events, Twitter feed, Facebook, E-bulletins and Knowledge hub.
- What is European Funding?

- The term European Funding is used to describe a group of pan-Europe 7 year funding programmes issued by the European Commission that allow ECC and its partners to access grants that can help provide financial support to projects that meet the specific objectives/ outcomes of the programmes
- It is imperative that ECC and Essex based organisations take advantage of the opportunities offered by the new EU Funding programme which runs from 2014 – 2021.
- It remains apparent that organisations across Essex both public and private, are not fully aware of the opportunities that the EU Funding Programme offers.
- Features of the Brussels Office
 - Expertise in lobbying EU policy makers.
 - It has developed effective communication networks, which are enhanced by its close geographical proximity, regular contact and familiarity with EU bodies.
 - While the Office can provide information and tailor it to the needs of councils, it does depend upon the institutional capacity of a local authority to use that advice to its full potential. It was acknowledged that ECC does have a dedicated team of officers and councillors who are actively engaged in pursuing EU funding and influencing its policies with Brussels Office support.
 - The East of England European Partnership is the only area of the UK that has an Office specifically geared towards fostering a positive relationship and benefits from the EU.
 - It acts as a conduit for bringing Councils and relevant EU Commission officials together.
- Business & Industry
 - The priority of the Brussels Office is to deliver a service to its subscribers ie mainly local authorities.
 - In practice it is a small office and could not manage individual relationships with thousands of private companies. However, it has worked on particular projects with councils in response to issues raised by businesses.
- Funding across the County
 - ECC has mechanisms in place to seek EU funding for various projects across the whole of the County.
 - The ECC Funding and Investment Team is proactive. It regularly shares up to date information with Essex Borough, City and District Councils, as well as offering individual advice and support.
 - Partners are encouraged to be proactive and develop projects that might attract EU funding so if opportunities arise then timely bids can be submitted. However, there is a reticence to allocate resources to developing proposals given the costs of doing so.
 - It was acknowledged that there are potential risks associated with currency fluctuations as funding is awarded in Euro. Such risks would be taken into account where the programme or large project warranted action be taken. The Public Sector is subject to greater regulation than the Private Sector as well as through budget allocation, in the measures it may take to alleviate financial risk.

- SELEP (South East Local Enterprise Partnership)
- The EU has more experience of working with regions rather than the Government's UK structural funding framework.
- Following a transitional period the EU has become more familiar with working with the Local Enterprise Partnerships (LEPs). Given the large size and composition of the SELEP it does mean that processes tend to be slower than for other LEPs that may represent a single county administrative area such as Hertfordshire.

In conclusion the Chairman on behalf of the Committee thanked everyone who contributed to the discussion, and confirmed the session had been extremely useful. It had provided an opportunity for Members to develop greater understanding of the role and services provided by the Brussels Office. Although the Office is small it has proven very effective in supporting local authorities in the pursuit of economic growth and other projects in the East of England.

6. Highways Maintenance and the Repair of Potholes

The Committee considered report PSEG/32/14 enclosing a Scrutiny Report on this issue.

During a brief discussion the Committee touched upon:

- The criteria for pothole repairs
- The timescale for repairs
- County Council's classification of roads and the implications for highway maintenance
- The management of utility company works
- The longevity of pothole repairs viewed by the Committee in September

The Scrutiny Officer confirmed some of these matters are referred to in the Scrutiny report that is to be published. For instance there are links to the ECC website including the Highway Strategy Maintenance Strategy. Nevertheless, the Chairman undertook to seek an update on those issues that were raised where there may have been some recent changes.

On behalf of the Committee, the Chairman expressed his thanks to those Officers involved in the organisation of a highly informative visit on 25 September.

In conclusion, the Committee **agreed** to the publication of the Highways Maintenance and the Repair of Potholes Scrutiny report.

7. Jobs, Welfare and Skills

The Committee considered report PSEG/33/14 setting out the progress of the Task and Finish Group conducting this review, and seeking its endorsement of a scoping document designed as a framework for this review.

At the meeting attention was drawn to Carers Strategy Task and Finish Group (of the Peoples and Families Scrutiny Committee) and the potential links between the two reviews due to implications of the National work Programme for full time carers.

In conclusion, the Committee **endorsed** the scoping document attached to report PSEG/33/14.

8. Third Party Responsibilities and Flood Management

The Committee considered the progress report of the Task and Finish Group Report PSEG/34/14 conducting this review, and seeking its endorsement of a scoping document designed as a framework for this review.

In conclusion, the Committee **endorsed** the scoping document attached to report PSEG/34/14.

9. Work Programme

The Committee received report PSEG/35/14 by the Scrutiny Officer updating Members on the work programme.

The Committee noted there will be a formal meeting on 18th December, when proposed changes to County Park Car Parking Charges will be considered.

The Chairman advised the Committee that he had received a request from Councillor Abbott to call in a decision of the North Essex Parking Partnership (NEPP). It had not been treated as a valid call in under the County Council's rules around the calling in of decisions as set out in its Constitution as it had not been submitted by a Committee Member. Nevertheless as Chairman of the Committee Councillor Walsh would be seeking clarification from the NEPP on why the imposition of any waiting restrictions in Forest Road, Witham had been deferred. In addition he confirmed that the matter had raised some concerns about the clarity of the notice produced by the NEPP, which were being addressed.

At the meeting Members did raise some concerns about the two Essex Parking Partnerships. Consequently it was proposed that an item be brought to a future meeting of the Committee on the Partnerships.

10. Date of Next Meeting

The Committee noted that its next formal meeting was scheduled for 18 December 2014.

There being no urgent business the meeting closed at 11.55am

Chairman

		AGENDA ITEM 3
		PSEG/36/14
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	18 December 2014	
MEMBERSHIP		
Enquiries to:	Christine Sharland, Scrutiny Officer 01245 430450 Christine.sharland@essex.gov.uk	

Arising from Cabinet changes made earlier this Autumn Councillor Kay Twitchen has been appointed as a Deputy to Councillor Hirst as Cabinet Member for Libraries, Communities and Planning.

In the Constitution there is a provision that 'A Deputy to a Cabinet Member should not serve on an Overview and Scrutiny Committee that scrutinises the work undertaken by the Cabinet Member' (20.2). As the Place Services and Economic Growth Scrutiny Committee remit incorporates part of Councillor Hirst's portfolio consideration has been given to Councillor Twitchen's continued membership of this Committee.

Careful thought has been given to the breadth of the Committee's remit and the valuable experience that Councillor Twitchen is able to contribute to its consideration of a wide range of issues that fall outside of Councillor Hirst's portfolio. Consequently it is proposed that Councillor Twitchen remain as a member of the Committee. However, when the Committee scrutinises an issue falling within Councillor Hirst's portfolio she will not take part in the consideration of that issue and will withdraw from the meeting. This will enable her to continue to take an active role in the scrutiny of the broader remit of the Committee which will benefit from her wide ranging knowledge and experience.

At today's meeting the Committee will be considering Country Parks car parking charges prior to a decision being taken by Councillor Hirst in the New Year. Therefore Councillor Twitchen will not attend the meeting during consideration of that item.

Action required by the Committee at this meeting:

That the Committee endorse the proposed course of action set out in the foregoing report.

		AGENDA ITEM 6
		PSEG/37/14
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	18 December 2014	
BUS AND PASSENGER TRANSPORT STRATEGY: GETTING AROUND IN ESSEX		
Enquiries to:	Christine Sharland, Scrutiny Officer 01245 430450 Christine.sharland@essex.gov.uk	

On 27 November the Committee held a workshop on the Bus and Passenger Transport Strategy: Getting around in Essex to enable its members to learn more about the proposed Strategy and how it is being developed, as well as an opportunity to formulate some comments on the substance of the proposals and their implementation. A report summarising the information exchanged at the meeting and conclusions reached is attached at the Appendix.

Since the Cabinet approved the consultation on 20 November a lot of interest has been expressed on the Strategy. Consequently it has been decided to launch the consultation in the New Year for an eight week period so that interested parties have sufficient opportunity to submit comments.

Action Required by the Committee:

That the Committee consider its endorsement of the attached report, and forwarding its conclusions to the Cabinet Member for his consideration as part of the forthcoming consultation.

Appendix

Bus and Passenger Transport Strategy 'Getting Around in Essex'

Report of Place Services and Economic Growth Scrutiny Committee workshop held on 27 November 2014

Introduction

On 20 November 2014 (Minute 5) the Cabinet approved the launch of consultation on a new Bus and Passenger Transport Strategy 'Getting Around in Essex'. It focuses upon the role that buses and passenger transport play in Essex and the benefits they deliver, together with eight proposed areas of strategic action to grow the bus network and passenger numbers.

On the afternoon following the Committee's formal meeting on 27 November, a workshop was arranged to enable its members to learn more about the proposed Strategy and how it is being developed, as well as an opportunity to formulate some comments on the substance of the proposals and their implementation. Councillors Erskine, Harris, Hedley, Henderson, Kendall, Pond, Robinson, Twitchen, and Walsh took part in the workshop. This report summarises the information exchanged at the meeting and conclusions reached.

Background

(Taken from Cabinet meeting papers)

The following information has been drawn from the report submitted to the Cabinet on 20 November when it gave approval to the launch of consultation on the Strategy. It is set out here to provide background on the Executive's proposals.

"Bus and passenger transport is vitally important to many people who live and work in Essex. An informal review has been undertaken. There would be significant value in growing that network and in increasing the number of passenger journeys, to individuals, communities, businesses and to the wider Essex resident and working population. We are therefore proposing an ambitious strategy aimed at facilitating growth in the commercial bus network in Essex and to streamline and increase the value of taxpayer funded bus services."

The draft strategy was attached to the report at Appendix A (*i.e. attached to Cabinet report and not reproduced here*) including eight key strategies.

'3.2. The draft strategy is intended to be implemented within the Medium Term Financial Strategy already agreed by Cabinet.

3.3. The strategy responds to the following challenges and opportunities:

- many of Essex's roads and communities are already under pressure from congestion. This is likely to increase as economic growth accelerates.

Essex risks seeing its growth limited by congestion;

- the public transport network delivers significant economic and social benefits already, but these are not currently being maximised in Essex.

There is potential to do more, even within the current financial constraints;

- we want good value from the taxpayer funded services; and
- sustained, strong leadership and partnership working can generate change and growth.

3.4. The eight strategic actions which form the heart of the strategy have been developed in consultation with a wide range of stakeholders. This includes operators, other local authorities and bus user groups. Stakeholders are broadly supportive of the strategy, although they recognise its ambition at a time of financial pressure for the Council and the need for more detailed work as part of implementation. The core aim of the strategy is to enable growth in the commercial sector in order to maximise the economic and social benefits of bus and passenger transport. The focus of the action is therefore on:

- improving services for existing customers;
- identifying areas for growth and enabling that growth; and
- ensuring that non-commercial services are delivered in a way that maximises their value.

3.5. The Cabinet are asked to approve the strategy for consultation. If approved, the consultation will be launched in early December and run formally for around eight weeks. The Cabinet Member for Highways and Transportation would then consider the outcomes of the consultation and make the final decision on adoption.

3.6. A delivery plan would be prepared and delivery of the Strategy in its final form would then begin, with different delivery timescales for each separate element. Some changes, such as creating the Bus Strategy Delivery Board, can be made quickly. Others, such as the new procurement approach, will take one to two years to fully roll out.

4. Policy context

4.1. Essex currently does not have an overarching Bus and Passenger Transport Strategy. Its focus has been on the taxpayer funded services it procures which make up around 15% of the total network. The proposed Strategy marks a new policy direction in considering the whole bus and passenger transport network.

4.2. It is intended that the strategy would help deliver the following outcomes in the Council's Outcomes Framework:

- People Essex experience a sustainable and high quality environment
- Sustainable economic growth for Essex Communities and businesses.

4.3 It will also help deliver the Council's *Vision for Essex 2013-17* by developing and maintaining the infrastructure which enables our residents to travel and businesses to grow. It will also help ensure that we spend taxpayers' money wisely.

5. Financial Implications

5.1. In putting this strategy forward, it should be noted that the total net cost to taxpayers of current bus provision is estimated to be around £64m annually.

This breaks down broadly as follows:

- Statutory services that must be provided by law: £26m home to school transport; £20m concessionary fares; £1.2m Looked after children; and £5m adult social care. The council also has responsibility for around £1m of Bus Service Operators Grant (BSOG) which is statutory and is based on fuel consumption. Bus operators also receive BSOG direct from the Department for Transport for their commercial services; and
- Services which are discretionary: £8.3m local bus services; £1.2m Community Transport and £0.3m Park and Ride.

5.2. The benefits of that provision, and of the commercial network, are significant, both economically and socially.

5.3. The proposal would require additional project investment and it is acknowledged that this would have to be contained within allocated resources. For this, it may therefore be necessary to prioritise the spend and investment to maximise delivery of outcomes within the available resources; however the scale is yet to be fully determined following which any further investment support will be outlined. For the avoidance of doubt, the strategy will be implemented within the Medium Term Financial Strategy (MTFS) agreed by Cabinet.”

Place Services and Economic Growth Scrutiny Committee Workshop, 27 November

Bus and passenger transport across Essex is a significant issue within the Committee's remit and Members have confirmed on various occasions that they wanted an opportunity to influence improvements in its provision (eg Minute 6/October 2014 refers). While general updates have been provided (eg Minute 9/ June 2014 refers), any more detailed scrutiny engagement has been delayed on advice that the Executive was initiating a full review as part of developing a new strategy.

When confirmation was received that proposed consultation on a Strategy was being submitted to the Cabinet in November, the Chairman took immediate steps to advise the Committee of that fact and sought Members' input on planning a workshop to collate their views for input into the development of the Strategy.

Councillors Bass and Johnson were invited as Cabinet Members for Highways matters to the workshop to give an Executive overview of the proposed new Strategy and consultation.

At the outset Councillor Bass emphasised to those present that he had no preconceived notions on the final content of the new Strategy, rather at this early stage of its

development ideas and comments were being invited for input into the overall consideration of future passenger transport provision. This was the beginning of a new long term plan and, together with sensible and pragmatic ideas, he indicated that radical ideas too would be taken into consideration. One of the reasons for developing the Strategy was to work more closely with partners including the commercial bus companies and community transport providers, to maximise the combined effectiveness of resources in providing passenger transport services across the whole county and sharing of good practice. Part of the consultation process would be identifying ways with partners for the delivery of better value for money in the future.

While Members sought clarification from Councillor Bass on how he proposed to take forward the aspirations set out in the Strategy, he insisted that at this stage no targets or constraints had been set and his aim was to seek ideas on how the Strategy could evolve. Furthermore his aim was to achieve consensus on more detailed proposals with partnership working being a key component of his approach.

On the issue of the timescales envisaged for the development and implementation of the new Strategy, again Councillor Bass was unable to confirm any dates and would not prejudice any Cabinet decisions. The development of the Strategy would be dependent upon the outcomes of the consultation with the timing and implementation of proposals varying according to action may need to be taken. Some proposals such as the setting up of Bus Strategy Delivery Board could be achieved quickly, whereas proposals that may depend upon investment by bus operators may be longer term allowing for their allocation of budget in order to make changes.

In accordance with the arrangements made for the workshop and the Committee having had the opportunity to cross examine Councillor Bass about the new Strategy, the Cabinet Members left the meeting.

The next part of the workshop was opened with a quick quiz about buses to challenge Members' knowledge, which led into an interactive presentation delivered by Helen Morris, Head of Commissioning Infrastructure, and Dan Fryd, Senior Policy and Strategy Advisor (Place).

During the presentation the steps taken so far were reaffirmed including the reasons for pursuing a new strategy, and the preliminary consultation that had happened so far with district councils, parish groups, operators, community and interest groups.

Members were reminded of the briefing that the Committee had received in June 2014 (Minute 9), and the information that had been exchanged. In June Officers had focused on the history of bus services and networks and, in particular the changing role of local authorities and the statutory framework. An overview had been given of the changing nature of the delivery mechanism – from a municipal model to a largely commercial one; and the role of the County Council and the main regulator: the Traffic Commissioner. In turn the Committee had raised a range of issues that had been noted and woven into the development of the strategy as follows:

Scrutiny Committee said...	Point reflected in ...
Service is poor. Buses are unreliable and complaints aren't handled well	Action 2: Customer Quality Commitment
Home to school is costly and produces a lot of appeals	Action 8: Focussed local planning
A lot of people – particularly in rural areas and older people rely heavily on the bus	Action 4,6 & 8: Support for valuable services, tailored solutions, local planning
Schemes like community transport are important	Action 4,6 & 8: Support for valuable services, tailored solutions, local planning
The bus operators aren't engaged	Action 1: Working in partnership
We are worried about what cuts will do to our communities	Action 4,6 & 8: Support for valuable services, tailored solutions, local planning
Young people struggle to afford travel-including to training and work	Action 7: Ticketing
We aren't sure we have the right network or deliver the right service	Action 8: Focussed local planning

Note: In Autumn 2012 a motion was referred to the Scrutiny Committee from Full Council proposing scrutiny engagement in a review of the feasibility of extending concessionary travel to include 18-24 year olds in receipt of Job Seekers Allowance or undertaking apprenticeships. In practice, after some preliminary investigation the Committee agreed that a broader review of integrated passenger transport would be preferable as there was some concern that tackling small unique public transport issues would fail to achieve any overall lasting benefits. It is noted that action 7 in the new Strategy includes a review of the scope of concessionary travel schemes.

At the workshop on 27 November the Committee received a PowerPoint presentation on the development and content of the proposed Strategy.

Summary of Presentation

Local Buses

- The provision of local bus services is the County Council's largest area of discretionary spend.
- It delivers essential services to residents, mostly rural, evening and Sunday services, supporting the local economy, access to work, health services, shops and leisure.
- It keeps communities across Essex connected and helps individuals live independently.
- The Council's strategy is to:
 - move those services that have a low per passenger journey subsidy into the commercial sector so the County Council can target its support where it's most needed
 - reduce the costs of the middle range services, by enabling and incentivising greater passenger use to increase revenue
 - reduce the costs of the most expensive services by looking at innovative solutions, such as demand responsive transport

But County Council provided services are only a small part of the overall strategy

'Getting around in Essex'

An ambitious strategy to make Essex a better place to live and work by:

- Enabling a growth in the commercial bus network
- Increasing the value of council funded bus services

Key features of the main Strategy

- The main strategy has eight propositions set out below
- Its core is about enabling growth in the commercial sector
- It is delivered through close partnership working
- Publishing a strategy enables the County Council to set out a clear set of shared aspirations, and work with partners to deliver the same set of priorities

Proposition 1: Partnership working

Create a Bus Strategy Delivery Board, led by the Council to bring bus operators, local authorities and community and passenger groups together to identify joint strategic aims and outcomes and oversee delivery of the Strategy

Proposition 2: A Customer Quality Commitment

A clear commitment to customers on the standard of service they can expect.

Covering:

- Frequency and reliability
- Live, real time information and planning
- High vehicle standards, including interior, cleanliness and Wi-Fi
- Driver standards and training

–Commitments to work with communities and local groups

To get more people travelling by bus, buses need to compete more effectively with the car and that means a step change in service quality

Proposition 3: Better, well used services

- Supporting links between operators and local highways panels to enable infrastructure measures to be identified and prioritised
- Joint marketing to promote bus use in general
- Revitalised travel planning, around points of heavy travel use e.g. railway stations, hospitals, business parks etc.
- A more strategic approach on new developments to ensure services are commercially provided
- Using digital information to identify unmet demand locally
- Identifying potential growth in commuter and inter urban routes

There is a lot the County Council can do to bring partners together and push for growth in the areas that would most benefit Essex

Proposition 4: Support for high community value, but un-commercial, transport services

- Incentivise operators to grow passenger numbers by moving to contracts where operators retain the fare revenue and which run for a minimum five year period. Include tapering payments options to encourage bids based on passenger growth
- Restructure contracts for local bus and schools services so they can be more easily tendered together, increasing efficiency
- Move toward outcome and area based tenders while still encouraging a diverse supplier base
- Explore the merits of quality bus contracts and partnerships

The way the County Council structures its commercial relationships can incentivise the market to achieve its outcomes

Proposition 5: Good customer information

- Real time planning and information, including personalised information available digitally
- Engaging communities in route development and demand generation

If the County Council want to attracts a new breed of customer on the bus then there is a need to provide good, reliable and accurate digital information in an easily accessible format

Proposition 6: Tailored Solutions

- Alternatives to a traditional, timetabled bus route for those areas and times where there is prohibitively expensive (mainly rural and late night)
- Work with communities, operators and taxi firms to develop tailored solutions that

are cost effective

Traditional bus routes work well in areas of dense population where people are travelling to a common single destination, but a lot of Essex isn't like that, but effective public transport is still essential to the people who live there

Proposition 7: Ticketing

- Develop a mechanism that (is consistent with competition law) but helps passengers assess ticket and journey cost – potentially based around 'travel zones'
- Develop integrated smart ticketing so customers can use a single smart ticket on any bus at any time of the day

Having a modern, easily accessed, ticketing system that meets people's different travelling needs and provides good value is important to growth

Proposition 8: Focused local network planning

A 'blank sheet' review by quadrant of demand for travel services, identifying chances to address specific issues (such as reducing congestion) or unmet demand and developing location specific solutions and routes, across both commercial and supported bus networks.

Many current bus routes evolved from historic demands and trends. The network needs updating. However, the diversity of Essex means there will never be a 'one size fits all' solution

Summary on 'Getting Around in Essex'

- A strategy based on driving passenger growth across the commercial and contracted networks that will enable us to improve service quality, contribute to the Council's seven key corporate outcomes, help manage congestion and deliver a better value supported network for taxpayer's money
- It will require significant leadership from the Council
- But the potential benefits are significant.
- The document itself would be similar in approach to 'Flights of Fancy' and 'A Shock to the System' and be jointly badged with partners
- The strategy is ambitious but deliverable

During discussion it was confirmed that bus operators understand the reasons why the County Council wants to develop the Strategy, which will be jointly badged with partners. As an area Essex does present a challenging environment for developing bus services because of its urban and rural character, with its population being high density as well as spread out. It was noted that as a Local Authority the County Council is in fact generous in the amount of subsidies it provides for maintaining non profitable services. The Strategy could take between five and seven years to deliver taking into

account the changes required including procurement considerations, partnership working, and not least the behavioural changes envisaged.

With particular reference to the consultation the Committee drew focus to the following points:

- It must be ensured that the consultation is accessible to as many people as possible, thus it should be published in various formats so that everyone can submit comments without difficulty. Although it was acknowledged that it is difficult to engage the interest of people who do not use buses, it is still important to try and obtain their feedback to inform the development of the Strategy.
- It is important to capture the views of young people as they may be more inclined to change habit in favour of using bus services.
- Schools should be encouraged to stagger their opening times so more effective use could be made of bus services, and reduce congestion that affects the reliability of some bus routes.
- Partnership working is a key feature of the Strategy, and the role of other public bodies such as district and parish councils should not be overlooked.
- Community transport needs to be promoted more effectively.
- The proposed delivery board should be in a position to hold partners to account, and there should be county councillor representation included in its membership. It should have clear terms of reference and be realistic in what it can or cannot do.

Conclusions

The Committee welcomed the in depth review of bus and passenger transport and, inter alia, the development of the new Strategy. The workshop had proven a valuable opportunity to learn about the work being undertaken. Nonetheless Members recognised that the project was at an early stage, and proposals and measures were being collated for further examination before any decisions would be made. Given the significance of the services to individuals and the economy the Committee reiterated its wish that it be kept up to date on the progress of the Strategy and that it be proactively engaged so that it can influence in practice decisions going forward.

During the workshop Members were reassured that their comments would be taken in to account, and indeed were encouraged to submit their own individual comments on the Strategy to the Cabinet Member for consideration as part of the consultation. With particular reference to the proposed Bus Strategy Delivery Board no particular consensus had been reached during the workshop, and so it was suggested that Members submit their ideas separately.

In conclusion it was agreed that Members' comments expressed at the workshop be forwarded to the Cabinet Member to be taken into consideration as part of the consultation process.

		AGENDA ITEM 7
		PSEG/38/14
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	18 December 2014	
COUNTRY PARKS CAR PARKING CHARGES		
Enquiries to:	Christine Sharland, Scrutiny Officer 01245 430450 Christine.sharland@essex.gov.uk	

Councillor Hirst, Cabinet Member for Customer Services, Libraries, Planning and the Environment has invited the Committee's views upon proposals for changes to country park car parking charges that he is consulting upon.

Given Members' interest in the topic, arrangements have been made for the Committee to consider the proposals at today's meeting. The scoping document at Appendix A was used to assist in making those arrangements.

A briefing paper prepared on behalf of the by the Cabinet Member for Customer Services, Libraries, Planning and the Environment is attached at Appendix B.

At the meeting Councillor Hirst will set out his proposals and answer Members' questions in order for the Committee to draw together any comments that it may wish to submit as part of the consultation.

Action Required by the Committee:

To consider proposals for changes to country park car parking charges

Appendix A

Essex County Council Overview and Scrutiny Committee Review Scoping Document

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. The form also provides an audit trail for a review.

Review Topic (Name of review)	Country Parks Car Parking Charges
Committee	Place Services and Economic Growth Scrutiny Committee
Terms of Reference	To consider the content of the consultation on proposed Country Park car parking charges
Lead Member, and membership of Task and Finish Group	Full Committee
Key Officers / Departments	Tim Dixon, Head of Country Parks
Lead Scrutiny Officer	Christine Sharland
Relevant Portfolio Holder(s)	Councillor Roger Hirst, Cabinet Member for Libraries, Communities and Planning
Relevant Corporate Links	Cabinet Member decision on Country Parks car parking charges to be included in the Forward Plan for February 2015
Type of Review	Full Committee
Timescales	Formal meeting on 18 December 2014

Rationale for the Review	<p>In December the Cabinet Member will be initiating consultation on proposals to vary car parking charges at ECC Country Parks. Once all County Councillors have been advised of the consultation then partners and other relevant bodies will be contacted about the proposals together with a poster campaign in the country parks. The consultation will be about a new structure of charges more consistently applied and with greater flexibility to give visitors to manage their time in the parks. Following a full analysis of the consultation responses, it is anticipated that a decision will be made by the Cabinet Member in February 2015.</p> <p>The Cabinet Member is seeking the Committee's views upon the proposals as part of the consultation process and prior to a decision being made.</p>
Scope of the Topic	<ul style="list-style-type: none"> The focus of the Committee's attention will be upon the proposals now being consulted upon in order to feed its comments to the Cabinet Member before a decision is made.
Key Lines of Enquiry	<ol style="list-style-type: none"> What are the proposed changes to existing car parking charges at ECC country parks? Why are changes necessary? How will they be implemented and enforced? What are the estimated costs and revenue? What has been the car parking revenue for each of the Country Parks over the last four years? How much money has been spent on running each of the Country Parks over the last four years? If the parking charges are increased what are the proposed investment plans for each Country Park? <p>The Committee has requested to be provided with information on car parking charges at Hainault Country Park, Thames Chase, Hylands Park, and Lee Valley Country Park and how they compare to the County Council's charges.</p>
Other Work Being Undertaken	<p>There is an ongoing review of the Country Parks Service, and the Committee will be given a progress report on that review and the implications of changes to car parking charges.</p>
What primary / new evidence is needed for the scrutiny?	<p>Consultation paperwork</p>

What secondary / existing information will be needed?	
What briefings and site visits will be relevant to the review?	Briefing at full Committee meeting on 18 December as part of review.
Who are the witnesses who should be invited to provide evidence for the review?	Cabinet Member, Country Parks Service Officers
Implications	<p>In terms of topic, have the following matters been taken into consideration in the planning of this review:</p> <p>Legal implications Yes/ no Financial implications Yes/ no Equality and diversity issues..... Yes/ no Other critical implications.....</p>
What resources are required for this review?	This topic was not planned within the Committee's current work programme, and therefore it is necessary to divert resources from other scrutiny work already underway.
Indicators of Success	As a consultee the Committee will submit its comments to the Cabinet Member for consideration before he makes a decision on the proposed car parking charges.
Notes	At meeting on 18 December the Committee will also be updated on the vision being developed for the future of ECC Country Parks
Provisional Timetable	Activity to be focussed on formal meeting on 18 December, with Committee comments being forwarded to Cabinet Member for his consideration and response.

Appendix B

ESSEX COUNTRY PARKS: PROPOSED CAR PARKING CHARGES FOR ESSEX COUNTRY PARKS

Briefing paper for the Scrutiny Committee prepared on behalf of Councillor Hirst, Cabinet Member for Customer Services, Libraries, Planning and the Environment

Committee Meeting: 18 December 2014

1.0 Purpose of report

- 1.1 This report is to engage Scrutiny Panel on the consultation exercise which proposes variable car parking charges at Essex Country Parks (excluding Great Notley and Hadleigh) to be implemented in February 2015.

2.0 Background

- 2.1 ECC's Country Parks service provides access to the County's prime sites for countryside recreation with visitor centres and on-site staffing to ensure safe enjoyment for all ages and abilities, in addition to hundreds of activities and events throughout the year. The introduction of free 'pop up' events and themed activity days, e.g. Wild Wednesdays for adults and children are adding further value to visits to the parks.
- 2.2 All of the income generated from car parking goes directly towards offsetting the costs of staff and operating the parks. (See annex 2)
- 2.3 The current charging levels for 2014/15 were agreed by Cabinet Member Action (CMA) in February FP reference KD04 FP/442/12/13. These changes arose from a review of car parking charges across our ECC Country Parks and were the first changes in three years effective from the 1st April 2014.

The current charges are as follows:

Country Park	Tariff	
	Summer – 1 st April to 31 st October	Winter – 1 st November to 31 st March
Belhus Woods	£2.50	£2.50
Hadleigh	£2.30	£2.30
Weald	£2.50	£2.50
Thorndon	£3.00	£2.50
Danbury	£2.50	£2.50
Great Notley	£3.50	£2.50
Cudmore Grove	£2.50	£2.50

3.0 Proposed car parking charges

- 3.1 The Country Parks Service aim is to improve the experience of our customers and drive towards becoming cost neutral. Charging for car parking is the Country Parks' main source of income. Car parking is being reviewed with the aim of offering better value charges that will bring convenience and flexibility for visitors. The variable charging model based on the length of stay, is proposed to be introduced in February 2015.
- 3.2 The proposal is to replace the current flat rate charge at the parks and remove the reduced flat rate winter charge that is currently in place at Great Notley and Thorndon, to reflect the shorter time visitors stay and respond to customer feedback.
- 3.3 The proposed charging bands are based on information gained from benchmarking against similar sites e.g. Maldon Promenade Park, where charges are from £1 per hour to £6 for over 4 hours, and Moors Valley Country Park in Dorset, where charges in the summer are from £3.00 per hour up to £8.50 for over 4 hours.
- 3.4 The proposed new charges are as follows:

Band	Length of Stay	Thorndon (North & South)	Great Notley	Other Parks
1	Up to 30 mins	£1.00	£1.00	£1.00
2	Up to 1 hour	£2.00	£2.00	£1.50
3	Up to 2 hours	£3.00	£3.00	£2.50
4	Up to 3 hours	£4.00	£4.00	£3.50
5	Over 3 hours	£5.00	£5.00	£4.00

- 3.5 The introduction of a banded charging system offers customers greater choice, more flexibility and convenience when parking. It accommodates those customers who only wish to stay for very short period, as they will be paying less

than half of the fee they are currently charged. Forty five percent of our visitors stay in the parks for up to 3 hours. If you have a family of four visiting the park for 3 hours (band 4), the proposed maximum charge would be £4 which equates to £1 per person. As a benchmark, the costs for a family of four going to, for example, the cinema at Braintree Freeport would cost at peak time £30.80, Colchester Zoo would cost nearly £72.00 and Marsh Farm Country Park would cost £42.00. Other benchmarking data is available in Annex 1.

- 3.6 Great Notley Country Park is not included as part of this consultation, as the proposals are to be taken to the Great Notley Country Park Joint Venture Partnership Board with Braintree District Council first. Once approved at the Board consultation will commence in the same way. Hadleigh Farm and Country Park Olympic Mountain Bike Venue has also not been included within this consideration as it is under construction until March 2015, when it will be fully operational. It is anticipated that Hadleigh will consider the results of this consultation in setting the pricing structure.
- 3.7 Country Parks are also undertaking to update the car parking machines and systems to allow visitors to pay by debit/credit card via contactless payment in addition to cash, thus reducing the amount of cash held by the machines.
- 3.8 It is not proposed to increase the charges for car parking season tickets. These will remain at £65 for 12 months and £40 for 6 months, reduced to £45 and £30 respectively for Blue badge Holders and over 60's. We have maintained these prices since 2012.
- 3.9 The proposed charges would deliver an additional annual income of circa.£119,178 net cost and excluding VAT.
- 3.10 Under Section 43 of the Countryside Act 1968 a local authority has the power to make reasonable charges for any facilities or services provided by them in a Country Park. This expressly includes a charge to use 'any part of a country park set aside for any particular form of recreation'.

4.0 Consultation and engagement with stakeholders

- 4.1 Consultation with the public commenced on 2 December 2014 and will run until 14 January 2015. The aim of the consultation is to inform visitors of the proposed new charging model and gain their views on the charging bands. The information gathered will be used to feed into the finalisation of the variable charging model prior to the CMA being taken.
- 4.2 Country Parks Stakeholders (Thurrock Borough Council, Brentwood District Council and Essex Wildlife Trust due to their connections with Belhus, Weald and Thorndon Country Parks) have been advised of the proposal in writing prior to public consultation.
- 4.3 Posters have been displayed in the parks for 6 weeks inviting visitors to e-mail or write their views on the proposals. An example can be found in Annex 3. An e-

mail (Countryside.assets@essex.gov.uk) and postal address is provided for visitors to send their views to.

- 4.4 The ECC website, Country Parks website <http://www.visitparks.co.uk/>, Twitter and Facebook page will also provide details on the proposed changes and where they can send any comments

5.0 Risks

5.1 Opportunity Risks

Delivering more affordable and flexible charging will have a positive impact on reputation as the new model provides better value for money.

5.2 Reputational risks

The potential consequences of the new car parking model could be that some customers stay for a shorter period of time.

The new variable charging model may be viewed by the press in a negative way and could result in a temporary reduction in visitor numbers. Publicity will focus, on better affordability, increased choice that reflects the duration of stay and the cashless parking.

6.0 Recommendation of the Cabinet Member

- 6.1 That the Scrutiny Panel considers the new charging rates and approach and provides feedback as a key consultee.

Annex 1

Benchmarking data

Day out opportunity	Entrance Fee	Car Park Charge	Total cost for family of 4
Colchester Zoo	Adult: £20.99 Child: £14.99	Free	£71.96
Braintree Swimming Centre	Family Swim £12.00	Free	£12.00
Braintree Freeport Cinema	Family (2 adults, 2 children or 1 adult & 3 children) £27.60 before 5pm weekday £30.80 after 5pm weekday £30.80 – all day	Free	£30.80
Chelmsford Odeon	Mon, Wed Thurs before 5pm Family ticket £23.00 All other times Family ticket £27.00	Monday to Saturday (7:00am to 5:59pm) 2 to 3 hours: £2.90 3 to 4 hours: £4.50 after 6pm and all day Sunday £2.20	£27.00 + £2.20 Approx. £29.20
Maldon Promenade Park	£2 per 20 mins per child for Water Play Park	1 hour £1 Up to 2 hours £2 Up to 4 hours £5 All day £6	Potential scenario: £8 for two children to use Water Play Park for 40mins + £2 car park charge Approx £10
Marsh Farm Country Park	Family ticket £42.00	Free	£42.00

Moors Valley Country Park	N/A	<p>Summer (May – Sept) All day Up to 1 hr: £3.00 Up to 2hrs: £5.70 Up to 4hrs: £7.80 Over 4hrs: £8.50</p> <p>Charges vary over Winter, but generally Weekdays: Up to 1 hr: £0.80 Up to 2hrs: £1.50 Up to 4hrs: £2.70 Over 4hrs: £3.70</p> <p>Weekends: Up to 1 hr: £1.80 Up to 2hrs: £3.50 Up to 4hrs: £5.80 Over 4hrs: £6.70</p>	Up to £5.70 for up to 2 hours.
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Annex 1 (a) Here is some information for the request around charges at Thames Chase and Hylands Park

Hylands is free to park, but is it understood that their revenue costs are covered from the revenue generated from the V festival each summer which means it is not necessary to charge.

Car parking across Thames Chase Community Forest is free except at Broadfields where it is £1 all day (see link below).

<http://www.forestry.gov.uk/forestry/EnglandEssexNoForestThamesChaseCommunityForestTheThamesChaseForestCentre>

Thames Chase does not operate sites that are similar in scale to the Essex Country Parks. The sites (with the exception of Broadfields) do not provide on site staff, events, education and direct site management. Broadfields does provide a visitor centre and on site staff. Thames Chase is funded through contributions from several local authorities.

If the parking charges are increased what are the proposed investment plans for each Country Park?

We are currently investigating significant investment at Weald Country Park. We will continue to upgrade the existing infrastructure across the Country Parks. This will include improvements in car park provision, improved and increased footpath provision, improved signage and a wider range of events and activities.

Annex 2 Financial Data

	Category	Income/Expenditure 13/14	Income/Expenditure 12/13	Income/Expenditure 11/12	Income/Expenditure 10/11
Belhus Woods Ctry Park General	Expenditure	199,328	145,200	123,252	124,659
	Car Parking Income	- 37,384	- 35,329	- 46,029	- 39,445
Cudmore Grove Ctry Pk General	Expenditure	110,440	72,847	71,797	66,656
	Car Parking Income	- 41,391	- 37,524	- 48,472	- 40,297
Danbury Country Park General	Expenditure	98,512	99,930	83,068	78,988
	Car Parking Income	- 22,765	- 22,030	- 31,194	- 25,772
HADLEIGH CASTLE - GENERAL	Expenditure	671,493	170,216	327,646	180,866
	Car Parking Income	- 8,109	- 8,852	- 13,985	- 9,417
GREAT NOTLEY COUNTRY PARK	Expenditure	341,096	293,894	274,087	248,914
	Car Parking Income	- 113,573	- 97,559	- 117,595	- 102,795
C PARKS CENTRAL BUDGET	Expenditure	480,373	386,026	274,112	304,061
	Car Parking Income	- 6,301	-	- 957	- 2,273
Thorndon Country Park General	Expenditure	292,384	354,936	250,351	252,412
	Car Parking Income	- 169,871	- 124,630	- 135,406	- 116,431
WEALD COUNTRY PARK	Expenditure	348,920	273,277	303,834	448,223
	Car Parking Income	- 77,589	- 74,151	- 102,499	- 80,343

- Please note: There has been other expenditure within Country Parks that isn't included on the attached, as it doesn't fall under the specific headings quoted (eg other Parks/cost centres exist but not listed in your request below)
- Includes all revenue expenditure for the elements listed.
- The income quoted is purely the car parking income and doesn't include any other income streams.

Country Parks Car Park Charges

Essex Country Parks provide valuable outdoor spaces for the people of Essex to enjoy. The revenue raised from car parking is used directly to improve and operate the Country Parks.

Car park charging is being reviewed to provide convenience and flexibility for visitors. Variable charging models, based on the length of your stay, have been investigated to benefit short stay visitors and create a fairer system for all.

The proposed changes to the charges at **Thorndon Country Park** are shown below, which if approved, will be implemented in early 2015.

Length of Stay	2015/16 All Year Round
Up to 30 mins	£1.00
Up to 1 hour	£2.00
Up to 2 hours	£3.00
Up to 3 hours	£4.00
Over 3 hours	£5.00

Visitors to Essex Country Parks will continue to have unlimited parking with annual season tickets at £65 and six-month tickets at £40, reduced to £45 and £30 respectively for Blue Badge Holders and over-60s; offering excellent value for money for frequent visitors and continuing to be available at the same cost since 2011/12.

For greater convenience to visitors, all machines throughout the country parks will be upgraded to allow customers to pay by card as well as cash. In addition to this there will also be contactless payment systems installed.

Should you have any comments you can contact us via e-mail at:
countryside.assets@essex.gov.uk

or post them to:

Country Parks
Essex County Council
E3 County Hall
Chelmsford
Essex
CM1 1QH

Please ensure
your comments are
submitted by no
later than
**Wednesday
14 January 2015.**



www.visitparks.co.uk



		AGENDA ITEM 8
		PSEG/39/14
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	18 December 2014	
WORK PROGRAMME (Minute 9/November 2014)		
Enquiries to:	Christine Sharland, Scrutiny Officer 01245 430450 Christine.sharland@essex.gov.uk	

The purpose of this report is to provide an update on the progress of planned committee activity set out in its work programme originally agreed in June 2014 (Minute 5).

As the last meeting was on 27 November there is little to report by way of progress in moving the work programme forward, and therefore an oral update will be given at the meeting.

Nevertheless the following is a summary of work underway:

- **Task and Finish Group Activity**

Further evidence gathering meetings of the Committee's Third Party Responsibilities and Flood Management; and Jobs, Welfare and Skills Task and Finish Groups have taken place.

It is hoped that early in the New Year the proposed Task and Finish Groups investigating (a) a recommendation on a Communications Protocol arising from the original COMAH Scrutiny Report, and (b) a new Recycling Centres for Household Waste Service will hold their first meetings.

- **Bus and Passenger Transport Strategy 'Getting around in Essex'**

Following the seminar on 27 November, a report has been written and is set out elsewhere on this agenda.

- **Parking Partnerships**

At the last meeting the Chairman drew attention to a request he had received about a proposed decision of the North Essex Parking Partnerships, which gave rise to a brief discussion on some Members' concerns. Consequently proposals will be developed in due course for a review on the two Parking Partnerships.

- **Fuel Poverty**

At the 14 October meeting of Full Council, Councillor Young proposed a motion on the topic of fuel poverty. The motion was defeated but Council agreed to refer the matter to Scrutiny through Councillor Walsh. Accordingly, the Scrutiny Board considered the matter at its meeting on 2 December and decided that the first step should be to commission some research to pull together existing findings from work, which has been done on the subject by other local authorities (including their Scrutiny functions), national government and in academia.

The first step will be to engage with Essex's 'Why Not?' group. They are a group of over-50s trained as social researchers by Anglia Ruskin University and Essex County Council in 2007, aligned to ECC's Planning Groups. More information is available at www.whynot1.org.uk. Councillor Walsh and the Scrutiny Officer will liaise with them to develop a research specification, with a view to the group feeding back to the Scrutiny Board in the first instance.

- **Work Programme**

Although it has not been possible to complete a review and update of the schedule of proposed committee activity over the next few months for the purposes of this particular report, an updated version will be sent to the Committee under separate cover once sufficient information has been collated to complete that task.

Scrutiny Committee activity is set out in the tracker facility that is part of the Council's Scrutiny webpage via the following link: <http://www.essex.gov.uk/Your-Council/Committees-Decision-Making/Scrutiny/Pages/Default.aspx>

Action required by the Committee at this meeting:

To note the content of this report.

		AGENDA ITEM 9
		PSEG/40/14
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	18 December 2014	
FUTURE COMMITTEE DATES		
Enquiries to:	Lisa Siggins, Committee Officer 033301 34594 lisa.siggins@essex.gov.uk	

Please note the future meeting activity dates for the Place Services and Economic Growth Scrutiny Committee for the municipal year June 2015 through to May 2016.

Please can Members ensure that they reserve the whole day in their diaries as these activity dates may comprise a variety of committee work across the full day including formal public meetings, briefings, task and finish group meetings, and visits:

- Thursday 25 June 2015
- Thursday 23 July 2015
- Thursday 24 September 2015
- Thursday 22 October 2015
- Thursday 26 November 2015
- Thursday 17 December 2015
- Thursday 21 January 2016
- Thursday 25 February 2016
- Thursday 24 March 2016
- Thursday 21 April 2016
- Thursday 26 May 2016

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

- Thursday 22 January 2015
- Thursday 26 February 2015
- Thursday 26 March 2015
- Thursday 23 April 2015
- Thursday 28 May 2015

