

Minutes of the meeting of the Full Council, held in the Council Chamber County Hall, Chelmsford, Essex on Tuesday, 12 December 2017

Present:

Chairman: Councillor J F Aldridge
Vice-Chairman: Councillor J G Jowers

J Abbott	I Grundy	G Mohindra
B Aspinell	C Guglielmi	Dr R Moore
T Ball	M Hardware	J Moran
S Barker	D Harris	M Platt
J Beavis	A M Hedley	C Pond
K Bentley	I Henderson	R Pratt
D Blackwell	J Henry	J M Reeves
A Brown	S Hillier	P Reid
M Buckley	P Honeywood	S Robinson
G Butland	A Jackson	C Sargeant
S Canning	E C Johnson	W Schmitt
J Chandler	D J Kendall	L Scordis
T Cutmore	S Lissimore	A Sheldon
A Davies	D Louis	K Smith
J Deakin	M Mackrory	J Spence
M Durham	R A Madden	M Steptoe
B Egan	M Maddocks	A Turrell
A Erskine	B Massey	S Walsh
D Finch	P May	C Weston
R Gadsby	M McEwen	C Whitbread
M Garnett	L McKinlay	A Wood
A Goggin	V Metcalfe	J A Young
R J Gooding	R Mitchell	

Prayers

The meeting was preceded by prayers led by The Right Reverend Hugh Allan o.praem, the Abbot of Beeleigh and Chaplain to the Chairman of Essex.

Public Questions

1. The Chairman welcomed Mr Dave Morgan who spoke concerning the provision of a cycle path from Clacton Pier to Holland Haven. Mr Morgan asked Council to note that Clacton and its surrounding area had both a Promenade at sea level and a Greensward Promenade at road level. The latter was part of the National Cycle Route (NCR) 150 running from Jaywick to Frinton via Clacton and Holland on Sea.

He stated that Essex and Tendring Councils were neglecting the NCR 150 and despite questions previously being raised at Council by Councillor Sergeant, nothing was being done to improve safety and encourage its use. He suggested that the existing path could be easily widened to create separate walking and cycling paths to match those of other seaside towns and such action would be in the interests of cyclists, walkers and indeed all users of the paths and promenades.

He urged the Cabinet Member to instruct officers to make the improvements in the interests of local users.

Councillor Grundy, the Cabinet Member for Highways, thanked Mr Morgan for encouraging cycling and said he shared his enthusiasm. He confirmed he had been having discussions with local Members who also desired that the National Cycling Route 150 should be improved. He assured Mr Morgan that work is being done but it wouldn't happen overnight. In the long term, there was work underway with Tendring District Council to develop a Cycling Action Plan which will assist in the prioritisation of funding for improvements to infrastructure based on local residents' needs. The Action Plan has already identified a number of schemes in the Clacton area including improvements to NCR 150 and this is being progressed through the Local Highways Panel with a variety of funding options being explored. He added that he would be happy to share the details of these improvements with Mr Morgan through his local member, Councillor Sargeant.

2. The Chairman welcomed Mr Gerald Dickinson who stated that he had noticed, whilst walking in Colchester, damage to street furniture, signposts, road-signs and overall deterioration of the condition of roads and footpaths. He questioned if they were being adequately maintained. Whilst acknowledging the scarcity of available funding for all that the Council needed to do, he noted that the Council had a published Highways Maintenance Strategy and he asked the Cabinet Member if he believed there was full, prompt and complete compliance with it across the county. By not doing so he suggested that the Council was failing to meet the needs and expectations of the residents of Essex.

Councillor Grundy, the Cabinet Member for Highways, thanked Mr Dickinson for his question. He wished he could promise to repair all defects on the highways and footpaths across Essex but the reality was that across a network of over 5,000 miles, with more than 1,500 structures and 20,000 streetlights there was a need to prioritise spending. This prioritising was currently targeted at the most heavily used roads. Targeting repairs and maintenance to improve safety was considered to be best practice. He noted that, in fact, the Council had recently

won an award for its road maintenance and that this award would be presented to the Chairman of the Council later at this meeting. He observed that this maintenance work was undertaken by dedicated staff who were hard working but much maligned. In fact, no-one was doing this work better in the UK and they were doing so in the face of extremely challenging circumstances. He asked Mr Dickinson and Council to note that there was continued investment of tens of millions of pounds in improving and maintaining the road network to keep Essex moving.

3. The Chairman welcomed Mr Alan Sanders who spoke concerning the Essex Cycling Strategy and recalled that on 11 July 2017 Councillor Sargeant had raised the subject of the forthcoming visit of the Tour of Britain to Clacton on 7 September and had asked for the support of the Council for the visit; the establishment of a Tour of Essex bike race and for the National Cycle Route 150 to be rationalised and to have an extension to Clacton Rail Station.

He further recalled that the response by the Deputy Leader, Councillor Kevin Bentley, was very favourable, and he had expressed both support and belief in the value of such events including the Olympics, Women's Tour and Tour de France as all having benefited Essex. However, he believed that since that time further statements seem to have been more negative and despite having provided a business plan on 29 August at the request of the Councillor Bentley there had been no response.

He noted that the Essex Cycle Strategy stated, 'A branded Cycle Essex website; encouraging high profile local cyclists to endorse cycling in Essex; use high profile events to encourage people to make the step from spectator to cyclist and continue to support and be visibly prominent at regular events to encourage people to give cycling a try.'

Mr Sanders questioned the Deputy Leader's belief in the value of such high profile cycle events in Essex and Councillor Gooding, Member for Education and the Council's Cycling Champion, about his determination to implement the Essex Cycle Strategy. He asked what resources would be offered to implement in the immediate future, one of its key points, i.e. 'a high-profile Essex bike race and festival' and when might the Essex Cycling Strategy be fully implemented?

Councillor Gooding thanked Mr Sanders for his question and stated that the Council was extremely supportive of cycling events in Essex but was hampered by lack of available funding and so was seeking external sponsorship. He urged any organisation who might be interested to enter into a sponsorship partnership with the Council in order to fund such events to contact him.

The Chairman formally opened the meeting

1. Apologies for Absence

Apologies for absence were received on behalf of Councillors Baker, Channer, Lumley, Souter and Wagland.

2. Declarations of Interest

There were no declarations of interest.

3. Confirmation of the minutes of the meeting held on 10 October 2017

Resolved:

That the minutes of the ordinary meeting held on 10 October 2017 be approved as a correct record and signed by the Chairman subject to an amendment on page 37, Minute 14 (Oral Questions of the representative of the Essex Fire Authority) regarding the Report to the Constituent Authorities of the meeting on 6 September 2017 to remove reference to Councillor Hedley, and to amend the minute to read:

‘However, Councillor Turrell, noting that the Essex Fire Authority had now been abolished, asked how the work of the Police, Crime and Fire Commissioner was to be properly scrutinised.’

4. Chairman’s Announcements and Communications

Recent Deaths

Former Councillor Robert Sears

The Chairman informed Members that former Councillor David Fisher had died on Monday, the 16 October at the age of 94.

He had been elected to Essex County Council to represent the Division of Southminster in 1966 and retired in 1997. He had served on numerous committees including Health, Education, Highways, Planning and Social Services as well as being the County Council representative on both the Police and Fire Authorities.

He had been also at various times both the Vice-Chairman and the Chairman of Maldon District Council and the Chairman of Southminster Parish Council as well as serving as a magistrate. He had been made an Honorary Alderman in 2006.

Members stood in remembrance.

Awards

Social Worker Awards – The Dementia Training Team

The Chairman invited Councillor Spence, the Cabinet Member for Health and Adult Social Care, to present an award won by the Dementia Training Team. Councillor Spence explained that this gold award had been won for creative and innovative practice. The training had been developed in the USA and had been commissioned by Essex, the first county in the UK to do so. Almost 650 of Essex' staff had already undergone the training and he wished members to note that the Dementia Training Team did this in addition to the normal duties. He also recommended that members undertook the training and he would be circulating to them available dates. He presented the award to the Chairman and as the team were present in the public gallery members expressed their appreciation by applauding.

Transport Local Authority of the Year

The Chairman invited Councillor Grundy, the Cabinet Member for Highways to present an award won by Highways and Transportation staff at the National Transport Awards. Councillor Grundy explained that the Transport Local Authority of the Year was the top award for transport and recognised Essex as the best in the UK and the council was specifically commended for embracing change. It recognised the success of the Council's strategic partnerships, the major road improvements and the introduction on LED street lighting, the eco-friendly use of bamboo as well as several years of expertise and best practice and he thanked the Highways and Transportation Team for their hard work and dedication. He also noted that the award spanned two other portfolios other than his own, Councillor Bentley's for Infrastructure and Councillor Gooding's for Passenger Transport. As representatives of the team were present in the public gallery the Chairman invited members to express their appreciation with applause.

MoD Employer Recognition Scheme

The Chairman invited Councillor Barker, the Cabinet Member for Culture, Communities and Customer, to present an award received by the Council under the MoD Employer Recognition Scheme. Councillor Barker stated that she was very proud to present the award that recognised that the Council was committed to the military covenant was continuing work through the military partnership, with serving staff at Carver Barracks, Wimbish, Colchester Garrison and with veterans throughout the County.

The Royal Engagement

The Chairman informed Council of the letter that he had written to HRH Prince Henry of Wales KCVO on the occasion of his engagement to Ms Meghan Markle and to wish them both a lifetime of happiness together.

5. Receipt of petitions and deputations

The Chairman received a petition presented by Councillor Smith concerning the provision of buses in the Division of Basildon Westley Heights. The petition was passed for the attention of Councillor Gooding, the Cabinet Member for Education.

The Chairman also received a petition presented by Councillor Mackrory concerning the condition of pavements in Kingston Avenue and Kingston Crescent, Chelmsford. The petition was passed for the attention of Councillor Grundy, the Cabinet Member for Highways.

6. Executive Statement

The Leader of the Council, Councillor Finch, presented an Executive Statement entitled 'Reflections on the Budget and year to date' the text of which is to be found published on the County Council's website with the documents for this meeting.

7. Motions

1. Improving Air Quality

It was moved by Councillor Abbott and seconded by Councillor Pond that

'This Council calls upon the Administration to

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

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

'This Council calls upon the Administration to

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

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

'This Council calls upon the Administration to

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

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

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

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

There being general consent and with the agreement of Councillors Abbott and Pond the amendments were accepted and with the approval of Council the original motion was amended to read:

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

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

The motion as amended was put to the vote and **carried**.

2. All Night Lighting

It was moved by Councillor Davies and seconded by Councillor Henderson that:

‘At the July 2014 council meeting a motion was moved by Councillor Henderson calling on this authority to discontinue the £6.5m part night lighting strategy and to consult and gather views on alternative lighting strategies and technologies such as LED lighting.

Council notes with interest that Kent County Council has now converted all 118,000 street lights to LED bulbs providing All Night Lighting whilst saving £5.2m in energy costs every year. Kent County Council’s decision is based on LED technology being more efficient, reducing energy and maintenance costs, carbon emissions, light pollution and the need for customers to report faulty street lights.

This Council calls on the administration to follow the example of Kent County Council by converting all Essex street lights to LED bulbs and reinstating All Night Lighting across Essex making our county safer while making much needed financial savings and improving the environment.’

Prior to the Motion being put, ten Members demanded a named vote by standing in their places.

The Motion having been put to the meeting it was declared to be **lost** by 16 votes for, 51 against and 1 abstention.

Those voting for the Motion were Councillors:

B Aspinell	I Henderson	S Robinson
D Blackwell	D J Kendall	C Sargeant
A Davies	M Mackrory	L Scordis
J Deakin	P May	K Smith
D Harris	P Reid	A Turrell
		J A Young

Those voting against the Motion were Councillors:

J Abbott	M Garnett	L McKinlay
J F Aldridge	A Goggin	V Metcalfe
T Ball	R J Gooding	R Mitchell
S Barker	I Grundy	G Mohindra
J Beavis	C Guglielmi	Dr R Moore
K Bentley	A M Hedley	J Moran

A Brown	J Henry	M Platt
M Buckley	S Hillier	R Pratt
G Butland	P Honeywood	J M Reeves
S Canning	A Jackson	W Schmitt
J Chandler	E C Johnson	A Sheldon
T Cutmore	J G Jowers	J Spence
M Durham	S Lissimore	M Steptoe
B Egan	D Louis	S Walsh
A Erskine	R A Madden	C Weston
D Finch	B Massey	C Whitbread
R Gadsby	M McEwen	A Wood

Councillor Pond abstained.

3 Business Rate Retention Scheme

It was moved by Councillor McKinlay and seconded by Councillor Spence that:

‘With the phasing out of the revenue support grant, ECC welcomes government plans to introduce pilot programmes for the retention of business rates and expresses its continuing commitment to engage in such schemes. The 100% Business Rate Retention scheme, due to come in in 2020/21 will provide additional financial support to local government, with an anticipated national annual surplus of £6.25 billion.

This money is currently unallocated. The Council calls upon the government to use this pot of money for the funding of pressures in Social Care, and is proposing to work with central government to ensure the final arrangements work both nationally and for the benefit of Essex residents.’

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

‘With the phasing out of the revenue support grant, ECC welcomes government plans to introduce pilot programmes for the retention of business rates and expresses its continuing commitment to engage in such schemes. The 100% Business Rate Retention scheme, due to come in in 2020/21 will provide additional financial support to local government, with an anticipated national annual surplus of £6.25 billion.

This money is currently unallocated. The Council calls upon the government to use all of this pot of money for the funding of pressures in Social Care, and is proposing to work with central government to ensure the final arrangements work both nationally and for the benefit of Essex residents.’

The amendment moved by Councillor Mackrory and seconded by Councillor Deakin having been put to the meeting was **lost**.

The original motion was put to the meeting and was **carried**.

4 Greater infrastructure devolution to deliver growth

It was moved by Councillor Mohindra and seconded by Councillor Bentley that:

‘This Council recognises with gratitude the huge investment that the Government and SELEP have already pledged to invest into Essex with such schemes as the new Junction 7A on the M11 and improvements to existing junctions 7 and 8, not to mention the collaborative working with DFT in joint financing with ECC on the A120 consultation and preparation work plus the improvements planned to the A12.

This Council now calls on the Government to go further and help with funding other schemes such as the A127 and the A13 as major corridors of economic growth and to enter into joint working to deliver these and other vital projects. To also, where possible, devolve the monies needed to ECC to enable consultation and design work needed, emulating the close working relationship as witnessed over the A120 work.’

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

‘This Council recognises the huge investment that the Government and SELEP have already pledged to invest into Essex with such schemes as the new Junction 7A on the M11 and improvements to existing junctions 7 and 8, not to mention the collaborative working with DFT in joint financing with ECC on the A120 consultation and preparation work plus the improvements planned to the A12.

This Council now calls on the Government to go further and give specific commitments by the end of the next financial year with funding other schemes, such as the A127 and the A13 as major corridors of economic growth and to enter into joint working to deliver these and other vital projects. To also, where possible, devolve the monies needed to ECC to enable consultation and design work needed, emulating the close working relationship as witnessed over the A120 work.’

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

‘This Council recognises that the Government and SELEP have already pledged to invest into Essex with such schemes as the new Junction 7A on the M11 and improvements to existing junctions 7 and 8, not to mention the collaborative working with DFT in joint financing with ECC on the A120 consultation and preparation work plus the improvements planned to the A12.

This Council now calls on the Government to go further and help with funding other schemes such as the A127 and the A13 as major corridors of economic growth and to enter into joint working to deliver these and other vital projects. To also, where possible, devolve the monies needed to ECC to enable consultation and design work needed, emulating the close working relationship as witnessed over the A120 work.

This Council also calls on the government to invest further in rail infrastructure; preparing for the introduction of Crossrail, linking the North and South of Essex and opening previously closed train stations. This Council would also welcome more investment in other forms of public transport, such as buses, to stimulate our economy for the future and tackle congestion, as well as carbon emissions.'

The amendment moved by Councillor Mackrory and seconded by Councillor Turrell having been put to the meeting was **lost**.

The amendment moved by Councillor Scordis and seconded by Councillor Young having been put to the meeting was **lost**.

The original motion, having been put to the meeting was **carried**.

8. Adjournment

With the agreement of Council the Chairman adjourned the meeting for luncheon at 13:10. The meeting reconvened at 14:15.

9. Pay Policy Statement

Councillor Finch, the Leader of the Council, presented a report and appendix 1 concerning the Pay Policy Statement and it was moved by Councillor Finch and seconded by Councillor McKinley that:.

1. That with immediate effect the document at appendix 1 to the report be adopted as the pay policy statement for 2017/18 and 2018/19.
- 2 To note that the current pay policy statement will continue to have effect for current employees until their contracts of employment are changed by collective agreement, consent or otherwise.

Prior to the Motion being put, ten Members demanded a named vote by standing in their places.

The Motion having been put to the meeting it was declared to be **carried** by 53 votes for, 11 against and four abstentions.

Those voting for the Motion were Councillors:

J F Aldridge	R J Gooding	V Metcalfe
T Ball	I Grundy	R Mitchell
S Barker	C Guglielmi	G Mohindra
J Beavis	M Hardware	Dr R Moore
K Bentley	A M Hedley	J Moran
A Brown	J Henry	M Platt
M Buckley	S Hillier	R Pratt
G Butland	P Honeywood	J M Reeves
S Canning	A Jackson	W Schmitt
J Chandler	E C Johnson	A Sheldon
T Cutmore	J G Jowers	K Smith
M Durham	S Lissimore	J Spence
B Egan	D Louis	M Steptoe
A Erskine	R A Madden	S Walsh
D Finch	M Maddocks	C Weston
R Gadsby	B Massey	C Whitbread
M Garnett	M McEwen	A Wood
A Goggin	L McKinlay	

Those voting against the Motion were Councillors:

B Aspinell	I Henderson	L Scordis
A Davies	M Mackrory	A Turrell
J Deakin	P Reid	J A Young
D Harris	S Robinson	

Councillors Abbott, Blackwell, May and Pond abstained.

10. To receive a report of matters reserved to the Council

Councillor Finch, the Leader of the Council, presented the report of matters reserved to Council.

It having been moved by Councillor Finch and seconded by Councillor Bentley it was

Resolved that:**1. Committee Seat Allocation**

- (1) Amend paragraph 8.1.2 of the Constitution that relates to Audit, Governance and Standards Committee, by replacing 'Seven Members' with 'Ten Members'.
- (2) Allocate the additional places on the Committee to political groups as indicated in the report.

2. Motion amendment deadlines

That paragraph 16.9.8(ii) of the Constitution be amended to read:

'(ii) No amendment may be moved unless:

(a) it has been put in writing and handed to the Head of Democracy and Transparency or their nominee no later than 12:00 midday on the working day before the meeting in a format to be specified by the Monitoring Officer;'

3. Changes to Membership of Committees

To note the changes that have been made by officers under delegated powers in accordance with notification given by the Leaders of the Conservative and Non-Aligned Groups

- Councillor Mike Garnett has replaced Councillor Carole Weston as the Conservative Group member of the Corporate Policy and Scrutiny Committee.
- Councillor Anthony Hedley has replaced Councillor Gagan Mohindra as the Conservative Group member of the Essex Pension Strategy Board.
- Councillors Penny Channer and Andy Erskine will be the additional the Conservative Group members of the Audit, Standards and Governance Committee. Councillors Malcolm Maddocks and Andrew Sheldon are named substitutes.
- Councillor Abbott will replace Councillor Sargeant as the Non-Aligned Group member on the Corporate Policy and Scrutiny Committee
- Councillor Smith will be the Non-aligned Group member of the Audit, Governance and Standards Committee.
- Councillor Blackwell will be the Non-Aligned Group member of the Investment Steering Committee.

4. Appointment of a Sub-Committee of the Committee to determine the Terms and Conditions of employment of Chief and Deputy Chief Officers

1. That the Sub-Committee be created with general power to deal with appointments, dismissals or appeals relating to Deputy Chief Officers.
2. That the Constitution is amended at 8.1.3 as shown in the report.

5. Reconstitution of the Essex Fire Authority

1. That in Part 1, Summary and Explanation the text:

‘(viii) Other Public Bodies

The Council is also required to appoint Members to the Essex County Fire and Rescue Authority.’

be amended to:

‘(viii) Other Public Bodies

The Council is also required to appoint a representative to the Essex Police, Fire and Crime Panel.’

2. That paragraph 6.3 (vii) which reads:

‘(vii) appointing Members to the Essex County Fire and Rescue Authority and the Essex Police and Crime Panel;’

be amended to read:

‘(vii) appointing a representative to the Essex Police, Fire and Crime Panel;’

3. That the table under paragraph 8.1.8, Non-Voting Members: ‘Essex Police and Crime Commissioner’ be amended to:

‘Essex Police, Fire and Crime Commissioner’

4. That paragraph 16.12.7 of the constitution which reads:

‘Essex Police and Crime Panel and/or Essex Fire Authority.

A Member may ask any question of the representative of either the Essex Police and Crime Panel or the Essex Fire Authority relevant to the business of the bodies.’

be amended to:

‘Essex Police, Fire and Crime Panel.

A Member may ask any question of the representative of the Essex Police, Fire and Crime Panel.'

5. That item 60 in Appendix 3 to the constitution, the **List of Approved Bodies**

'Fire Authority' be amended to

'Essex Police, Fire and Crime Panel'

6. **Amendments to the Membership of the Essex Health and Wellbeing Board**

To note the amendments to the membership of the Essex Health and Wellbeing Board that have been updated in the constitution.

7. **Additional Approved Body to those listed in the Constitution**

To add Veolia Pitsea Marshes Maintenance Trust to the list of Approved Bodies as set out in Appendix 3 to the Scheme of Allowances in the constitution.

8. **Changes to Post Title**

That references to 'Head of Democratic Services' are replaced with 'Head of Democracy and Transparency wherever they occur in the Constitution.

11. **To receive the Leader's report of Cabinet Issues**

Councillor Finch, the Leader of the Council, presented a report concerning matters considered by Cabinet since the last Council meeting.

It having been moved by Councillor Finch and seconded by Councillor Bentley it was

Resolved

That the report be received.

12. **Written Questions**

The published answers to the 29 written questions submitted in accordance with Standing Order 16.12.1 were noted.

Members asked supplementary questions of the relevant Cabinet Members details of which are available on the ECC website [via the online audio recording of the meeting](#). The written questions were:

1. By Councillor Blackwell of the Cabinet Member for Highways

‘Could the Cabinet Member advise if the policy on highway trees is not to maintain but to remove them as highway trees on Canvey Island are being removed.’

Reply

‘We aspire to maintain highway trees where possible; however across a network covering more than 5000 miles of road, with more than 1,500 structures and 127,000 street lights, safety needs to be our priority.

If trees are assessed as being dangerous they are removed and are unlikely to be replaced.’

2. By Councillor Hillier of the Cabinet Member for Highways

‘I congratulate the Cabinet Member for Highways and his predecessors for the progress made in improving the condition of the priority roads in the County over recent years. Could the Cabinet Member inform me and Council what progress can be made towards achieving similar improvements to the local road and footway network in future years?’

Reply

‘In previous years we have invested considerable amounts in priority routes and local roads, with more than half of our £66m investment into carriageways going into improving the condition of local roads. On top of this is a further £9m for maintaining footways across the county.

Our budget for next and future years is not yet ratified, and still subject to change, but as ever a balance must be struck between maintaining the excellent condition of our priority routes and continuing to spend on local roads and footways in line with limited resources.

Essex Highways is constantly doing more with less, exploring new methods of surfacing, new materials and techniques, aiming to save us money and help our roads and footways last even longer than they already do. We will continue to explore innovation and the development of new solutions, one of the many reasons Essex County Council won the National Transport Award for Local Transport Authority of the Year 2017.’

3. By Councillor Aspinell of the Cabinet Member for Economic Growth, Skills, Infrastructure and the Digital Economy

‘As the local development plan for all authorities is being rolled out, the

information for local members regarding potential development sites, is that road access and transport movements has to be evidence based, before the potential sites can be rejected.

What is the Essex County Council doing in assisting the Local Districts in determining their sites?

Furthermore it is apparent that local districts are employing or commissioning outside agency consultants to deliver a model to demonstrate the viability or not of these sites. However, it is my understanding from our highways department that County Highways have to assess that model, test it and either agree or not with it. Would it not, therefore, be sensible and more cost effective for us, the County Council, to undertake this work in the first place for every district, after all, it is our road network.'

Reply

'Local Planning Authorities have to undertake detailed evidence work to support the development of a compliant local plan. Essex County Council is fully supportive to District/Borough and City Councils in the development of their local plans at all stages including attendance alongside the planning authority at Examination with the Planning Inspectorate as well as providing support in specific evidence base preparation.

Some of the evidence work is very specialised meaning that outside assistance is often required in the form of consultancy firms. It is a decision for the Local Planning Authority on how they procure this outside assistance. With highways and transportation evidence base building our preference would be that, where capacity allows to meet Planning Authorities timescales, a planning authority undertakes this work with the County Council's specialist advisers given that it is the Highways Authority who will need to be comfortable with the evidence work being provided so that it can support the planning authority through to Examination. At present nine of the twelve districts/borough/city councils adopt this principle and three have decided to commission separate transportation consultants to prepare the evidence base. However, whichever approach is taken the Highways Authority still need to review and be comfortable with the evidence being provided and the county council will work closely with those who use their own consultants through agreement of methodology and formulas used.

The viability work referenced in the question is a separate and broader piece of activity looking at all aspects of development viability, distinct from the transport evidence that we undertake. Both are required to secure a successful plan through the examination process.'

4. By Councillor Aspinell of the Cabinet Member for Environment and Waste

'The Government has changed planning legislation and local authorities now no longer decide upon sewerage or drainage issues within a planning

application

The Local Water and Sewerage operators, i.e. Essex and Suffolk Water and Anglia, have written to me denying any responsibility at planning stage. The Environment Agency say they have no decision making powers either and are just used as consultees during the application procedure.

Local building control are side-lined on this matter when the NHBC (National House Building Council) are involved and we have now developments going ahead that have no sewerage or drainage plans submitted and no need for the local authority to consider whether or not the application site is sufficient in size to take any septic tanks when the application site is not connected to mains sewerage or drainage. I have at least 3 examples of this in my own division. What is the County's role within this and how can this be enforced so that run-off's of raw sewerage do not permeate into surrounding water courses.

In a time when all authorities are looking at delivering a local development plan which includes so many extra homes, this issue needs to be resolved.'

Reply

'Planning policy guidance and legislation change constantly. However, there has been no change to the status of the Environment Agency, or the Water and Sewerage operators who remain consultees on both Local Plans and planning applications in order to ensure the necessary infrastructure requirements are properly accounted for and addressed. It is then for the Local planning Authority to determine the application before them based on the advice and evidence received, and in accordance with their Local Plan policies and any national planning policy guidance.

Essex County Council is a strategic consultee engaged in formulating and informing Local Plans, both policies and site allocations, as we are looking for the best sites and most sustainable sites to come forward, including sites that are not at risk of flooding. We are also looking for Local Plans to properly address their infrastructure needs. Since April 2015 Essex County Council as the Lead Local flood Authority provides advice on sustainable drainage on all planning applications for sites of 10 or more homes. This Council is also a statutory consultee on planning applications in relation to SuDs (Sustainable Drainage Systems), as the Highway Authority, Education Authority and in our Public Health function.

The building control process is a separate process to that of securing a planning permission. This process can either be dealt with by the Local Planning Authorities building inspectors or Approved Building Inspectors. This process generally follows once the developer has secured a planning permission.

Whilst the determination of planning applications and building control approval are not matters which county councils have responsibility for, if you

provide me with details of the examples referenced in your question I will ask officers to confirm that ECC have done all that we can to support the responsible bodies in making their decision.'

5. By Councillor Sargeant of the Cabinet Member for Education

'The bus is the main form of public transport and has enormous potential to play an even greater role.

Effective bus operations: connect communities; improve productivity; reduce congestion for all road users by taking car traffic off the road; make the most efficient use of road space; give the jobless access to jobs; provide young people with access to education and opportunity; give access to health care and contribute to improved public health; and crucially, in these times, are the fastest way of providing additional public transport capacity to new housing and business developments.

The benefits of a reliable and innovative bus service are clear. But we need more people to benefit from them.

The Bus Services Act 2017 gives local authorities the wonderful opportunity to

- Strengthen arrangements for partnership working,
- Utilise bus Franchising powers.
- Introduce modernised ticketing
- Obtain data from service providers (such as timetables, fares, bus patronage and bus service performance statistics). – Previously, there was no statutory right of access to this information.
- Obtain information from service providers on commercial operations
- And vehicle specification and branding (indeed, would not it be wonderful for the three seaxes to adorn every bus vehicle operating in Essex?)

The package within the Act if implemented will improve social value by: Better Journeys, Better Places, Better Value.

New enhanced partnership and advanced quality partnership powers provide a framework for local authorities to work side by side with operators to set a shared vision for bus services in our county.

However, powers in legislation do not help anyone unless they are put into practice.

Please can you kindly provide details of how Essex County Council plans to adopt the opportunities afforded to it by the Bus Services Act of 2017?'

Reply

'The County Council welcomes the new powers for local authorities set out in the Bus Services Act 2017. Guidance from the Department for Transport to

local authorities on how these powers might be used was released on 27 November 2017. The County Council is currently examining this guidance and considering how to make best use of the opportunities it offers.'

[Guidance on bus franchising creation, new powers and opportunities and enhanced partnership creation can be found online.](#)

6. By Councillor Smith of the Cabinet Member for Education

'Can the Cabinet Member provide an update on finding a new operator to operate the 104 and 106 bus services?'

Reply

'Following the decision by Regal Busways Ltd to cease trading from 27th December 2017, these services have been novated to Nelsons Independent Buses Ltd (NIBs). The contract is due to expire on 25/07/2020 and is at no extra cost to Essex County Council. NIBs is a well-respected local operator with a long term involvement in the Basildon area. It has a good track record for running reliable bus services. It is expected that they will bring this experience to their operation of the 104/106 service.'

7. By Councillor Smith of the Cabinet Member for Education

'Will the Cabinet Member consider increasing the frequency of the bus service through London Road (Vange) from the Five Bells to the Clay Hill Road junction of London Road?'

Reply

'No, there is no intention to extend the service at this time.'

8. By Councillor Sargeant of the Cabinet Member for Highways

'I have submitted 18 Traffic Regulation Order requests in 20 months for my Division. However I have been advised that the number of TROs put forward is usually just six schemes a year per district. Eight ECC Divisions cover the Tendring District footprint.

What can the Cabinet Member do to sort out the inertia of the North Essex Parking Partnership and district councils for ensuring proper protection of road junctions on ECC's highway by double yellow lines etc.?'

Reply

'The development and delivery of new parking schemes through the TRO

(Traffic Regulation Order) process have been delegated to NEPP and SEPP via the Joint Committee Agreements. Both NEPP and SEPP have taken a similar approach in managing the volume of requests and work, given the limited staff resource they have.

In both NEPP and SEPP each member (borough, city or district council) is “allocated” up to 6 requests for new schemes each year; this balances the workload for the partnership and ensures an equitable approach is taken. The schemes are recommended/put forward to the Joint Committee meeting via the borough/city/district member.

Should a borough/city/district wish to put forward additional schemes, they can do so, but this needs to be accompanied by funding to meet the additional resource costs.’

9. By Councillor Henderson of the Cabinet Member for Highways

‘Will the Cabinet Member provide a figure for the Council’s expected total spend on temporary repairs of footpaths and highways for this financial year, and what was the total in 2014/15 and 2015/16?’

Reply

‘We do not capture expenditure down to that detailed level; the spend for temporary repairs sits within a wider revenue budget. However based on the crews resourced to deal with this area we approximate that we spend roughly £700,000 per year on temporary make-safe repairs. This type of temporary is often an immediate emergency fix to a dangerous defect before a more permanent repair can be made.

On top of this, our 17/18 capital programme of highways and footways maintenance is £66m for roads and £9m for footways. This is the budget for surface dressing or full resurfacing of roads and footways.’

10. By Councillor Henderson of the Cabinet Member for Environment and Waste

‘In relation to the 2017/18 Financial Overview as at the Half Year stage, as presented to the Corporate Scrutiny Committee on 28 November 2017. It was noted that the Waste Reserve now totals £90.8m and will have an Estimated Closing Balance of £100.8m. Will the Cabinet Member provide the total amount held in the Waste Reserve for the annual budgets of 2014/15 and 2015/16?’

Reply

‘The waste reserve was set up some time ago, anticipating the increasing costs of waste disposal due to both volume and landfill tax increases. The

idea is to smooth the year on year increases in cost to the tax payer with net contributions to the reserve in early years being balanced out by withdrawals later.

The balance on the reserve for the last five years is as follows:

	Closing Balance £000
2012/13	61,803
2013/14	60,984
2014/15	57,611
2015/16	79,620
2016/17	90,890

11. By Councillor Young of the Cabinet Member for Highways

'Will the Cabinet Member please confirm the current Local Highways Panels budget per District?'

Reply

District	2017/18 capital budget	District contribution	ECC match funding	Revenue budget	Total budget
BASILDON	500,000			97,247	597,247
BRAINTREE	408,000			97,247	505,247
BRENTWOOD	225,000			97,247	322,247
CASTLE POINT	228,500			97,247	325,747
CHELMSFORD	500,000			97,247	597,247
COLCHESTER	500,000			97,247	597,247
EPPING FOREST	350,000	50,000	50,000	97,247	547,247
HARLOW	243,500			97,247	340,747
MALDON	200,000			97,247	297,247
ROCHFORD	214,000			97,247	311,247
TENDRING	395,000	50,000*	50,000	97,247	592,247
UTTLESFORD	236,000	50,000**	50,000	97,247	433,247
TOTAL	£4,000,000	£150,000	£150,000	£1,116,964	£5,416,964

* Tendring £50k contribution has been confirmed as revenue funding although ECC match will be added to capital programme

** Subject to approval by ECC Q3 Cabinet report'

12. By Councillor Young of the Cabinet Member for Education

‘Almost all ECC supported evening and Sunday services contracts are finishing in April 2018. Will the Cabinet Member confirm when a consultation will be held about this or information provided?’

Reply

‘To clarify, the contracts finish in July 2018. Any consultation on evening and Sunday bus services funded by Essex County Council will be carried out in good time to allow the public to be involved in the process and for their views to be taken into account before a final decision is reached.

Funding for all discretionary services, including that supporting non-commercial local bus services, is under increasing pressure. However the 2018/19 budget has not yet been finalised. No decision has been taken in regard to ECC support for bus services.’

13. By Councillor Kendall of the Cabinet Member for Highways

‘Halo beacon lights are only used at a very small number of pedestrian crossings in Essex because of the very strict criteria. Would the Cabinet Member support a review of these criteria to try and improve pedestrian safety particularly at crossings with poor street lighting?’

Reply

‘Our policy is to use halo beacons at zebra crossings in very specific circumstances; specifically when visibility of the crossing is considered to be particularly difficult for drivers. The halo beacons make the crossing stand out more, primarily because of how distinctive they are, therefore making drivers more quickly aware of the crossing and likely to slow down.

If we introduced halo beacons at more zebra crossings their impact would be lessened, because people would be more familiar with them and less likely to slow down. They also have an increased maintenance liability, with replacement beacons being much more expensive.

14. By Councillor Kendall of the Cabinet Member for Cabinet Member for Economic Growth, Skills, Infrastructure and the Digital Economy

‘In the recent major statement by Chris Grayling MP about rail services, he spoke about the possibility of reopening old railway lines across the UK. With this in mind will the Cabinet Member for Highways be instructing his officers to undertake a full review of the old railway lines in Essex to see what opportunities exist in our county?’

Reply

‘Essex County Council’s underlying vision for rail services in Essex is for improved connectivity for passengers and freight; improving services between all stations, not just to London, in terms of overall journey times and improved passenger experience, backed up by improved integration with other forms of transport. The development of an updated Rail Strategy for Essex, to replace the existing 10 year old strategy is underway and we will be looking to consult on this in due course.

There are a number of closed railway lines across Essex. However, in all cases the cost of re-opening would be very high and there would need to be a clear business case for doing so based on the growth that this would enable and that there were not alternative sustainable transport solutions that could meet the need and offered better value for money. If through the Local Plan process a District, City, or Borough highlight that the level and location of future growth made the re-opening of a disused line a viable option Essex County Council will work with them and Network Rail to develop the business case.’

15. By Councillor Deakin of the Cabinet Member for Health and Adult Social Care

‘With the recent launch of ‘Let’s Talk Dementia’, what percentage of the Council’s public-facing staff have received Dementia Awareness training?’

Reply

‘There is currently no requirement for ECC staff members to undertake dementia training but the Council has been promoting *Dementia Friends* training which is delivered by the Alzheimer’s Society. The options for becoming a Dementia Friend include either accessing a video on their website or attending a face to face dementia information session. There is no requirement for staff to provide information about their role or functional or physical location – thus it is not possible to determine how many staff may be Dementia Friends. The Council has also commissioned the following training:

- 477 staff have completed Dementia e-learning (2015 to date)
- 650 staff have completed the Virtual Dementia Tour across ECC
- 325 ASC staff completed Advanced Dementia training (from November 2014 to October 2017)’

16 By Councillor Scordis of the Cabinet Member for Highways

‘Will the Cabinet Member confirm what are the future plans for safer cycling routes in Colchester and what is the budget for this compared to 2016?’

Reply

‘This work is wrapped up in the Essex Cycling Strategy, which is being implemented through a programme of work overseen by the Cycling Steering Group, including representatives from boroughs and district authorities and cycling groups. The initial focus has been on developing Coherent Cycle Networks by producing area Cycling Action Plans, for Colchester the plan is quite advanced.

We have also recently been successful in securing Department for Transport consultancy support to develop Local Cycling & Walking Infrastructure Plans (LCWIP), the LCWIPs are accompanied by a suite of tools and methodology and will help us to plan and prioritise future investment decisions. By using DfT methodology we will be well placed for future funding rounds for government investment.

We are also looking at priority investment requirements in Colchester as part of a new transport strategy for the town which we are actively discussing with the Borough Council. This is being led by my Cabinet colleague Kevin Bentley in his role overseeing new Infrastructure.

Colchester has been prioritised in the programme due to its growth and cycling potential, building upon the legacy of the Cycle Towns programme (2008-2011) and investment already made through the South East Local Enterprise Partnership (SELEP). The LCWIP work will show which routes have a higher propensity for cycling within Colchester, this is likely to include both on and off carriageway routes and will commence in 2018. Once this has been completed, prioritised schemes would then be considered for future funding.

There isn't a budget for a specific scheme programme in Colchester at this stage, the level of funding will be subject to a full business case process once we have the list of priority schemes. However any capital investment by ECC would be matched either by bids to Government or SELEP funding streams and/or local contributions through S106 as part of our commitment to supporting the development of the Colchester cycle network.’

17. By Councillor Scordis of the Cabinet Member for Education

‘Is the Cabinet Member aware of how many schools are still waiting on repairs and maintenance and how many schools still have single-glazed windows? What is the budget for school repairs since 2010?’

Reply

‘Since 2010/11 ECC has completed 514 maintenance projects in schools with a budget of £60.95 million. ECC's robust asset management process ensures that issues that would pose significant threat to health and safety or

school operation are dealt with first. Surveyors are sent to assess the maintenance need of schools that bring issues with single glazing to our attention and we will be replacing glazing in 4 ECC maintained schools in 2017/18.'

18. By Councillor Turrell of the Cabinet Member for Highways

'I am sure that the Cabinet Member for Highways is aware of the Highways Act 1980 and the New Roads and Streetworks Act 1991.

Therefore can the Cabinet Member please explain why a certain utility company keeps shutting a major road in my division, Turner Road, without notifying residents? On Turner Road is Colchester's Walk-in Centre and the General Hospital as well as being a densely populated area with schools etc. Turner Road is a Priority 2 Road near North Station Junction, Main Line Station and NAR2 and it is one of the busiest and most congested areas in Colchester yet the utility company keeps shutting Turner Road during peak periods.

Can the Cabinet Member please explain why this is being allowed to continue?'

Reply

'The closure by Anglian Water on Turner Road was for emergency works to deal with a burst water main. In the case of emergency works, we do not have the powers to prevent the utility company from undertaking the repairs required. The legislation allows the utility company 2 hours to inform the Streetworks section of Essex County Council. Once Streetworks are informed, the utility will be granted a permit for the emergency works and at this point, the works will appear on Roadworks.org.

Roadworks.org has the facility for anyone to identify an area of interest (such as a member ward) and set up a request for an alert as and when new works are identified. This option was set up, offered and explained to all members earlier this year. This is an ideal way for the public, members and others to ensure they get the most up to date information automatically.

In the instance of emergency road closures, our inspection team can monitor the closure to make sure diversions and signage are correct, however we are not able to make residents and members aware. We do encourage utility companies to fulfil their responsibility for this where possible.'

19. By Councillor Harris of the Cabinet Member for Health and Adult Social Care

'Could the Cabinet Member provide the total increase in income received from changes to Fees and Charges implemented in the 2017 budget'.

Reply

'I understand that this question refers specifically to ASC fee and charges.

At this stage of the financial year it is not possible to say what the final income received from the non-residential charging changes will be. Last year we received income from both residential and non-residential charging, of £77.8m this year we are currently forecasting an income outturn from charging of £89.8m, an increase of £12m, of which some £10.3 m is estimated to result from the non-residential charging changes. This is some 4.7% of the forecasted non-residential spend.

These figures also take account of bad debt.

Officers confirm that our charging approach is compliant with the relevant regulatory frameworks.'

20. By Councillor Abbott of the Cabinet Member for Highways

'As the Cabinet Member for Highways is aware, there is a long history of problems with HGVs accessing the narrow Oak Road in Rivenhall End and despite a number of measures introduced by ECC following local requests, the problems unfortunately continue to get worse.

Will the Cabinet Member agree to investigate urgent solutions and in doing so meet with local representatives?

Does the Cabinet Member agree that as soon as the A12 routing has been announced, and depending on the implications, that ECC needs to deal with the long-standing Braintree LHP request for a new section of 7.5T weight restriction to reduce the number of HGVs running down the pavements in Oak Road and to prevent the repeated damage caused to street furniture?

Will the Cabinet Member look urgently at solutions to the repeated cases where HGV drivers breach the existing section of 7.5T weight limit in Oak Road and ignore the height restriction at the mainline railway bridge? The frequency of over-height HGVs getting stuck at the railway bridge is increasing. It can take several hours for an HGV to reverse back to Rivenhall village. This can cause traffic chaos including queuing on the A12. It can lead to bridge strikes which require the suspension of rail services on the main line in order for inspections to take place. It has caused damage to private property and danger to residents as HGVs attempt to turn in the narrow road.

Solutions to these serious problems are long overdue. Does ECC recognise that calls for action are now coming from residents, the parish council, district councillors, myself as county councillor, the MP for Witham and the police?'

Reply

'I met with you earlier this year to discuss the proposed weight restrictions on Oak Road, Rivenhall. We discussed the consultation that ran between December 2015 and January 2016 into this issue and some of the objections raised. We also discussed the forthcoming Highways England A12 improvements, which is to include this stretch of the A12, and the possibility that this project may supersede the need for a weight restriction on Oak Road.

It has been agreed that we would wait until the A12 announcement was made before a decision on the weight restriction was taken. Once this decision has been taken I'll happily meet with you again to talk through next steps.

We anticipate that the A12 announcement will usher in a lot of questions about how the local and strategic roads interface and I am keen that we view the likely consequences in the round rather than introduce measures in a piecemeal way.'

21. By Councillor Abbott of the Cabinet Member for Environment and Waste

'Despite alternative models being put to it, ECC embarked on a centralised model for the handling and treatment of municipal waste based on road haulage to transfer stations and then road haulage to the Basildon plant which would handle all "black bag" waste from the ECC area, to be processed by MBT technology with the end output being "Solid Recovered Fuel" (SRF).

This SRF would then need further road haulage to a final destination(s) for incineration or landfill, either of which would be at further cost to taxpayers.

Is the Cabinet Member aware that in the last full financial year 2016/17, over 127,000 tonnes of municipal waste was sent to landfill rather than the Basildon plant for processing. Is he further aware that of the material sent to Basildon, over 223,000 tonnes, only 8.7% was recycled.

In what way does the Basildon plant meet its description as the Tovi "Eco Park" given this performance?

Given poor performance against initial claims, the legal dispute over the plant and the extraordinary "waste miles" generated by the centralised model, does ECC acknowledge that it made a mistake?'

Reply

'During the current commissioning phase of the project, the operator of the

facility, UBB, requests the volumes of waste it requires to test and commission it. As a result, the volumes requested weekly and monthly are variable. Waste which is surplus to the operator's requirements during the commissioning period is sent to landfill.

However, over the last three years, the amount of waste the facility has processed (and therefore diverted from landfill) has increased year on year. This indicates that the MBT facility is enabling us to divert considerable waste from landfill.

Road haulage for the delivery of waste to the Basildon facility is kept to a minimum by ensuring that waste collection authorities deliver waste to their nearest transfer station or indeed directly to the facility by those WCAs which are closest to it (Basildon, Brentwood, Rochford and Castle Point). Waste delivered to the transfer stations by the Refuse Collection Vehicles is then loaded onto HGV 'bulkiers' which can carry three times more waste than RCVs and transport the waste in bulk to the Basildon facility, thereby reducing the number of vehicles on the roads and 'waste miles'.

The majority of SRF which is removed from the plant is taken over a relatively short distance to the ports of Tilbury or Chatham from where it is shipped to the continent, a more environmentally-friendly method of transportation than by road.

The SRF is then used by certain types of Energy from Waste (EfW) plants to generate low carbon electricity and, in some cases, also heat for businesses and/or homes.

Using this waste product as a fuel rather than sending it to landfill means that it can provide further valuable resource.

This is in line with residents' wishes - in the 2008 Waste Strategy Consultation, 87.7% of Essex residents who took part said they would prefer it if part of the material from the MBT process was used to produce a fuel for energy rather than sending it to landfill.'

22. By Councillor Davies of the Cabinet Member for Children and Families

'After an extremely disappointing Autumn Budget from the Chancellor with no additional funding for children's services, what is the Council's current funding gap for Children's services in Essex?'

Reply

'Latest estimates project an overspend across Children and Families of £4.9M.'

23. By Councillor Davies of the Cabinet Member for Highways

‘Could the Cabinet Member explain what steps the Council is taking to tackle the ever growing critical issue of too many parked cars on local roads, which can lead to dangerous parking or residents having to park several streets away?’

Reply

‘We have delegated the function to NEPP and SEPP who enforce existing restrictions and who both have processes to implement new schemes to manage parking on local roads through implementing restrictions, residents permit schemes, on street pay and display etc.

More information on the [Parking Partnerships website](#)’

24. By Councillor Baker of the Leader of the Council

‘Could the Leader assure members that, with regard to the UK leaving the European Union following the triggering of Article 50, all possible implications (both positive and negative) affecting Essex are regularly reviewed and reported to Full Council, in particular as it affects:

1. The work of Essex County Council;
2. Businesses across Essex;
3. Significant organisations such as hospitals, universities and colleges of further education situated in Essex;
4. Sea ports and airports;
5. EU citizens living within the boundaries of ECC and UK citizens from Essex living in other EU countries.’

Reply

‘Brexit negotiations are ongoing and we, like other bodies, are monitoring national and international developments closely as well as monitoring trends locally. As you will be aware Councillor Bentley has been appointed the LGA’s Brexit lead. We will update Council periodically on implications as they become clearer, at the moment implications are unclear.

25. By Councillor Baker of the Cabinet Member for Education

‘According to figures published by the House of Commons Library, Essex schools on average face a real terms cut per pupil of £12 per annum. As a consequence of this cut in government funding on top of seven years of no real terms increase in school budgets – according to the National Association of Head Teachers (NAHT) – funding for education is currently at ‘breaking point’.

Could the Cabinet Member confirm that everything possible is being done to support those schools in Essex which are the responsibility of Essex County

Council in relation to:

- Schools in deficit; and
- Schools with challenges with regard to the recruitment and retention of key and other staff.'

Reply

'The financial climate for schools, as with all areas of the public sector, remains a challenge. Whilst school funding has been protected in terms of the overall budget nationally, with the increase in costs for national insurance and pensions etc., I do accept there has been a real terms reduction in schools budgets and the challenge of this for schools is raised regularly with me at the Essex Schools Forum.

In terms of support for schools with a deficit budget, the Schools Finance Team works closely with schools that are facing financial difficulties now and into the future. Officers have particularly been working with small schools (those with less than 120 pupils) to support their long term viability both in terms of budget and pupil numbers.

With regard to recruitment and retention, the local authority, in partnership with the Headteacher Associations, has put in place a recruitment and retention strategic group for the county. Officers will be working closely with this group in 2018 to ensure that this support is available to schools across the county. Outcomes from this group include an arrangement with two teaching supply agencies in Australia and New Zealand for the provision of teachers and a reduced cost to the school, a successful return to teaching programme, support to establish a school-led agency in NE Essex and a support programme for teachers in their 2nd year of teaching.'

26. By Councillor Turrell of the Cabinet Member for Resources

'Whilst I appreciate the cost reduction for having paperless agendas, has Essex County Council considered the implications of not being able to recycle all the hardware needed to follow this? Trees are sustainable and aid the atmosphere, metal and plastics are not.'

Reply

'There has been no increase in the amount of hardware used by moving to paperless agendas as councillors are already required to own/use hardware for their work at the council (i.e. correspondence via email with residents). In addition, we have sustainable disposal in place.'

27. By Councillor Mackrory of the Leader of the Council

'Will the Leader join with other Council Leaders of all parties, to lobby government to address the critical funding gap in Children's Services, Adult

Social Care and Public Health in the forthcoming Local Government Finance Settlement?’

Reply

‘I, my Cabinet and senior officers continue to engage with Government directly and with other cross party groups such as CCN and LGA on what is needed not only from the forthcoming Local Government Finance Settlement. But also in the medium term, we are feeding in to the national debate on the Fair Funding Review and the Business Rate Retention project.’

28. By Councillor Mackrory of the Cabinet Member for Cabinet Member for Economic Growth, Skills, Infrastructure and the Digital Economy

‘Please provide the current level of grants and sources of funding coming into Essex from the European Union for this year and for the last four years.’

Reply

‘Over the last four years i.e. since 2014, we estimate that the current annual level of grants from the European Union into Essex is c. £11 million.’

29. By Councillor Reid of the Cabinet Member for Education

‘In view of the recent report on Period Poverty it is stated that 1 in 10 girls are unable to afford sanitary products. This causes embarrassment and possible loss of education as the young person is unable to attend school or college because the family are on a low income and have to make choices how to manage their income.

Could the Cabinet Member look at the possibility of schools and colleges providing sanitary products free of charge to prevent this very sensitive situation.’

Reply

‘Thank you for raising this matter. Child Poverty overall is an important matter for the council and one that sits under the remit of the Children and Young People’s Partnership Board and therefore I will ask this board to consider this request as well as referring matter to the chair of the People and Families Scrutiny Committee. It should be recognised, however, that schools are accountable for their budgets and spending decisions so whilst the council may wish to raise this matter as a high priority ultimately it would be a decision of schools to use their budget in this way.’

13. Oral Questions of the Leader, Cabinet Member or the chairman of a committee upon any matter relevant to the business of Council

Members asked questions of the Leader of the Council, Cabinet Members or the chairmen of committees details of which are available on [the audio recording of the meeting](#).

The Questions asked were:

Member	Topic	To whom
Councillor Harris	North Team Children's Contact Centre, Colchester, Christmas contact	Cabinet Member for Children's and Families
Councillor Harris	IPad, webmail is not fit for purpose	Cabinet Member for Resources
Councillor Harris	Dangerous close in Colchester	Cabinet Member for Highways
Councillor Mackrory	Report from the LGO – when and where the report will be going	Cabinet Member of Education
Councillor Mackrory	Plastic Waste contingency following announcement from China	Cabinet Member for Environment and Waste
Councillor Henderson	Street night lights to remain on Christmas Day and New Year's Day	Cabinet Member for Highways
Councillor Pond	Utility provider damage to a PROW	Cabinet Member for Highways
Councillor Chandler	Pilot – Active Essex	Cabinet Member for Health and Adult Social Care
Councillor Robinson	Management of meetings – paperless – all in one place and consistent	Leader of the Council
Councillor Scordis	Lamp column cut down and not replaced	Cabinet Member for Highways
Councillor Aspinell	Councillor inspections/visits of Care Homes	Cabinet Member for Health and Adult Social Care
Councillor Aspinell	Utility Company failure in Brentwood	Cabinet Member for Highways
Councillor Scordis	20 mph schemes	Cabinet Member for Highways

Councillor Buckley	Standard of special schools provision	Cabinet Member for Education
Councillor Young	Bright Tribe Academy's (MAG)	Cabinet Member for Education
Councillor Robinson	Talk to Police, Fire and Crime Commissioner the Ancillary Rooms for homeless people over cold periods	Chairman of Police, Fire and Crime Panel
Councillor Henderson	Governance structures for the new Police, Fire and Crime Commissioner	Chairman of Police, Fire and Crime Panel
Councillor Massey	Attendance times South Woodham Ferrers and Dengie peninsula	Chairman of Police, Fire and Crime Panel

14. Oral Questions of the representative of the Essex Police and Crime Panel on any matter of that Panel

Members asked questions of the representative of the Essex Police and Crime Panel details of which are available on [the audio recording of the meeting](#).

The Questions asked were:

Councillor Robinson	Talk to Police, Fire and Crime Commissioner the Ancillary Rooms for homeless people over cold periods	Chairman of Police, Fire and Crime Panel
Councillor Henderson	Governance structures for the new Police, Fire and Crime Commissioner	Chairman of Police, Fire and Crime Panel
Councillor Massey	Attendance times South Woodham Ferrers and Dengie peninsula	Chairman of Police, Fire and Crime Panel

Chairman