

Place Services and Economic Growth Scrutiny Committee

10:00	Thursday, 26 March 2015	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	7 - 12
	To approve as a correct record the Minutes of the meeting held on 18 December 2014.	
3	Declarations of Interest	
	To note any declarations of interest to be made by Members in accordance with the Members' Code of Conduct	
4	Questions from the Public	
	A period of up to 15 minutes will be allowed for members of the public to ask questions or make representations on any item on the agenda for this meeting.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.	
5	Stansted Airport	13 - 20
	To receive report PSEG/01/15 concerning the Committee's recent visit to Stansted Airport. At the Meeting Dominic Collins Head of Commissioning Growing Essex Future Development; and Zhaine Oates,Principal Spatial Planner will provide the Committee with an overview of the County Council's work around Essex Airports and the Stansted Airport Sustainable Development Plan.	
6	Third Party Responsibilities & Flood Management	21 - 22
	To receive Report PSEG/02/15 concerning an update from the Group on this review. In addition flood management Officers have been invited to the meeting to provide a briefing on home and land owner responsibilities around flood mitigation.	
7	Jobs Welfare and Skills TFG Progress	23 - 24
	To receive Report PSEG/03/15 and an oral update from the Group on this review.	

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| 8 | Work Programme
To receive Report PSEG/04/15 concerning an update on the progress of planned Committee activity and work being undertaken to develop the programme going forward. | 25 - 28 |
| 9 | Bus and Passenger Transport
To receive report PSEG/05/15 concerning the Cabinet Member's response to the Committee's observation on this consultation. | 29 - 34 |
| 10 | Country Park Car Parking
To note Report PSEG/06/15 setting out the Cabinet Member's update on the outcome of the consultation on proposed changes to County Park car parking charges. | 35 - 38 |
| 11 | Call In of Speed Limit at Rivenhall
To note report PSEG/07/15 setting out details about the recent call in that was subsequently withdrawn. | 39 - 44 |
| 12 | Date of Next Meeting
To note that the next committee activity day is scheduled for Thursday 23 April 2015 | |
| 13 | Urgent Business
To consider any matter which in the opinion of the Chairman should be considered in public by reason of special circumstances (to be specified) as a matter of urgency. | |

Exempt Items

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

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

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

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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 18
DECEMBER 2014**

Present:

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

1. Apologies and Substitution Notices

Apologies were received from Councillor Wood.

2. Minutes

The Minutes of the Committee meeting held on 27 November 2014 were approved as a correct record and signed by the Chairman.

3. Membership

The Committee endorsed report PSEG/36/14 concerning Councillor Twitchen's continued membership of the Committee.

4. Declarations of Interest

With reference to Minute 7, Councillor Butland declared a personal interest in that he is a representative of Braintree District Council on Great Notley Joint Venture Partnership Board. Councillor Walsh also declared a personal interest in the same item, as he is an County Council representative on the same Board as well as being a Fellow of The Chartered Institute for the Management of Sport and Physical Activity, Member of the Chartered Institute for Ecology and Environmental Management, and as a Chartered Environmentalist of the Society for the Environment.

With reference to Minute 6, 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.

5. Questions from the Public

There were no questions raised by members of the public.

6. Bus And Passenger Transport Strategy

The Committee considered report PSEG/37/14 concerning consultation on the proposed Bus and Passenger Transport Strategy: 'Getting around in Essex'. Members confirmed that they had found the workshop on the afternoon of 27 November both useful and informative.

During discussion the Committee requested further information on the following matters:

- Confirmation of the revised consultation timetable.
- Clarification of the way that strategy will be developed in terms of the decision making process in order that the Scrutiny Committee may identify its own role in that process.
- Some Members requested that they be provided with hard copies of the Consultation documentation.
- Press coverage for the launch of the Consultation.
- The Committee reaffirmed its wish that the County Council actively engage with service user groups as part of the Consultation including:
 - Passenger Focus
 - Campaign For Better Transport
 - Essex Association of Local Authorities
 - Rural Community Council of Essex
 - Hospitals and day centres

In conclusion the Committee **endorsed** the scrutiny report summarising the information exchanged at the workshop on 27 November and its conclusions would be forwarded to the Cabinet Member for his consideration as part of the forthcoming consultation on the proposed Bus and Passenger Transport Strategy. In addition the Chairman undertook to seek the information requested by the Committee as set out above.

7. Country Parks Car Parking Charges

Councillor Twitchen left the meeting at this point and took no part in discussion of this item, as she is deputy to the Cabinet Member under whose portfolio this matter falls under.

The Committee considered report PSEG/38/14 concerning consultation on proposed changes to Country Car Parking Charges as Councillor Roger Hirst, Cabinet Member for Customer Services, Libraries, Planning and the Environment had invited its views.

At the meeting Councillor Hirst explained his proposals to the Committee and answered Members' questions. He was supported by Anna Lambert (Head of Delivery Transition) and Tim Dixon (Head of Country Parks).

The Country Parks Service aim is to improve the experience of 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 improve convenience and flexibility for visitors. The variable charging model will be based on the length of stay, and is proposed to be introduced in February 2015.

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.

The current charging levels for 2014/15 were agreed by Cabinet Member Action in February 2014 (Forward Plan reference KD04 FP/442/12/13) following a review of car parking charges across the County Council's Country Parks. They were the first changes made in three years, and were effective from 1st April 2014.

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 take into account the results of this consultation in setting its pricing structure

The proposed charges would deliver an additional annual income of circa. £119,178 net cost and excluding VAT.

Councillor Hirst explained that the aim of the proposed changes was to increase the use of Country Parks and for them to become price competitive. By introducing hourly charging rates it is hoped that this will encourage both short and longer stays within the Parks. He advised the Committee that the new charging proposals had been benchmarked against other attractions in the County and that all profits would be reinvested in the County Parks. Furthermore he referred to the strategic plan and the aim of encouraging people to visit Country Parks given that they can promote a positive effect on health, relaxation and physical and mental wellbeing.

The Committee sought clarification upon the following issues:

- Enforcement of new parking proposals
 - Clarification was given by Tim Dixon that no additional costs would be incurred in this respect. There would be increased use of technology in this regard, with "Pay on exit" in some parks. It is not envisaged that any extra resources would be needed at this stage.
- Running costs of Country Parks within the County
 - Clarification was given by Tim Dixon that costs vary according to the size of each Park, but the net running costs for Country Parks in the County is £500,000. The intention is to reduce running costs over the next 4 year period.
- Methods of payment
 - Clarification was given that new technology will be used which will enable visitors to pay by credit/debit card, contactless payment and payment by mobile phone. This would result in less cash being held in ticketing machines.
- Season ticket usage within the Parks across the County

- Clarification was given that as is presently the case; Season tickets will continue to be used across all Country Parks in the County.
- Impact upon local residents
 - Clarification was given by Tim Dixon that he had met with Parish Councils and it is hoped that the new hourly charging tariffs would in fact help encourage visitors to use the car parks rather than parking in residential streets.
- Consistency of charging across County Parks in the County
 - Tim Dixon explained that there is varying usage across the different parks with Great Notley and Thorndon CPs attracting the highest visitors and offering the widest range of facilities and activities. Therefore the charges in these parks would be higher to reflect this. While some Members suggested that there should be consistency of charges across the whole county, there was not general consensus across the whole Committee.

In conclusion the Committee supported the content of the Consultation for changes to Country Park car park charges, and recognised that there is a gap between expenditure and revenue which needs to be closed.

On behalf of the Committee, the Chairman expressed his thanks for Councillor Hirst for the opportunity to be involved in the consultation process.

8. Work Programme

The Committee noted report PSEG/39/14 by the Scrutiny Officer updating Members on the work programme. The Chairman confirmed that Parking Partnerships are being considered for inclusion within the Work Programme.

9 Future Meeting Dates

The Committee agreed report PSEG/40/14 setting out the following future meeting dates:

- 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

10. Date of Next Meeting

The Committee noted that the next activity day was scheduled for 22 January 2014. However, the Chairman confirmed that it was not intended to hold a formal meeting on that date.

There being no urgent business the meeting closed at Noon.

Chairman

		AGENDA ITEM 5
		PSEG/01/15
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	26 March 2015	
STANSTED AIRPORT: SUSTAINABLE DEVELOPMENT PLAN		
Enquiries to:	Christine Sharland, Scrutiny Officer 01245 430450 Christine.sharland@essex.gov.uk	

On 26 February 2015 the Committee's activity day comprised a visit to Stansted Airport including a tour of the Airport Terminal and a presentation on the Operator's Sustainable Development Plan (SDP). Councillors Dave Harris, Valerie Metcalfe, Chris Pond, Kay Twitchen, and Simon Walsh attended on the day.

The purpose of the visit was to:

- Give Members an insight into the airport, and the transformation programme that MAG have been investing in.
- Provide Members with an appreciation of the ECC view on aviation;
- Explain how ECC Members and officers work with our airports, and other relevant stakeholders;
- Provide Members with an overview of the comments that ECC supplied to MAG Stansted regarding their draft Sustainable Development Plan; and Highlight emerging national and local aviation work that may be of interest to the Committee

Tour of the Airport

On arrival everyone present had to be issued with an authorised security pass in order to gain access to both the land side and air side parts of the airport terminal building for the first part of the visit.

Since the Manchester Airport Group (MAG), the Airport Operator, had completed its acquisition of Stansted Airport in February 2013, it has been undertaking a major programme to modernise the Airport. Members were given a tour of the Airport Terminal highlighting the significant changes taking place in its layout as well as its overall operation. The need for modernisation has been influenced by the way that air travel has been changing over recent years both in general terms as well as the specific requirements of the airlines operating out of Stansted for instance a high percentage of passengers travel with hand luggage only. By way of example the ratio of space on the air side is now greater than land side due to such factors as more passenger 'dwell time' is now spent in that area; less time and space is

required for checking in hold luggage; changes in layout to support the airlines demand for reduced aircraft turnaround times; and modern customer service requirements and expectations.

During the tour Members learned how the Airport managed its customer services, and its performance measures and targets. The modernisation seeks to address both the current changes already taking place, and those anticipated in the future. There was a lot of emphasis placed upon ensuring both efficient and effective systems were in place to ensure that the 'customer experience' was enhanced by their smooth flow of travel throughout the Terminal. Coupled with this aspiration was close attention to staff training and development, and it was noted that the Airport is a large regional employer with 58% of its workforce being Essex residents.

Throughout the tour the MAG representatives described in detail what Members were witnessing, and answered their questions. It gave those Members present a memorable insight into the way that air travel is managed, and the specific characteristics of the Airport that is situated in Essex.

Sustainable Development Plan

Following the tour Members' attention was diverted to the Airport's SDP that was to be published in March.

In May 2006 the Stansted Airport Interim Master Plan was published by BAA as the previous operator and owner of Stansted Airport. The Interim Master Plan set out the strategic direction for Stansted as a single runway airport up to 2015 by which time the airport was anticipated to be serving 35 million passengers per annum. Since the publication of the Interim Master Plan the aviation industry and wider UK and global economy has undergone some substantial changes. These changes have had an impact on UK and Stansted aviation growth.

Following its acquisition of the Stansted Airport MAG announced ambitious plans for Stansted. In the short term, the growth strategy would be based on Stansted's historic customer base: the point-to-point leisure traveller with a budget airline ticket to a European destination. MAG also expressed an interest in attracting a wider variety of carriers and customers, including those flying long-distance routes and offering first and business-class cabins.

MAG is now seeking to articulate their vision for the future of Stansted Airport in the new SDP. The Plan represents a framework for growth of the airport based upon the capacity of the single runway (maximum use 40-45 mppa) and sets out the strategic context for the business as well as some of the key challenges. It will provide guidance and information to airport users, occupiers, developers, statutory agencies and the local community.

The Plan is split into five individual plans as follows:

- Summary
- Community
- Economy and Surface Access
- Environment

- Land Use

The Plan was published by MAG on 4 March 2015 and may be viewed on the Stansted Airport website. The link to this web page is:

<http://www.stanstedairport.com/developmentplan>

In a covering email announcing the publication of the final SDP Andrew Harrison, Managing Director, Stansted Airport, set out the following information:

'Dear all,

You may remember that late last year we launched a draft version of Stansted Airport's Sustainable Development Plan (SDP) – a document which sets out how the airport will be developed over the next 10-15 years to make use of the existing single runway. Today, we have published a final version of our SDP which is available at www.stanstedairport.com/developmentplan. The Plan is split into sections, including an overarching summary section followed by sections on Community, Economy and Surface Access, Land Use and Environment.

Consultation

We consulted thoroughly from June to November, engaging with local authorities, politicians, business groups, staff and the general public.

As a result of the consultation period, we received feedback from a variety of groups including 11 local authorities, 10 parish councils and 14 business groups and members of the public. The consultation website pages also received over 4,000 visits. We were encouraged by the response and would like to thank you for your interest, support and feedback during this process. The feedback we received was reviewed and where appropriate changes and amends have been made to the draft version of the SDP, resulting in an improved final version of the Plan.

The majority of respondents recognised the value of making use of the existing runway capacity at Stansted and offered their support, subject to appropriate mitigation measures being in place to minimise environmental impacts. Many also noted how Stansted's community outreach programme and approach to partnership working were positive changes under M.A.G ownership.

Getting passengers to and from the airport was another key priority for stakeholders, in particular the rail journey times between Stansted Airport and London. There was strong support for the partnership approach being taken by the airport to working with Department for Transport and Network Rail to identify ways to speed up rail services on the West Anglia Main Line, both for airport passengers and other users. I am delighted these efforts have already been recognised with the creation of the West Anglia Taskforce.

What's changed?

Hopefully you are already familiar with the contents of the draft Plan. Today's publication of the final version may give rise to questions as to what has changed. As a result of the consultation process, changes to the SDP that Stansted has introduced include:

- A renewed commitment to work in close partnership with neighbouring authorities, the London Boroughs, the Greater London Authority and transport providers to develop robust business cases to secure investment in transport infrastructure including the West Anglia Mainline, A120 and M11
- To work with partners including community groups, airlines, air traffic control and Government to understand and minimise the impact of all aspects of noise and drive forward change with our aim and commitment to provide transparent reporting of air noise impacts as well as to manage, mitigate and reduce where possible the number of people affected by noise
- The continuation of a Community Trust Fund to support social, economic and environmental projects. In the last financial year (2013-14), Stansted Airport contributed over £112,000 to the Community Trust Fund.
- An extension to MAG apprenticeship programmes to increase the number of new recruits to 10 a year and work with on-airport partners to increase or introduce apprenticeship opportunities across the airport
- An increase in the reach of our employment and education projects to North and East London Boroughs

The final documents are now available to view at www.stanstedairport.com/developmentplan and I would encourage you to share these with any other colleagues that you think may benefit from the information contained within the Plan.

If you have any questions or would like any further information please do not hesitate to get in touch with my team at developmentplan@stanstedairport.com ‘

On the visit MAG representatives emphasised that they welcomed the positive working relationship that was developing with Essex County Council (ECC) and other local partners, and that that co-operation was reflected in the content of the final Plan. In response to a Member's enquiry as to how the County Council could add value to the way that the Airport evolves in the future, two issues were highlighted:

- To reach agreement on highways improvements and to work together with the Highways Agency to deliver those improvements, and
- To work together to release the local economic growth potential associated with the Airport.

An Essex County Council Perspective

Following the Airport's overview of its SDP, Members met alone with Council Officers (Dominic Collins, Head of Commissioning Growing Essex Future Development; and Zhanine Oates, Principal Spatial Planner) for an overview of the County Council's own Strategic Aviation Policy, its work with the operators of Stansted and Southend Airports, and emerging national and local aviation work.

- Davies Commission

In 2012 the Government established an independent Commission chaired by Sir Howard Davies that was tasked with identifying and recommending options for maintaining the UK's status as an international hub for aviation. The publication of its final report is anticipated in the summer of 2015, and will set out the Commission's recommendations on how to meet any need for additional airport capacity in the longer term.

In September 2013 ECC produced "Flights of Fancy: Getting Real on Aviation" to articulate the organisation's position on airport capacity for submission to the Airport Commission.

The document clarifies that ECC supports sensible growth at Stansted in the short to medium term by maximising use of its existing runway to its operational capacity of 45 million passengers per annum. It recognises that additional runway capacity may be required at Stansted in the longer term, but that a robust business case would be needed and massive investments in road and rail infrastructure would be required.

In addition 'Flights of Fancy' highlights that ECC does not believe that either a new super hub at Stansted or in the Thames Estuary are viable options.

- Partnership Working

ECC works with the Essex airports and relevant stakeholders both formally and informally on an ongoing basis for instance the Airport Consultative Committees, Airport Transport Forums, local authority liaison groups, and Essex Skills Board.

Attention was drawn to the positive partnership working that has been evolving with MAG at Stansted. Aside from the Airport's operation, it is one of the largest regional employers as well as being significant for economic growth.

The Airport Surface Access Study is an example where ECC is undertaking work that will inform its response to the Davies Commission's final report, and assist partners too. It has commissioned Jacobs to undertake the Study to:

- Identify the potential surface access investment requirements needed to facilitate growth at Stansted and Southend Airports.
- Highlight the extent and characteristics of the forecast capacity issues associated with passenger growth on key corridors within the vicinity of the airports.

A second study may then be required to identify a preferred package of transport measures required to accommodate future growth, supported by rational for investment.

This work will then be used to inform ECC and partners lobbying and investment strategies to secure and direct funding in support of surface access capacity improvements.

- Stansted Sustainable Development Plan

In general the Council aims to inform and shape emerging spatial and aviation policy, which reflects its role as a social, community and physical infrastructure provider for the local living, working, visiting and investing Essex community. Its approach is to support and work collaboratively with the operators of the Essex airports, as well as other relevant stakeholders. It is important for ECC to ensure that there is widespread awareness of the existing and future connectivity and capacity available at our airports, and shapes future aviation and spatial policies to take full advantage of this, and promote appropriate physical infrastructure and development to support our airports now and in the future.

While the Stansted SDP is the Airport's Plan, Members learned how ECC has influenced its content because MAG has taken on board its advice and incorporated its comments. Some of the key issues raised were:

Surface Access and Economy

- Stansted's Role as a Major Transport Hub;
- Review of the Airport Surface Access Strategy element of the SDP;
- Future freight forecast at Stansted;
- Economic Importance of Essex and key locations;
- Stansted business survey key findings;
- Early Years and Child Care at Stansted;
- Articulate the key surface access investments required to facilitate growth in capacity;
- Skills and Training (discussed in the Community Section).

Land Use

- Articulate the economic strength of Essex.
- Air Freight Services and Future Trends.
- Relationship with Minerals and Waste Planning.
- Market Potential – diversification of Stansted operations to offer a wider choice of airlines, in particular medium and long haul carriers.

Community

- Essex Employment and Skills Board (ESB) Shared Priorities.
- Early Years and Child Care Provision.
- 'Aerozone' and the relationship with the ESB.
- Essex Apprenticeship Programmes.
- Graduate Opportunities.
- Essex Education and Industry Programme.
- Stansted Airport Employment and Skills Academy.
-

Environment

- Noise – Continued joint working with Uttlesford District Council and MAG Stansted to determine appropriate metrics and approaches to minimising noise impacts for our local community.
- Water Management – ECC welcomes the inclusion of rainwater harvesting and suggests other approaches to ensure Stansted is consistent with ECC Sustainable Drainage Design Guide.
- Archaeology and Heritage – ECC highlighted the need for further consideration for managing the historic environment.

At today's meeting Dominic Collins, Head of Commissioning Growing Essex Future Development; and Zhanine Oates, Principal Spatial Planner, will provide the Committee with an overview of the County Council's work around Essex Airports, and the Stansted Airport Sustainable Development Plan.

Action required by the Committee at this meeting:

The Committee is asked to note the updated information on Stansted Airport and Aviation Policy, that may be used inform other matters in the Committee's work programme in the future.

		AGENDA ITEM 6
		PSEG/02/15
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	26 March 2015	
Third Party Responsibilities and Flood Management Task and Finish Group (Minute 8/ November 2014)		
Enquiries to:	Christine Sharland, Scrutiny Officer 01245 430450 Christine.sharland@essex.gov.uk	

The Third Party Responsibilities and Flood Management Task and Finish Group has been making progress in its scrutiny investigation, and once it has completed gathering evidence then its findings and conclusions will be set out in a scrutiny report for the Committee's consideration. The terms of reference for the review are 'to consider the preventative measures available to the County Council that may be taken to enhance improvements in flood management across Essex, with particular emphasis upon the enforcement of third party responsibilities'.

Over the next month the Group has invited contributors to delve deeper into flooding enforcement and mitigation, how planning may contribute to flood mitigation, and ways of raising public awareness. It is hoped that the Group will then be in a position to reflect on what it has learned in order to reach some conclusions.

In the meantime it is considered from past experience that it is helpful if steps are taken to familiarise the full memberships of committees with the broader issues being investigated by task and finish groups prior to a committee's endorsement being sought for final scrutiny reports. Last May this Committee received a briefing on Flood and Water Management with the focus being on enforcement and preventative measures available to County Council. The Group's scrutiny report will be submitted to the Committee once the Group's investigation has been completed and will refresh understanding of those matters, and so it is not intended that the Committee revisit them at this time.

The purpose of bringing the scrutiny review to the Committee's attention today is to engage Members in the consideration of the roles of home and landowners in the mitigation of flooding. Often attention tends to focus upon identifying which public agency or utility should be resolving a flooding problem, but that is only a part of the whole picture as individuals too have legal responsibilities. The Group itself will take today's evidence into consideration when reaching its conclusions, and explore ideas for raising better public awareness of flood mitigation. Therefore it is important that the Committee as a whole takes part in cross examining contributors so that as much relevant information as necessary is obtained.

The questions that will frame today's briefing are:

1. What role do home and landowners have in terms of flood mitigation, and what are their third party responsibilities?
2. What action should home and landowners take in order to fulfil their responsibilities?
3. How are home and landowners likely to be aware that they have third party responsibilities?
4. If they fail to fulfil their responsibilities, what courses of action may be taken against them? eg by other individuals affected by their failure to take action , and by other agencies.

Flood Management Officers have been invited to the meeting to provide a briefing, and answer Members' questions.

Action required by the Committee at this meeting:

To consider the responsibilities of home and land owners in the mitigation of flooding.

		AGENDA ITEM 7
		PSEG/03/15
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	26 March 2015	
Jobs, Welfare and Skills Task and Finish Group – Progress Report (Minute 7/ November 2014)		
Enquiries to:	Christine Sharland, Scrutiny Officer 01245 430450 Christine.sharland@essex.gov.uk	

The Jobs, Welfare and Skills Task and Finish Group has met with a wide range of contributors as part of its investigation of national programmes linked to jobs, welfare and skills, which is proving to be extremely useful for understanding what the issues are from both theoretical and real life standpoints.

The Group has been collating information from a wide variety of sources and it is now moving towards the examination of its findings and the writing of an interim scrutiny report for submission to the Committee in the summer. However, before that report is submitted to a formal meeting it is proposed that there be a full briefing for all Committee Members so that when the scrutiny report is considered by the Committee there will be a greater understanding of the in depth evidence that the Group has collated and analysed. While it was hoped to schedule a briefing for the Committee's April activity day that no longer appears to be viable as a number of Members have indicated that they would be unable to attend on that day. Consequently an alternative date will have to be found.

At the meeting Group Members will share with the Committee some of their observations so far from the review.

Action required by the Committee at this meeting:

To note the report.

		AGENDA ITEM 8
		PSEG/04/15
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	26 March 2015	
WORK PROGRAMME (Minute 8/December 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, and to advise on work being undertaken to develop the programme going forward.

- **Current Task and Finish Group Activity**

There are separate reports on this agenda relating to the Third Party Responsibilities and Flood Management; and Jobs, Welfare and Skills Task and Finish Groups. Those Groups will submit scrutiny reports to the Committee in the summer.

With reference to other proposed task and finish group projects within the current work programme:

- (a) A review on a recommendation on a Communications Protocol arising from the original COMAH Scrutiny Report has not yet started, and it is suggested that it be considered as part of the topic selection process for the work programme moving forward.
- (b) It was intended originally that a new review on the Recycling Centres for Household Waste (RCHW) Service should begin towards the end of 2014. However, following the cancellation of the Committee's visit to the Courtauld Road Waste facility in September, and then attention being diverted by other matters including two consultations that had not been planned in the Committee's work programme, a delay in this particular review became inevitable. Furthermore there have been several matters relating to the RCHW Service itself where the delay in the start of the scrutiny has been beneficial.

In November 2013 ECC let a new contract for the Service known as the Integrated Waste Handling Contract (IWHC). It not only brings together the previous separate north and south contracts but also passed over full responsibility to the contractor for Environmental Permits and facilities management, as well as incorporating new operations within the contract including the management and operation of the five new Essex Waste

Transfer Stations and the haulage of waste around the County. Due to the delays in the delivery of some key ECC infrastructure, Veolia (the IWHC contractor) has been through a longer than anticipated period of transition from the old arrangements to the new. Whilst this has been taking place it did not seem appropriate to undertake a scrutiny review of the service until a more steady state has been reached.

As waste has started to go into the MBT facility and the majority of the Waste Transfer Stations are now in operation or nearing completion, the timing is appropriate to look at the long term future and options for the RCHW service. Therefore subject to the Committee's review of the work programme moving forward, it is suggested that this review be launched in the summer.

- (c) A review of the Local Highways Panels is scheduled to begin this spring. Therefore more detailed planning of the review will take place in due course, and will be taken into account as part of the future work programme.

- **Parking Partnerships**

Members have expressed some concerns about the two Essex Parking Partnerships, and the Chairman has met with Councillor Eddie Johnson, Cabinet Member, to find out the latest situation on their working. The following briefing note has been provided by Councillor Johnson by way of an update:

Background

In April 2011, following a review and options appraisal by Essex County Council (ECC), two Parking Partnerships - representing North and South Essex - were established through a formal Joint Committee agreement (JCA) for a period of 7 years (taking the partnerships to 31 March 2017), with a possible extension for a further 4 years (to 31 March 2021).

The two Parking Partnerships brought together all parking matters into a single point of contact for six districts in each partnership area of North and South Essex.

The JCA states that a decision to extend or terminate at that point needs to be taken by either the Joint Committee or "the Council" (ECC) not less than 15 months before the end of the operational period. Therefore, ECC and the two Parking Partnerships need to have clarity on the way forward by December 2015.

Progress Overview

An initial review of operational good practice and financial management was commissioned by the Cabinet Member for Highways Maintenance and Small Schemes to assess whether their original objectives have been met. The findings of these reviews are summarised below:

Review of the operational good practice:

- *Partnership members felt decision making was much more effective, localised and less and controlled from ECC and indicate a commitment to maintaining the current arrangements.*
- *Both partnerships display characteristics of good partnership working, and have maintained and improved local service delivery.*
- *Together, at officer level, the two partnerships work well together and have an open approach sharing information and piloting new initiatives.*

- *Review of the financial status of the partnerships*
- *The financial objective for the partners has been achieved i.e. both partnerships have generated a surplus by year 3 of operation Expenditure down by 17% across both partnerships.*
- *Deficit of £740k as at the time of deciding to adopt a partnership mode of delivery has been converted into a surplus of £1.164m when comparing 2009/10 to 2013/14.*
- *Both Partnerships now delivering an annual surplus.*

Next Steps

- *Commission a full review as required under the terms of the JCA, with recommendations being developed by October 2015.*
- *Offer Scrutiny the chance to comment on recommendations before they are published.*

• Utility Contracts and Major Road Schemes

In February Councillor Bass, Cabinet Member for Highways and Transportation, contacted the Chairman about problems encountered with utility works being provided as a part of a major road scheme in Colchester that caused delays in the opening of a new road. On the basis of what has occurred Councillor Bass suggested that a scrutiny review of the procurement and contract construction process would be helpful.

Having learned more about the contract in question as well as some of the more general difficulties experienced with the utility companies in the delivery of major schemes, it is proposed a scrutiny review of the broader issue be considered for inclusion in the Committee's work programme moving forward. The case at Colchester could be taken into consideration as a part of that review.

• Roll Forward of the Committee's Work Programme

As more experience has been won scrutiny committees have taken a more measured approach to the choice of issues reviewed and the planning of their activity over the longer term. While it is important for the Committee to consider issues of interest to scrutiny members, it has become increasingly important to take a more systematic approach to the selection of topics in order to identify those issues where scrutiny involvement may have a positive impact. It is then necessary to prioritise what may or may not be included in a committee's work programme given the resources available and, most importantly, what may be achieved in reality. Another aim of planning committee activity is to provide scrutiny councillors

with a greater sense of purpose and an opportunity to influence what happens in Essex, and they will be engaged in that process so that consensus may be reached for managing the Committee's priorities.

On behalf of this Committee the Chairman and Scrutiny Officer have been seeking advice from relevant officers on those issues over the next two years where scrutiny engagement would add value to outcomes. The time period is critical not least because of the need to complete reviews before the County Council elections in 2017. It has been pointed out that where consultation and decisions may be envisaged in 2016/17, then it may be more beneficial to consider scrutiny engagement sooner rather than later to contribute to the shape of the Cabinet's final actions. There have been examples where the Committee has been approached with a request for its input very late in the process, but in practice Members have had little scope to actually affect change. This has reinforced some of the underlying concerns that scrutiny councillors have expressed about their relationship with the Executive, and difficulties of trying to forge a positive role for overview and scrutiny within the Council's structure.

The Chairman will also be meeting with those Cabinet Members whose portfolios have matters that co-incide with the Committee's own remit to identify potential issues for consideration.

Once issues have been collated then the Chairman will liaise with Committee Members on development of the work programme moving forward.

In the meantime if Members wish to put forward ideas for inclusion in the work programme, then there is a pro forma for them to do so that is referred to in the Overview and Scrutiny Handbook chapter on 'Selection of Topics' and a copy may be obtained from the Scrutiny Officer.

Members are reminded that scrutiny activity may take various forms and it does not necessarily follow that an issue has to be considered in depth or be submitted to a formal meeting. The Council's Overview and Scrutiny Handbook has been published for reference purposes. It is designed to be an encyclopaedia to be dipped into for information on different aspects of overview and scrutiny activity, and in this instance you may find it useful to refer to the chapters on the 'Selection of Topics' and 'Committee Activity and Meetings'. The link is:

<http://cmis.essexcc.gov.uk/essexcmis5/PublicDocuments.aspx>

Action required by the Committee at this meeting:

To note the content of this report.

		AGENDA ITEM 9
		PSEG/05/15
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	26 March 2015	
BUS AND PASSENGER TRANSPORT STRATEGY: GETTING AROUND IN ESSEX (Minute 6/ December 2014)		
Enquiries to:	Christine Sharland, Scrutiny Officer 01245 430450 Christine.sharland@essex.gov.uk	

In November 2014 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 scrutiny report summarising the information exchanged at the meeting and conclusions reached was endorsed in December 2014 (Minute 6).

The scrutiny report was sent to Councillor Bass as Cabinet Member for Highways and Transportation, together with a number of questions that the Committee raised at the meeting. Prior to the launch of the consultation the following answers were forwarded to the Committee:

1. What is the revised timetable for the proposed consultation?

Cabinet Member Response: The next element of the consultation is planned to be launched on 5th February, for a period of eight weeks

2. What press coverage is planned for the launch of the consultation to raise broader awareness of the proposals?

Cabinet Member Response: Planned communications activity includes:

- *Written press releases circulated to all local press*
- *'Getting Around in Essex' paper circulated to Parishes for their newsletters, as well as featured in the libraries newsletter and website*
- *Updates to be made available on ECC website*

- *Announcement of the consultation and video content to be uploaded through Social media*
- *Adverts on library TV screens and computers*

This is in addition to a digital link and hard copies on request for County Members.

3. The Committee reaffirmed its wish that the County Council actively engage with service user groups as part of the Consultation, and proposed that the groups identified below be included in the list of bodies to be consulted:

- Passenger Focus
- Campaign For Better Transport
- Essex Association of Local Authorities
- Rural Community Council of Essex
- Hospitals and day centres

NB As part of evidence gathering for another review being undertaken by the Committee, public transport has been identified as a barrier to employment and economic growth by local Work Programme providers. Consequently the Task and Finish Group undertaking the investigation requested that SEETEC and Ingeus be consulted upon the proposed Strategy given some of the practical insight that they may provide through assisting individuals who may rely on public transport to access work opportunities across the county.

Cabinet Member Response: We will be sure to circulate the consultation to the suggested groups above.

4. How can Members acquire a printed copy of the Consultation documentation?

Cabinet Member Response: We will email a link to the digital version of the consultation to all County Members in advance of it formally going out. We will also provide hard copies to Councillors on request.

5. How will the consultation and Strategy be developed in the project framework, in terms of the decision making process? This is important as it will assist the Scrutiny Committee in identifying its own role in that process

Cabinet Member Response: The area service reviews, which involve reviewing current bus networks, routes and frequencies, and developing customised local solutions will start from March 2015. Any changes to bus services which are proposed as a result of these reviews will be subject to the usual governance processes and public consultation protocols set by ECC's constitution. No significant changes to bus services or routes are likely to be made before March 2016.

Update

The following update has been provided for the Committee on the Consultation, together with further information set out in the recent press release at the Appendix:

- The consultation is progressing well. Hard copies of the documents have been sent to those Members who requested them, and the Council has over 500 responses from residents already. The consultation runs until the **end of March**.
- The consultation has been provided in various formats to make it accessible to as many people as possible. The consultation has been widely advertised and, in line with the suggestions of the Scrutiny Committee, feedback is being obtained from those residents who do not use buses, as well as those who do.

Next Steps

- £121, 200 was agreed at Outcomes Board on 03/03/15 to fund the first phase of the work that will be needed to actually deliver the Getting Around in Essex strategy.
- Planned activity to set up the Bus Strategy Commissioning Board:
 - The project team will set up and manage the Board and stakeholders,
 - establish the Board and quarterly meetings;
 - set up light touch performance framework for the individual work streams;
 - identify and support task and finish groups; and
 - provide secretariat.
 - The Board will be underpinned by a terms of reference that will set out its scope and responsibilities. The project team is aiming to have the Board in place by May 2015, and it will include County Councillors.

Action Required by the Committee:

That the Committee note the response of the Cabinet Member to the its scrutiny report, together with the update on the ongoing Consultation.

Appendix

PressRelease

Communications PO Box 11, Chelmsford CM1 1LX

03 March 2015

PR 693

Getting around in Essex.

Essex County Council is asking residents to contribute to its on-going bus strategy consultation.

The consultation, called *Getting around in Essex*, will help the council to listen to residents' views on how to improve the county's bus and passenger transport network.

The consultation runs until March 31st. Buses still provide a vital link between communities and help the day-to-day running of the county's businesses, education and health services. The questionnaire will help the council and its partners to review the bus service currently delivered across the county to shape the service to deliver greater economic and social benefits for the people who travel around and work in Essex.

Essex County Councillor Rodney L. Bass, Cabinet Member for Highways and Transportation, said: "This strategy will focus on building long term and sustained partnerships with bus operators to strengthen the network and grow passenger numbers. It will help to review current services, look at getting better value from the transport services Essex County Council supports and reduce overall costs without significantly impacting services."

The consultation focuses on eight areas:

- Better partnership working
- A clearer commitment to quality
- Measures to grow passenger numbers
- Better targeted support for those services that are taxpayer funded
- Better information for customers

- Services that are better tailored to local needs
- Integrated and smart ticketing
- Focused local planning

To read the strategy go to www.essex.gov.uk/busreview. To answer the survey questions visit www.essexinsight.org.uk/consultations and go to 'current consultations' then 'consultation on bus and passenger transport strategy'. Alternatively, contact Healthwatch on 01376 572829 between 10am and 2pm, Monday to Friday except for public holidays to complete the survey over the telephone.

Hard copies of the strategy will be available at local libraries or to request copy of the summary, which includes a paper copy of the survey for you to complete, please call 0845 743 0430 or email contact@essex.gov.uk.

Notes to editor:

Essex County Council provides financial support for nearly 200 bus services either in full or for certain journeys to meet particular needs. These generally run in the evenings, on Sundays and in rural locations.

Most buses (around 85% of the network) running through Essex are provided commercially. This means the Essex County Council does not pay for them and does not determine how or when they run. View a full list of [local bus services](#) supported by Essex County Council.

This consultation does not include the qualification criteria for statutory services such as bus passes or entitlement for statutory transport such as home to school

		AGENDA ITEM 10
		PSEG/06/15
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	26 March 2015	
COUNTRY PARKS CAR PARKING CHARGES (Minute 7/ December 2014)		
Enquiries to:	Christine Sharland, Scrutiny Officer 01245 430450 Christine.sharland@essex.gov.uk	

At its meeting in December 2014 (Minute 7) Councillor Hirst, Cabinet Member for Customer Services, Libraries, Planning and the Environment, invited the Committee's views upon proposals for changes to country park car parking charges that he is consulting upon.

Following the meeting confirmation was sent the Cabinet Member that there was a consensus that the Committee supported the changes to the car park charges as set out in the consultation, and recognised that there is a need to reduce the gap between expenditure and revenue.

Attached at the Appendix of this report is a letter from Councillor Hirst advising the Committee on the outcome of the consultation.

Action Required by the Committee:

To note the Cabinet Member's update on the outcome of the consultation on proposed changes to country park car parking charges



To: Councillor Simon Walsh,
Chairman of the Place Services and Economic Growth Scrutiny Committee

25 February 2015

Dear Councillor Walsh

**Place Services and Economic Growth Scrutiny Committee
Outcome of Consultation on Country Parks Car Parking Charges**

I am writing to formally confirm the outcome of the public consultation on the proposed new charges in the Country Parks which took place from early December until the 14th January (excluding Hadleigh¹ and Great Notley). The aim of the consultation was to inform visitors of the proposed new charging model and to gain their views on the charging bands.

The proposed charges for Great Notley were endorsed by the Joint Venture Partnership Board (JVPB) on 23rd January. The public consultation started on the 2nd February and is due to close on 16th March. All responses will be considered as part of the decision making process and will be reviewed by the JVPB on 29th April. The charges, if approved, will be implemented in early Summer 2015 to coincide with the opening of the new pay on exit system being installed at the park.

Consultation Feedback

Of the thirteen comments received, seven commented that the proposed charges were too high. For the majority, this appeared to be linked to the length of time they expected to be using the park on their visits being over 3 hours which represents only 20% of visitors. However, car parking is being reviewed with the aim of offering better value charges that will improve convenience and flexibility for all visitors. The longer stay visitors will be impacted by the introduction of variable charging, but it will make the system fairer to all with visitors paying for the time they have spent in the park, rather than a flat rate fee regardless of the length of stay. The proposed charging bands are in response to previous visitor feedback and based on information gained from benchmarking against similar sites. A suggestion to reduce the first hours charge to below 50 pence was also received but this would not be feasible as it would impact on the charging rates recommended for the other bands. There will continue to be a 15 minute grace period for all vehicles using the pay and display car parks.

80% of country park visitors stay in the parks for up to 3 hours. The proposed maximum charge at the majority of parks for this length of stay is £4.00 and, with the average occupancy per car being 2.7 people, this would equate to less than £1.50 per person. 40%

¹ Hadleigh Farm and Country Park Olympic Mountain Bike Venue is under construction until March 2015 when it will be fully operational. Charging for car parking will be considered as a sporting venue.

of our visitors stay in the parks for up to 2 hours and the proposed maximum charge of £3.00 results in a cost of just over £1.00 per person. These benchmark favourably against alternative family excursions.

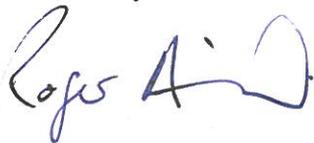
There were observations made regarding the differentiation in pricing between Thorndon and the other parks. The variation is to reflect the provision and service offered at each of the parks. Attractions such as the Gruffalo trail at Thorndon are very popular with families and, with the visitor centre offering refreshments throughout the day, means they provide a greater offer than the other parks. The higher charges at this site provide great value for money considering no entrance fee is charged to use the facilities.

There were also comments that having to purchase your ticket at the start of your visit (which applies to all parks except Great Notley where a pay on exit solution is to be implemented), would spoil the customers' enjoyment of the park due to having to ensure they did not exceed the amount of time purchased. Customers currently have to pay at the start of their visit and we do not believe that this needs to change; we also believe that visitors will soon embrace the new system which is the same as they experience it at places such as Maldon Promenade Park and also in town centres (e.g. when visiting the cinema or shopping). However, the level of income from the different charging bands will be closely monitored and changes made to the system if necessary to ensure it works efficiently and is meeting our customers' expectations.

There was also the suggestion that the season tickets should be promoted. This will continue and all new car parking signage will aim to increase the awareness of the season tickets.

After taking into consideration the feedback received as a result of the consultation, it was recommended by PLT on 19th January that the charges should be adopted. A Key Decision was prepared and confirmed on 20th February. The charges are due to be implemented throughout the parks week commencing 2nd March 2015.

Yours sincerely



Councillor Roger Hirst,

Cabinet Member for Customer Services, Libraries, Planning and the Environment

		AGENDA ITEM 11
		PSEG/07/15
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	26 March 2015	
CALL IN OF SPEED LIMIT AT RIVENHALL		
Enquiries to:	Christine Sharland, Scrutiny Officer 01245 430450 Christine.sharland@essex.gov.uk	

On 16 January 2015 Councillor Chris Pond called in decision FP/963/01/15 on a proposed 40 mph intermediate (buffer) speed limit between the current 30 mph speed limit on the approach to St Mary's Church, Church Road, Rivenhall.

In line with the procedure for handling the call in of a decision, an informal meeting was held on 27 January. A formal note of that meeting and a copy of his Notification of Call-In form is attached at the Appendix.

At the informal meeting Councillor Pond agreed to withdraw his Call In on the basis of the information exchanged, and an undertaking by Councillor Bass to pursue the implementation of an extension of the existing 30 mph past the Rivenhall Primary School.

Action required by the Committee:

The Committee is invited to note the action taken in this matter.

Appendix

Note of Informal meeting held on 27 January 2015 regarding the Call In of a Decision

Call In of Decision reference FP/963/01/15 Proposed 40mph intermediate (buffer) speed limit between the current 30mph and speed limit on the approach to St Mary's Church, Church Road, Rivenhall

In attendance:

Councillor Chris Pond (Councillor responsible for calling the decision in)
Councillor James Abbott (Councillor on whose behalf decision was called in)
Councillor Simon Walsh, Chairman of Place Services and Economic Growth Scrutiny Committee
Councillor Rodney Bass, Cabinet Member for Highways and Transportation

Katrina Davies, Cabinet Advisor
Christine Sharland, Scrutiny Officer

Cllr Walsh welcomed everyone to the informal meeting that had been set up as part of the County Council's Call In procedure for the consideration of proposed decision reference FP/963/01/15 namely to not implement a proposal for a 40mph intermediate (buffer) speed limit between the current 30mph and speed limit on the approach to St Mary's Church, Church Road, Rivenhall. The decision was called in by Councillor Pond as a Member of the Place Services and Economic Growth Scrutiny Committee, on behalf of Councillor Abbott, who was the local Member for Rivenhall.

Councillors Pond and Abbott were then invited to explain the reasons for calling in the decision as set out in the Notification of Call In as attached at Appendix A to this note. As a part of his presentation Councillor Abbott clarified the local road layout and support for measures to reduce the speed of traffic past the Rivenhall Primary School, including that of the Local Highways Panel. A request in the past for an extension of the 30mph speed limit at the site has been refused by the County Council.

In response Councillor Bass acknowledged that there were errors in the decision report, and confirmed his reasons for not supporting the implementation of a 40 mph speed limit at the site. While he accepted that there were problems with speeding along the road he did not believe that a 40 mph buffer zone would resolve those problems.

During the discussion that followed it was agreed by those present that an extension of 110 yards (100metres) of the existing 30 mph speed limit in Church Road would be a preferable alternative to the introduction of a 40 mph buffer

zone, supported by other suitable traffic measures such as the installation of the VAZ traffic sign already purchased by the Parish Council and wigs wag lights. Councillor Bass undertook to take the proposal forward with the proviso that final details would have to be subject to the advice of highways engineers about the siting of signs etc.

On the basis of the Cabinet Member's promise to pursue the implementation of an extension of the existing 30 mph past the Rivenhall Primary School, Councillor Pond on behalf of Councillor Abbott, agreed to withdraw formally his call in of decision FP/963/01/15.

Addendum: Following the meeting Councillor Bass signed a Cabinet Member Action (CMA) for the extension of the 30 mph in Church Road, Rivenhall as promised at the informal meeting. The CMA was signed by Councillor Bass and published on 28 January.

Appendix A - Notification of Call-in	
Decision title and reference number FP/963/01/15 – Proposed 40mph intermediate (Buffer) speed limit between the current 30mph and speed limit on the approach to St Mary’s Church, Church Road, Rivenhall.	
Cabinet Member responsible Cllr. Bass (on behalf of Cllr. Johnson)	Date decision published 14 th January 2015
Last day of call in period 5.00pm on 19th January 2015	Last day of 10-day period to resolve the call-in
Reasons for Making the Call in – from information supplied by Cllr. James Abbott	
<p>Despite correspondence with officers and consideration at the Braintree LHP, the report fails to mention that the main reason for the new 40 mph buffer speed limit request is to achieve lower speeds at Rivenhall Primary School, Church Road, Rivenhall. The school is adjacent to the church, which is referred to in the report.</p> <p>The report is in error stating that the speed limit past the church is 60mph national limit. It is actually 30 mph.</p> <p>Contrary to the report, the request can be seen to comply with the Essex Speed Management Strategy, which refers to a buffer speed limit being appropriate where there are outlying houses (there are) or high speeds entering a village (there are). The road is also quite open and with good visibility, so drivers would have plenty of opportunity to see appropriate signage. The neighbouring village of Silver End has a 40 mph buffer limit on its northern approach.</p> <p>The analysis in the Report of the speed survey data within the existing 30 mph limit is incomplete. The Report does not explain that the survey was carried out approximately 80 m inside the 30 mph limit, next to the war memorial. This is also near the main gate to the school. So the speeds measured will be similar to those that would have been measured if the survey had been done immediately outside the school.</p> <p>That survey showed that average speeds both northbound and southbound were above the 30 mph limit and northbound, well above (36.8 mph). The Report incorrectly concludes that "the majority of drivers are trying to comply". In reality the survey shows that 48.8% of vehicles southbound were exceeding the 30mph limit and 80.8% northbound were above the limit - so clearly the majority were speeding. The 85%iles were 35.9 mph south and 40.6 mph north.</p> <p>The police response quoted in the Report that all a speed limit change would do is "create offenders" is perverse. The majority of drivers are breaking the speed limit past a primary school and the village church in a 30 mph limit now – as evidenced by the survey. The aim of the request is to slow speeds past the school and church. With an earlier opportunity to slow down through the 40mph buffer, drivers are more likely to be complying with the 30 mph at the critical zone outside the school and church and therefore will be less likely to be offenders. The police comment is also perverse in that currently they will not enforce against the speeding as they say it is taking place too close to the 60 mph boundary. With a 40mph buffer there would be a stronger case for enforcement at the school, north and southbound.</p>	

The statement in the Report that there has been one minor accident is incorrect and no time period is defined. Whilst high speeds were not involved in the recent case, the crash was serious. This demolished part of the listed church wall (image attached: note the imprint date is incorrect). Cars crossed the footway close to the school entrance.

Numerous incidents have occurred over many years on the road between Rivenhall and Silver End. In recent years on average a vehicle leaves the road at speed about once a month. Each of these incidents is minuted by the parish council.

The evidence of support in the Report is incomplete. Both district councillors also support the proposal (one of which is Cllr. Abbott). A parent's petition of about 150 names for 20 mph at the school was submitted to the County Council, but rejected by Cllr. Bass in 2014.

The Report is wrong to conclude that the proposal would achieve nothing. It would help to reduce speeds on the approach to, and leaving the village. This can be backed by signage and a solar powered 40 mph VAS which the parish council holds in stock.

The Report states that to the north of the church is "open countryside" thereby apparently justifying the speeding. What is important is the speed of vehicles as they pass a Grade 1 listed village church (also surrounded by a scheduled ancient monument) and a grade 2 listed primary school where very young children attend and need to be in as safe an environment as can reasonably be achieved.

Signed: Councillor Chris Pond in behalf of Councillor James Abbott	Dated: By email 16 January 2015
For completion by the Governance Officer	
Date call in Notice Received 19 January 2015	Date of informal meeting 27 January 2015
Does the call in relate to a Schools issue No	If yes, date when Parent Governor Reps and Diocesan Reps invited to the meeting N/A
Date of Corporate Scrutiny Committee Meeting (if applicable) N/A	Date call in withdrawn / resolved 27 January 2015

