

Place Services and Economic Growth Scrutiny Committee

10:00	Thursday, 24 October 2013	Committee Room 1, County Hall, Chelmsford, Essex
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Quorum: 5

Councillor S Walsh
Councillor M Buckley
Councillor A Erskine
Councillor I Grundy
Councillor T Hedley
Councillor I Henderson
Councillor R Hirst
Councillor J Huntman
Councillor D Kendall
Councillor M Maddocks
Councillor C Pond
Councillor S Robinson
Councillor J Spence
Councillor A Wood

Chairman

For information about the meeting please ask for:

Sophie Campion, Committee Officer

Telephone: 01245 430715

Email: sophie.campion@essex.gov.uk



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	Declarations of Interest To note any declarations of interest to be made by Members	
3	Minutes To approve as a correct record the Minutes of the meeting held on Thursday 26 September 2013.	5 - 14
4	Local Highway Panels Call In To consider the two Call Ins (report PSEG/07/13) received in respect of decision FP/282/08/13 on Local Highway Panel Budget Allocations.	15 - 26
5	Parking Partnerships To receive report PSEG/08/13 along with a briefing on Parking Partnerships and consider the establishment of a Task and Finish Group.	27 - 32
6	Work Programme To note report PSEG/09/13 on the Work Programme and Updates.	33 - 36
7	Date of Next Meeting To note that the next Committee activity day is scheduled for Thursday 28 November 2013.	
8	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.

9 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 26 SEPTEMBER 2013**

Present:

Councillor S Walsh (Chairman)	Councillor T Hedley
Councillor M Buckley	Councillor R Hirst
Councillor T Cutmore	Councillor J Huntman
Councillor M Danvers	Councillor D Kendall
Councillor A Erskine	Councillor C Pond
Councillor I Grundy	Councillor S Robinson

Also in attendance were Councillors J Aldridge, B Aspinell and J Deakin.

1. Apologies and Substitution Notices

The Committee Officer reported apologies for absence from Councillors M Maddocks and A Wood. Apologies were also received from Councillors J Spence and I Henderson with the substitutes being Councillors T Cutmore and M Danvers respectively

2. Declarations of Interest

The following declarations of personal interest were given:

Minute 5 – Scrutiny Report on Off Site Emergency Planning Arrangements around COMAH Sites

- Councillor T Hedley as Chairman of the Fire Authority
- Councillor C Pond as Vice Chairman of the Civil Protection Board

Minute 7 - Implementation of Part Night Street Lighting

- Councillor Cutmore as a local consultee

3. Minutes

The Minutes of the Committee meeting held on 20 June 2013 were approved as a correct record and signed by the Chairman.

4. Work Programme and Updates

The Committee noted report PSEG/03/13 on the Committee's preliminary work programme.

The report referred to a number of issues that have been identified as potential scrutiny projects where the Committee could influence the Council's activity going forward, including:

- Future of Recycling Centres for Household Waste
- Integrated Passenger Transport

- Economic Growth Strategy
- Government Consultation on Aviation Policy
- Parking Partnerships

With particular reference to current consultation on Local Bus Services, and Home to School Transport (that actually falls within the remit of the People and Families Scrutiny Committee) the Chairman confirmed that he was seeking clarification on how the Committee might positively be engaged in the overall consideration of these services.

Councillor Pond suggested that consideration should be given to the economics and desirability of implementing a Park and Ride scheme in Colchester given experience in Chelmsford.

The Committee **agreed** the report.

5. Monitoring of Scrutiny Report on Off Site Emergency Planning Arrangements around COMAH Sites in Essex

The Committee considered report PSEG/04/13 setting out the Cabinet response to the recommendations reached in the scrutiny report on Off Site Emergency Planning Arrangements around COMAH Sites that was published earlier this year.

Councillor Derrick Louis, Cabinet Member for Transformation and Corporate Services; David Johnson, Chief Fire Officer; Rosanna Briggs, Deputy County Emergency Planning Officer; Faye Doherty, Account Manager External Communications; and David Wilde, Chief Information Officer, were present at the meeting for this item.

At the meeting the Cabinet Member praised the scrutiny investigation referring to his own response set out in report PSEG/04/13, and drew attention to some progress that had been achieved in respect of recommendation 4 proposing a communications protocol. Ms Doherty confirmed that online content had been developed and a social media initiative had been put into place namely a new twitter account: @PreparedInEssex. In response to Members' concerns that some residents would not be in a position to access information electronically via the internet or through social media, witnesses sought to reassure them that steps were taken to provide information in other formats to those more vulnerable people in the community. The Committee agreed to establish a Task and Finish Group to cross examine in more detail the Cabinet response to recommendation 4 .

With reference to recommendation 5, the scrutiny report raised concerns about the robustness of the Council's business continuity and corporate preparedness to respond to emergencies aside from the role performed through the emergency planning function. The Committee agreed that as business continuity and emergency planning now fell within the remit of the Corporate Scrutiny Committee, the proposed review be referred to that Committee for its consideration.

In summary the Committee thanked the Cabinet Member for the assurances he had given in his detailed response to the scrutiny report, and **agreed** to set up a Task and Finish Group to probe more deeply into the issues raised in recommendation 4, and refer recommendation 5 to the Corporate Scrutiny Committee.

6. Monitoring Scrutiny Report on Financial Inclusion

The Committee considered report PSEG/05/13 setting out the Cabinet response to the recommendations reached in the scrutiny report on Financial Inclusion.

Councillor Grundy led the original Task and Finish Group that undertook the in depth investigation, and welcomed the detailed response received from the Cabinet. However, the review had tackled some difficult issues and given the range and detail of the original recommendations it was felt necessary that the original Task and Finish Group should be reconvened to cross examine the Cabinet response, and analyse what progress had been made since its publication to promote financial inclusion in Essex.

The Committee **agreed** that the original Task and Finish Group should be reconvened and the Chairman indicated that any other members who wished to join the investigation would be welcomed. Councillor Hedley indicated his interest.

7. Implementation of Part Night Street Lighting

The Committee noted report PSEG/06/13 and Councillor Bass, Cabinet Member for Highways and Transportation, provided a briefing on the implementation of Part Night Street Lighting.

Following the meeting a summary of the briefing and the Committee's discussion was written by the Scrutiny Officer based upon the evidence submitted, which is attached at the Appendix to these Minutes.

In conclusion the Committee **agreed** a proposal that a Task and Finish Group should be set up to examine the process of the current consultation on Part Night Street Lighting, and review the findings of the former Safer and Stronger Communities Policy and Scrutiny Committee set out in its Scrutiny Report dated 2010 in the context of the current situation including the application of new technology.

The Chairman requested that those Members who wished to put their names forward to join the Task and Finish Group should pass their names through to the Scrutiny Officer.

8. Date of Next Meeting

The Committee noted that its next activity day was scheduled for Thursday 24 October 2013.

There being no urgent business the meeting closed at 12.30 pm.

Chairman

Appendix to Minute 7

Implementation of Part Night Street Lighting

The Committee considered report PSEG/06/13 setting out background on the implementation of part night street lighting that is being rolled out across Essex, and attention was drawn to a previous Scrutiny Report on 'Street Lighting at Night' produced by the former Safer and Stronger Communities Policy and Scrutiny Committee.

Councillor Rodney Bass, Cabinet Member for Highways and Transportation; Paul Bird, Director for Commissioning: Transport and Infrastructure; and Keith Tovee, Street Lighting Manager, attended the meeting to brief the Committee on this issue and answer Members' questions.

While this particular briefing arose from a call in of his decision to implement part night street lighting in Chelmsford and Braintree that was subsequently withdrawn as set out in report PSEG/06/13, Councillor Bass began his briefing by reiterating his willingness to address the Committee on areas of concern to Members.

In 2007 the Council implemented a trial part night lighting scheme in Maldon and Uttlesford Districts, and in June 2011 the Cabinet agreed the purchase of a central management system (CMS) for streetlights based on 'invest to save' principles. Furthermore a former scrutiny committee undertook an in depth review of the trial project and ultimately accepted the principles of introducing part night lighting. Consequently the Committee was encouraged to focus on the roll out of the project across Essex as in practice the principle for its implementation was already established, not only locally but across the country.

At the meeting discussion was focussed primarily on the following aspects of the Cabinet Member's proposals:

Implementation Proposals

Given that the principles of part night lighting had been agreed, it was proposed that those street lights for which the County Council is responsible should be switched off between midnight and 5 am unless they meet the exemption criteria that has been drawn up.

For ease of reference the exemption criteria is set out below.

Exemption Criteria

- Major lit inter-urban dual carriageway traffic routes.
- Sites where there are a large number of conflicting traffic movements (eg roundabouts) which are on significant routes (generally those lit by columns greater than 6 metres high).
- Sites where street lights installed as a result accident remedial measures.
- Town Centre type areas where there is one or more of the following features:
 - Public CCTV
 - High proportion of high security premises (eg banks, jewellers);
 - areas of high crime risk High crime risk;
 - High concentration of people at night such as transport interchanges, nightclubs etc.
- Main approaches to town centre areas defined in the section above, where there is a mix of development between residential and commercial/ industrial i.e. not exclusively residential.
- Sites where the police can demonstrate that there will be an increase in crime if the lights are switched off during part of the night (or that there will be a decrease in crime if the lights are switched back on).
- Remote footpaths and alleys linking residential streets.
- Where there is a statutory requirement to provide lighting.

In areas meeting the above criteria, where there are more than adequate numbers of lighting columns, the County Council will consider switching off some of the lights between midnight and 5 am.

Councillor Bass clarified that the purpose of street lighting installed by the County Council as a Highway Authority was based on the grounds of highway, pedestrian and cycle safety, and not for amenity purposes. While issues around the night time economy had been considered and some situations factored into the exemptions criteria, other situations such as lighting in the vicinity of licensed premises per se tended to be more for amenity rather than road safety reasons and therefore not exempt.

The acquisition of the CMS does enable the County Council to vary where lights may or may not be switched off rather than taking a blanket approach across the whole county, an approach that has been adopted by some other local authorities without that facility. It was estimated that 80% of County Council lighting columns would be switched off between midnight and 5 am, leaving 20% of its lighting remaining on throughout the night.

With reference to the variation of street lighting standards across Essex eg in terms of number and spacing of columns, the Cabinet Member proposed that following the roll out of part night lighting he would review the situation. Similarly with experience, both locally and nationally, further consideration will be given to broader issues such as the timings, exemption criteria, and technologies.

Consultation Process

Councillor Bass pointed out that it has been well publicised for several years that the County Council was taking steps towards the implementation of part night lighting across Essex. Indeed as an early pioneer in this matter Essex has attracted ongoing media attention not only locally but across the country with other councils now moving ahead more quickly in their introduction of similar schemes. During the intervening time this County Council has also been in discussion with interested parties including local councils and the Police on related matters including the development of the exemption criteria.

Aside from the experience gained from the introduction of part night lighting in Maldon and Uttlesford, the choice of continuing with the implementation of the project in Braintree and Chelmsford had been useful. It was pointed out that both those areas had provided pertinent information because they have a mixture of both large urban and rural communities, and variety of town centres. Councillor Bass confirmed that consultation with those Councils had been going on for some time until the point had been reached when it was felt it would be more beneficial to implement the part night lighting and to learn from practical experience, particularly in view of the flexibility provided by CMS to amend lighting at individual locations if deemed appropriate.

The purpose of the latest consultation process was not to establish whether or not part night lighting should be implemented across individual areas, but rather to enable parties to come forward to identify particular additional locations where the exemption criteria might apply for lighting to remain on throughout the night post implementation. Councillor Bass emphasised that any decisions would be made on the basis of proven evidence rather than perception or hearsay. The control and flexibility provided by the CMS will enable the Council to amend lighting proposals at specified locations if deemed appropriate. However, some requests cannot be acceded to where they fall outside the exemption criteria for instance the lighting of estate roads and footway links.

Councillors Robinson and Deakin whose divisions are situated in the Chelmsford area drew the Committee's attention to their concern that their representations, including highlighted plans, to consultation on the local proposals and exemption criteria had not been acknowledged. It appeared that their submissions had

been lost somewhere in the County Council's systems and consequently not taken into account. On this matter the Chairman suggested that this situation raised a broader issue on the management of representations lodged by County Councillors to consultation more generally.

Several other Members also referred to their disappointment over the lack of availability of plans identifying those locations where lighting would or would not be switched off, as requests they had made for such plans had not been fulfilled. In response Councillor Bass advised that he would try to make the plans available to Members as soon as possible. However, the plans were still a work in progress with the various lighting being plotted as part of the roll out across Essex and ongoing consultation with districts. Another Member confirmed that he had been assured by the Cabinet Member that he would be provided with relevant plans once they became available for his area.

Also some Members made reference to the introduction of part night lighting across Hertfordshire that had been rolled out in one tranche across the whole area, and the possibility that its consultation had been better.

Fear of Crime

It was acknowledged that throughout the project the fear of crime had been a recurring criticism of part night lighting. However, in practice there was no evidence to support that belief. Crime statistics suggested that where part night lighting had been implemented in other areas crime rates had in fact fallen, although Councillor Bass accepted that a number of factors could contribute to the decrease. This issue had also been considered as part of the original scrutiny review.

Some Members were concerned that not enough positive steps were being taken to reassure those residents' whose fear of crime had been intensified at the prospect of street lights being turned off at night. Surveys suggested that perhaps 30% of residents were nervous about street lighting being switched off.

While Councillor Bass recognised the concerns expressed on this issue and adjustments that people might consider when travelling on the highway during the switch off hours, he reiterated the need for the Council to make decisions based on evidence. In this matter the facts did not bear out the perception that crime would necessarily increase. He encouraged colleagues to focus residents' attention upon the reality of the situation rather than encouraging misplaced beliefs that contributed to the fear of crime.

Technologies

In his briefing Councillor Bass addressed criticism that the County Council did not appear to have given sufficient consideration to LED (light emitting diode) lighting. He confirmed that LED technology is still evolving and very expensive, and evidence is still being collected on its longevity and effectiveness.

It was estimated that at present it would cost £31 million to install LED lighting across Essex, which could not be supported given current financial constraints. Reference was made to the adoption of LED lighting by the Sheffield Council, but it was pointed out in response that that Council had financed its scheme through a Private Finance Initiative and it had 68,000 columns compared to 128,000 columns in Essex.

Councillor Bass confirmed that the County Council had and would continue to monitor the situation and explore the possibilities of LED lighting as the new technology evolved. Some smaller pilot schemes were already in place such as in Harlow, and consideration was being given to situations where new lighting was being planned.

Scrutiny report

Councillor Pond who had chaired the original scrutiny review on street lighting confirmed that following a thorough examination of evidence, the former Committee had supported the principle of part night street lighting and had made a number of recommendations that had met with varying degrees of success. By way of example it had supported a CMS, but he felt that negotiations with the energy suppliers had not gone far enough in achieving better tariffs for energy consumption for instance through metering.

With particular reference to the tariffs, Councillor Bass gave a brief explanation of how the tariffs are calculated and the reasons for the proposed timing of midnight to 5 am, and alluded to the complications that could otherwise arise. It was estimated that aside from the broader benefits of energy savings and carbon reduction, the County Council could save in excess of £1 million per annum from the project based on current electricity prices. There was a four year pay back on the cost of the CMS. He dismissed criticism that part night lighting was being introduced based on the financial savings that the County Council could achieve at the expense of residents who may consider it necessary to install lighting on their own properties, and emphasised the environmental benefits for the community in terms of energy saving and carbon reduction.

General

Councillor Robinson who lodged the original call in of the decision to implement the scheme in Braintree and Chelmsford, reiterated the reasons for taking that action as set out in report PSEG/ 06 /13 and had been widely discussed at the meeting. He considered that there should be greater flexibility in the application of exemption criteria, as well as more emphasis on exploring LED lighting options.

The Committee discussed the merits of undertaking further consideration of the implementation of part night lighting across Essex. Reference was made to the timing of a review and the need to clearly identify its purpose that ranged from focussing upon concerns expressed at the meeting on consultation processes and LED lighting, to waiting until the scheme was fully implemented so that fuller

consideration could be given to the evidence that would become available on any savings and benefits achieved.

In drawing together its discussion **the Committee agreed a proposal that a Task and Finish Group should be set up to examine the process of the current consultation on Part Night Street Lighting, and review the findings of the former Safer and Stronger Communities Policy and Scrutiny Committee set out in its Scrutiny Report dated 2010 in the context of the current situation including the application of new technology.**

The Chairman requested that those Members who wished to put their names forward to join the Task and Finish Group should pass their names through to the Scrutiny Officer.

		AGENDA ITEM 4
		PSEG/07/13
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	24 October 2013	
CALL IN OF DECISION FP/282/08/13 ON REVIEW OF LOCAL HIGHWAY PANELS BUDGET ALLOCATION		
Enquiries to:	Christine Sharland, Scrutiny Officer 01245 430450 Christine.sharland@essex.gov.uk	

On 15 October 2013 two call ins were received in respect of decision FP/282/08/13 entitled 'Review of LHP Budget Allocation': one signed by Councillor Chris Pond and the other signed by Councillor Stephen Robinson. Copies of the Notification of Call ins are attached at Appendix A to this report.

A copy of the Cabinet Member's decision is attached at Appendix B setting out background in this matter.

At the Committee meeting Councillor Rodney Bass, the Cabinet Member for Highways and Transportation, who took the decision will respond to the matters raised by the call ins.

The procedure at the meeting will be as follows:

- Each councillor responsible for the call in will be given the opportunity to make the case for calling in the decision.
- Any local member associated with the call in will then be invited to speak. (This does not apply in this instance as Committee Members have called in the decision rather than acting on behalf of others).
- Other interested parties will then provide evidence to the Committee.
- The Cabinet Member will then be given the opportunity to answer the case and seek to justify the decision taken.
- There will then be an opportunity for other members of the Committee to ask questions.


Action required by the Committee:

**To consider the two call ins now received in respect of decision
FP/282/08/13.**

Notification of Call-in

Decision title and reference number FP/282/08/13 Review of Local Highway Panel Budget Allocation	
Cabinet Member responsible Cllr Bass, Cabinet Member for Highways and Transportation	Date decision published 11 October 2013
Last day of call in period	Last day of 10-day period to resolve the call-in
Reasons for Making the Call in The Decision, prima facie, results in the funding for LHP schemes being greatly reduced. Looking at the detail of the Decision, however it seems that this is merely the diversion of LHP monies to turning consequent on the inability of Essex Highways to deliver schemes in a timely fashion. We need an explanation of why that has happened and assurances on the future funding of LHPs.	
Signed: Councillor C Pond	Dated: 15 October 2013
For completion by the Governance Officer	
Date call in Notice Received	Date of informal meeting
Does the call in relate to a Schools issue	If yes, date when Parent Governor Reps and Diocesan Reps invited to the meeting
Date of Executive Scrutiny Committee Meeting (if applicable)	Date call in withdrawn / resolved

Notification of Call-in

Decision title and reference number FP/282/08/13 Review of Local Highways Panel Budgets	
Cabinet Member responsible Councillor David Finch, Leader of the Council	Date decision published 11 October 2013
Last day of call in period 16 October 2013	Last day of 10-day period to resolve the call-in
The Liberal Democrat Group would like to call in the decision on Review of Local Highways Panel Budgets in order that the reprioritisation of the Budget can be reviewed. In particular, to consider using some of the underspent money on buying in additional design expertise in order that LHP schemes that have been approved can actually be carried out.	
Signed:  Cllr Stephen Robinson	Dated: 15 October 2013
For completion by the Governance Officer	
Date call in Notice Received	Date of informal meeting
Date of Audit and General Scrutiny Committee Meeting (if applicable)	Date call in withdrawn / resolved

Appendix B

Report to Cllr David Finch, Leader of the Council	Forward Plan reference number: FP/282/08/13
Date of report: 23 September 2013	County Divisions affected by the decision: All Divisions
Title of Report: Review of Local Highways Panel Budgets	
Report by Paul Bird – Director of Highways and Transportation	
Enquiries to Sean Perry	

1. Purpose of report

- 1.1. To review the existing budgets for Local Highway Panels and to set budgets for the remaining 2013/14 financial year.

2. Recommendations

- 2.1. Agree to reduce the 2013/14 Local Highways Panel capital budget by £4.550m.
- 2.2. Agree to the addition of £3.287m to other 2013/14 Highways and Transportation capital programmes as shown below. This is to be funded by the reduction in the Local Highways Panel capital scheme.
- (a) County Road Maintenance (highway infrastructure): Principal Road Maintenance: £1.000m.
 - (b) Footway Maintenance (highway infrastructure): Principal Roads Footways: £1.000m.
 - (c) Major Schemes Planning and Management (highway infrastructure): Advanced Scheme Design: £1.000m.
 - (d) Army and Navy Parkway Widening Scheme: £222,000 (replacing the previous allocation by the Leader on 24 July 2013 FP/225/06/13).
 - (e) Chelmer Valley Park and Ride Expansion: £65,000.
- 2.3. Agree to reduce the County Wide Improvements Programme (Highways Infrastructure) by £700,000 in 2013/14 to part fund the addition of Chelmer Valley Park and Ride expansion.
- 2.4. Agree a revenue supplementary estimate under Financial Regulation 4.3.4 of £500,000 for repainting white lines, to be financed by a withdrawal from the

Reserve for Future Capital Funding. The additional funding is required to improve safety and traffic management of the County's Priority 1 and 2 road networks.

- 2.5 Agree to the addition of a new capital scheme for Chelmer Valley Park and Ride Expansion totalling £765,000, to be profiled £65,000 in 2013/14 and £700,000 in 2014/15. This addition is to be funded by a reduction of the County Wide Improvements Programme (Highways Infrastructure) by £700,000 in 2013/14 (as per recommendation 2.3) and with the remaining £65,000 to be funded as per recommendation 2.2 (e).
- 2.6 Agree that the 2014/15, 2015/16 and 2016/17 capital budgets for Passenger Transport, Safer Roads Infrastructure, Public Rights of Way Improvements and Traffic Managements Improvements will be allocated to the Local Highways Panels capital scheme in these years.

3 Background and proposal

- 3.1 Historically the County Council has received annual capital budget allocations for integrated transport across four main programmes (Traffic Management Improvements, Safer Roads, Public Rights of Way, and Passenger Transport) totalling £3.000m.
- 3.2 From April 2012 these programmes were, for a two year period, combined, along with a £5.000m addition from the maintenance programme to form the budgets for the twelve Local Highways Panels (LHP's). A key decision was published to make these changes to the County's Capital Programme. The combined total budget for 2012/13 and 2013/14 was £16.000m, with £8.000m allocated for each year. The annual £8.000m budget was allocated between the twelve LHP's using a formula, which took into consideration the District / Borough / City's population, employment and road length statistics. The function of the LHP's is to make recommendations to the Cabinet Member about how the local highway budget should be spent.
- 3.3 The local highways panel budget was fully allocated in 2012-13 but by the end of 2012-13 only £732,000 had been spent, leaving £7.268m allocated spend to be re-profiled for 2013-14. In addition, schemes totalling £453,000 were committed against the 2013/14 allocation, equating to a total commitment of £7.721m.
- 3.4 A similar lead time will apply to the development of schemes during 2013-14, meaning that they are unlikely to be deliverable before 2014-15. It is proposed to reduce the LHP budget for 2013-14 to reflect the likely spend by each panel in this financial year. Schemes developed in 2013-14 will be delivered in 2014-15, subject to the approval of recommendation 2.6.
- 3.5 All twelve panels have now met at least once this financial year. It has been communicated to each panel that any schemes which are committed in 2013/14 will be delivered next financial year i.e. 2014/15. Delivery of

previously approved schemes and design of future schemes can proceed this year subject to Cabinet Member approval.

- 3.6 The capital budget allocation and forecast outturn for 2013/14 is shown in Table 1 below (as of 5 August 2013). This table shows the funding which will be spent this year on urgent work and minor schemes including VAS (Variable Message Signs), Passenger Transport shelters, Casualty Reduction schemes and Public Rights of Way. The table also demonstrates the forecast of design works until the end of the financial year.

District	Original LHP 2013/14 Budget	Schemes to be delivered 2013/14	LHP Budget for Scheme Design 2013/14	Total forecast spend for 2013/14 (Proposed Revised Budget for 2013/14)
Basildon	£1,000,000	£39,800	£130,000	£169,800
Braintree	£815,578	£96,530	£150,000	£246,530
Brentwood	£449,876	£159,200	£80,000	£239,200
Castle Point	£457,351	£28,130	£80,000	£108,130
Chelmsford	£1,000,000	£166,700	£234,000	£400,700
Colchester	£1,000,000	£150,000	£140,000	£290,000
Epping Forest	£699,550	£83,400	£90,000	£173,400
Harlow	£487,315	£120,000	£80,000	£200,000
Maldon	£400,000	£218,650	£65,000	£283,650
Rochford	£427,808	£59,900	£80,000	£139,900
Tendring	£790,481	£36,230	£130,000	£166,230
Uttlesford	£472,041	£148,500	£80,000	£228,500
TOTAL	£8,000,000	£1,307,040	£1,339,000	£2,646,040

Table 1: 2013/14 budget and forecast outturn (as of 5 August 2013)

- 3.7 The total spend for the LHPs in 2013/14 would then equate to the following:

- £7.721m (commitments from 2012/13)
- £2.646m (forecast for 2013/14)
- £351,000 (contingency for schemes being delivered from 2012/13)

- 3.8 This would mean that the total predicted outturn for 2013/14 is therefore £10.718m. The total budget for 2013/14 is £15.268m. This equates to a reduction of £4.550m.

- 3.9 It is proposed to reallocate £3.287m as follows:

- Add £1.000m for capital maintenance of principal roads. This is justified by issues raised by the annual survey of highway condition.
- Add £1.000m for capital maintenance of footway maintenance. This is justified for the same reason as noted above.
- Add £1.000m for design work for major schemes. There is an increasing trend for funding to be prioritised for schemes which are available for commencement quickly. This allocation will allow schemes to be

developed to take advantage of funding opportunities as and when they become available.

(d) Add £222,000 towards the Council's contribution for the Army and Navy Parkway Widening Scheme. The Council has been given funding from the Department for Transport 'Pinch Point' scheme subject to ECC match funding. This contribution will allow the scheme to proceed. It was originally agreed that the match funded element would be found from the Major Schemes Planning and Management Programme but due to other calls on this fund there is no longer sufficient funding available and therefore £222,000 is required.

(e) Add £65,000 for Chelmer Valley Park and Ride Expansion. This sum will enable expansion of the current site to take place. It should be noted that this does not reflect the total funding requirement. The remaining funding (£700,000) will be found from the County Wide Improvements Programme

3.10 This will leave a residual amount of £1.263m, and it is proposed to reduce the size of the overall highways capital programme by this amount.

3.11 It is proposed to spend an additional £500,000 on repainting white lines. This is revenue expenditure and it is therefore requested that a supplementary estimate of £500,000 is approved under Financial Regulation 4.3.4 to fund this.

3.12 The allocation of the budget to district areas has led to a greater involvement in highways at a local level and it is recommended that the current temporary budget allocations be extended, for a further three years, up to and including 2016-17.

4 Policy context

4.1 This decision links strongly with the County Council's newly published Corporate Plan 2013-2017, specifically supporting the outcome of 'develop and maintain the infrastructure that enables our residents to travel and our businesses to grow'.

5 Financial Implications

5.1 The total 2013/14 current year capital budget for Local Highways Panels (including 2012/13 re-profiled budget) is £15.268m. The indicative funding source for the current year is predominantly non-ring-fenced grants. No additional funding is required.

5.2 This decision contains a number of amendments to the capital programme. A summary is set out overleaf:

Scheme	2013/14 £000	2014/15 £000	Total £000
Local Highways Panels	4,550		4,550
Countywide Improvements	700		700
Reductions	5,250	0	5,250
County Road Maintenance	1,000		1,000
Footway Maintenance	1,000		1,000
Major Schemes Planning & Management	1,000		1,000
Army & Navy Parkway Widening	222		222
Chelmer Valley Park & Ride expansion	65	700	765
Additions	3,287	700	3,987
Net reduction			1,263

- 5.3 The reduction in the capital programme could be used to fund other capital investment requirements, or will deliver a saving to the revenue budget for borrowing costs.
- 5.4 There is a risk associated with the £1m allocated to Major Schemes Planning and Management for additional design work. If the infrastructure does not come to fruition, then this expenditure will need to be transferred to the Highways revenue account.
- 5.5 The addition of the Chelmer Valley Park & Ride expansion scheme will have revenue implications. Increasing capacity at the site will increase revenue generation thereby reducing subsidy dependency. The reduction of the park and ride subsidies has been identified as a 'Transformation 2 – cost reduction' (S1 P&R subsidy) target.
- 5.6 Up to 72% of the total increased revenue predicted is expected to be derived from the expansion of both Chelmer Valley and Sandon park and ride sites. If the site is not expanded within the timescales outlined within the Transformation 2 'Outcomes Board' business case, this will affect the ability of achieving the Transformation 2 saving targets set.
- 5.7 In 2012/13, allocations for Passenger Transport, Safer Roads Infrastructure, Public Rights of Way Improvements and Traffic Managements Improvements were realigned along with additional funding to create the Local Highways Panels capital programme. This was for an initial period of 2 years. As the Local Highways Panels will continue, the decision requests the permanent transfer of these allocations to Local Highways Panels capital scheme.
- 5.8 The revenue supplementary estimate of £500,000 will be utilised to improve the safety and traffic management of the PR1 and 2 road networks by white lining. This work is considered to be a priority need. The supplementary estimate will be funded by the Reserve for Future Capital Funding.

6 Legal Implications

- 6.1 Local Highways Panels were informally constituted in April 2012. They do not have decision making powers. Their role is restricted to recommending how the designated budget for their district area should be prioritised. Formal decisions on the use of the budget must be taken by the Cabinet Member in accordance with the Constitution.
- 6.2 Any decision to vire or issue a supplementary estimate must be taken by the Leader in accordance with Financial Regulations.

7 Staffing and other resource implications





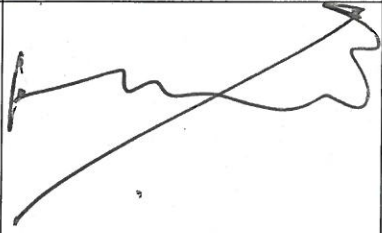
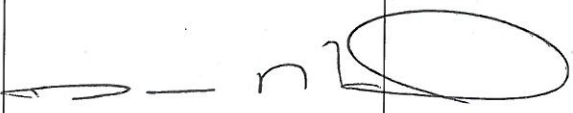
- 7.1 Delivery of schemes for 2013/14 is resourced through Essex Highways. If additional staffing levels are required Essex Highways have the ability to 'reach back' into their parent organisations (Ringways and Jacobs) to seek additional resource.

8 Equality and Diversity implications

- 8.1 In making this decision ECC must have regard to the public sector equality duty (PSED) under s.149 of the Equalities Act 2010, ie have due regard to the need to: A. Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act. B. Advance equality of opportunity between people who share a protected characteristic and those who do not. C. Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.
- 8.2 The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 8.3 The PSED is a relevant factor in making this decision but does not impose a duty to achieve the outcomes in s.149, is only one factor that needs to be considered, and may be balanced against other relevant factors.
- 8.4 An initial consideration resulted in a finding that this decision will not have any significant adverse impact on any particular equality group.

9 Background papers

- 9.1 No additional background papers

Designation	Signature	Date
Paul Bird Director for Highways and Transportation		2/10/13
Robert Overall Deputy Chief Executive		3/10/13
Terry Osborne Director for Corporate Law and Assurance		4.10.13
Margaret Lee Executive Director for Finance Corporate Services		9/10/13
Councillor R Bass Cabinet Member for Highways and Transportation		Received 9/10/13 Approved 9/10/13
Councillor D Finch Leader of the Council and Cabinet Member for Finance		

		AGENDA ITEM 5
		PSEG/08/13
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	24 October 2013	
PARKING PARTNERSHIPS		
Enquiries to:	Christine Sharland, Scrutiny Officer 01245 430450 Christine.sharland@essex.gov.uk	

A scrutiny review of the Parking Partnerships is identified as a project in the Committee's work programme.

The former Economic Development, Environment and Highways Policy and Scrutiny Committee agreed when the Parking Partnerships were established originally that it would be more appropriate to undertake a scrutiny review after sufficient time had elapsed to investigate the effectiveness of their operation in practice.

It is now proposed that this Committee set up of a Task and Finish Group to conduct an in depth scrutiny investigation with the following terms of reference:

'Are the original objectives of the Parking Partnerships being delivered, and what lessons have been learned to inform more effective partnership working in the future?'

By way of introduction to the subject, the Committee will receive a presentation at this meeting designed to provide Members with an overview of the Parking Partnerships prior to establishing a task and finish group to take forward the review in more depth. A briefing note is attached at the Appendix to this report.

Action required by the Committee:

To receive an overview of the Parking Partnerships, and consider the establishment of a Task and Finish Group to investigate the Parking Partnerships along the lines of the terms of reference set out in this report.

Essex Parking Partnerships – Scrutiny Committee Briefing Note
October 2013

Background

- Under the Traffic Management Act (2004) Essex County Council (ECC) is responsible for the enforcement of **on-street** parking (Civil Parking Enforcement). ECC has no responsibility for **off-street** parking (car parks).
- Between 2002 and 2004 ECC passed operational responsibility for Civil Parking Enforcement (CPE) to the 12 district and borough councils via a series of agency agreements, with the liability for any deficits being met by ECC.
- In 2009 ECC served the required two years notice to cancel all 12 agency agreements. This decision was made due to the escalating deficit support that ECC was required to pay to the district and borough councils (as below)

Total deficit payments made by ECC to district and borough councils in respect of on- street parking

2003 / 2004	2004 / 2005	2005 / 2006	2006 / 2007	2007 / 2008	2008 / 2009
£88,350	£170,676	£754,302	£567,625	£657,510	£814,580

Following notice, a project was set up to review the function and investigate options for improved, more cost efficient service delivery. The objectives were to develop and implement an operating model to provide:

- 1. Improved financial sustainability**
- 2. County-wide Parking Policy**
- 3. Improvements in enforceability**
- 4. Improved Management Information**

The outcome of this review was to recommend the establishment of a new partnership operating model with local authority partners.

Current Operation

From 1 April 2011, two Parking Partnerships were established via a formal **Joint Committee Agreement** for a period of 7 years with a possible extension for a further 4 years

- North Essex Parking Partnership (NEPP) – Colchester, Uttlesford, Braintree, Harlow, Tending and Epping Forest.(Lead Authority – Colchester)
- South Essex Parking Partnership (SEPP) – Chelmsford, Basildon, Brentwood, Castle Point, Maldon and Rochford.(Lead Authority – Chelmsford)

Both Parking Partnerships use a common website: www.parkingpartnership.org

The Joint Committee Agreements

Each Joint Committee Agreement has been made under Section 20 of the Local Government Act 2000. Through this ECC has delegated the following responsibilities for on-street parking to the Parking Partnerships:

- On street civil parking enforcement and charging
- Relevant signs and lines maintenance
- The power to make relevant traffic regulation orders in accordance with the provisions contained within the Traffic Management Act 2004 and the Road Traffic Regulation Act 1984

Governance

Each Joint Committee meets on a quarterly basis. Each authority is represented by a Councillor and an officer. In order to vote, the Councillor must be an Executive member or a member of the Policy Committee with responsibility for parking.

Both Partnerships have also established Traffic Regulation Order Sub-Committees that agree expenditure relating to the implementation of new restrictions in the partnership area.

Funding

Each Parking Partnership prepared a business plan, which demonstrated how each would move to a non-deficit position within a 2 year period. In turn, ECC committed to providing specific levels of funding to the Partnerships (including transition costs and on-going maintenance funding).

North EPP:

- One-off Implementation Costs of £99,000 and Transitional Costs of £25,000 incurred by the Joint Committee

- A one off payment of £100,000 cash flow assistance, which will be repaid to ECC at the end of the agreement period
- A one-off payment of £250,000 for the backlog of signs and lines work
- An on-going annual payment of £150,000 for maintenance of signs and lines
- Any deficit incurred during the first and second year, provided all reasonable efforts have been made to secure income levels in line with or exceeding the Annual Business Plan expectations.

Total:

One off costs (paid in 2011/12): £474,000 (Including £100,000 refundable on termination)

On-going costs: £150,000 per annum maintenance

South EPP:

- One-off Implementation Costs of £100,000 and Transitional Costs of £75,000
- A one-off payment of £100,000 cash flow assistance which will be repaid at the end of the agreement period
- A one-off payment of £250,000 for the backlog of signs and lines work
- An On-going annual payment of £150,000 for maintenance of signs and lines
- Any deficit incurred during the first and second year, provided all reasonable efforts have been made to secure income levels in line with or exceeding the Annual Business Plan expectations
- A sum of £52,940 for 1.7 staffing posts for relevant traffic regulation orders within the Borough of Chelmsford during the first year of the Operational Period only
- In addition, a further arrangement has been made with the SEPP to undertake the traffic regulation order function from 1 April 2012. ECC is providing financial support of £144,000 in the financial year 2012/13 for this; funding will also be provided in 2013/14 and 2014/15, not exceeding £144,000 pa.

Total:

One-off costs (paid in 2011/12):£577,940 (£100,000 refundable on termination)

On-going costs: £150,000 pa maintenance plus £144,000 for 3 years support for the traffic regulation order function

Policy

Waiting restrictions may be required for a variety of reasons. In general, these will fall into 4 categories

- Safety - required as part of a scheme to reduce known personal injury collisions (defined as (4 injury accidents in 3 years in a 100 metre radius).
- Congestion – required in situations where the flow of traffic is impaired by parked vehicles (defined as the PR1 &PR2 network or a bus route)
- New development/improvement schemes
- Local concerns – e.g. commuter/shopper/residents parking

ECC will fund schemes required for safety and congestion as defined above, via the Local Highway Panels, subject to availability of funds.

Schemes required as part of a new development will be funded via the Section 106 process.

The Parking Partnership will fund schemes addressing local concerns or those that do not meet the defined ECC criteria, subject to funding.

The Parking Partnership will be able to implement any traffic regulation orders required to address local residents concerns, either as a self-funding scheme or funded by the parking partnership or the district / borough / parish requiring the restriction. Each Parking Partnership has established and agreed its own criteria and scoring/prioritisation system for such requests.

		AGENDA ITEM 6
		PSEG/09/13
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	24 October 2013	
WORK PROGRAMME AND UPDATES		
Enquiries to:	Christine Sharland, Scrutiny Officer 01245 430450 Christine.sharland@essex.gov.uk	

The purpose of this report is to set out the latest activity being taken in respect of the Committee's work programme.

Task and Finish Groups

The following Task and Finish Groups are currently in the process of being set up:

- Financial Inclusion. The membership comprises Councillors Grundy, Hedley, Kendall, and Walsh.
- Off Site Emergency Planning Arrangements around COMAH sites in Essex. The membership is to be confirmed.
- Part Night Lighting. The membership is to be confirmed.
- Parking Partnership. This is the subject of a briefing elsewhere in this agenda.

Economic Growth Strategy

At the Committee's next activity day on 28 November there will be an in depth briefing upon the portfolio of the Cabinet Member for Economic Growth and Infrastructure and, in particular, the Economic Growth Strategy.

Action required by Committee

The Committee is asked to note the evolving work programme, and Members are encouraged to engage positively in the various task and finish group activity now being planned.

Appendix

Preliminary work programme of the Place Services and Economic Growth Scrutiny Committee: Forward Look for 2013/ 2014 (as at 14 October 2013)

Meeting	Topic	Approach	Current status
2013 <i>TFG – Task and Finish Group</i>			
22 October	<i>Highway Winter Service Seminar</i>	<i>Promoted by Cabinet Member and therefore not a Committee event. However, Members are encouraged to attend as topic falls within remit of Committee</i>	<i>Not part of Committee's formal programme of activity.</i>
24 October	Committee Pre Meeting prior to formal meeting	Informal forum for Members to actively participate in planning of committee activity	
24 October	Work Programme	Regular progress report	Update
	Parking Partnerships	Introductory briefing on topic prior to establishing a task and finish group to plan and undertake scrutiny review	New review
24 October	<i>Site visit Trading Standards Offices</i>	<i>Visit designed for Members to find out first hand about service that falls within Committee's remit</i>	
October/ November TBC	Part Night Lighting Task and Finish Group	Formation of TFG agreed by Committee Minute 7/ September 2013	TFG in process of being set up, and first meeting arranged
October/ November TBC	Financial Inclusion: Task and Finish Group	Formation of TFG agreed by Committee Minute 6/ September 2013	First meeting to be arranged
October/ November TBC	COMAH Task and Finish Group	Formation of TFG agreed by Committee Minute 5/ September 2013	TFG in process of being set up, and first meeting

			arranged
<i>November TBC</i>	<i>Parking Partnership Task and Finish Group</i>	<i>Initial meeting of TFG to plan review and draft scoping document for Committee's formal approval</i>	<i>Dependent on outcome of Committee meeting on 24 October</i>
28 November Informal full day meeting	Briefing Cllr Bentley/ Economic Growth and Infrastructure	Briefing on the Economic Growth Strategy and Scrutiny Action Learning on NEETS issue	
19 December	Waste disposal and Recycling Centres for Household Waste Service	Introductory briefing on topic prior to establishing a task and finish group to plan and undertake scrutiny review	New review
<i>Late 2013/ Early 2014</i> <i>Two dates TBC</i>	<i>Government Consultation on Aviation Policy</i>	<i>Separate site visits to Southend and Stansted Airports to gather evidence to inform consideration of Government Consultation</i>	<i>Evidence gathering</i>
January/ February	Various Task and Finish Group activity		Evidence gathering
Early 2014	Integrated Passenger Transport	Introductory briefing on topic to be designed to assist the Committee to prior to establishing a Task and Finish Group to plan and undertake scrutiny review	Potential new review
27 February	Government Consultation on Aviation Policy	Await Commission's formal consultation on interim report	Timing dependent on Government consultation timetable

TASK AND FINISH GROUP ACTIVITY

Task and Finish Groups			
	Membership	Status	Planned Activity
Financial Inclusion	Cllrs Grundy, Hedley, Kendall, Walsh	Objective to cross examine Cabinet response to recommendations set out in Scrutiny Report	October/ November
Off Site Emergency Planning Requirements around COMAH sites		Objective to cross examine outstanding response to recommendations set out in Scrutiny Report	October/ November
Parking Partnerships		To be set up in October 2013 to plan and take forward review	Autumn 2013/ Winter 2014
RCHW Service		To be set up to plan and take forward new review in the New Year	Winter/Summer 2014
Part Night Lighting		Objective to undertake review in line with Committee decision Minute 7/ September 2013	October/ November

Please note that the TFGs will have to identify timetables for their activities that will have to be managed within overall resource available.