

Economic Development, Environment and Highways Policy and Scrutiny Committee

| | | |
|--------------|---------------------------------------|--|
| 10:00 | Thursday, 15 November 2012 | Committee Room 1, County Hall |
|--------------|---------------------------------------|--|

Quorum: 5

| | |
|-------------------------|---------------|
| Councillor S Walsh | Chairman |
| Councillor B Aspinell | |
| Councillor R Bass | |
| Councillor R Callender | |
| Councillor A Durcan | |
| Councillor I Grundy | |
| Councillor A Hedley | |
| Councillor E Johnson | |
| Councillor D Kendall | Vice-Chairman |
| Councillor G McEwen | Vice-Chairman |
| Councillor L Mead | |
| Councillor G Mitchinson | |
| Councillor C Pond | |
| Councillor J Roberts | |
| Councillor D Robinson | |
| Councillor S Robinson | |
| Councillor J Schofield | |
| Councillor M Skeels | |

For information about the meeting please ask for:

Sophie Champion, Committee Officer

Telephone: 01245 430715

Email: sophie.champion@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 | Minutes 300812 To approve as a correct record the Minutes of the meeting of the Economic Development, Environment and Highways Policy and Scrutiny Committee held on 30 August 2012. | 5 - 12 |
| 3 | Declarations of Interest To note any declarations of interest to be made by Members | |
| 4 | Joint Municipal Waste Management Strategy for Essex - EDEH2512 To receive a presentation. | 13 - 14 |
| 5 | Passenger Transport Concessionary Fares - EDEH2612 To consider report EDEH/26/12. | 15 - 22 |
| 6 | North Essex Parking Partnership Call In - EDEH2712 To note report EDEH/27/12. | 23 - 28 |
| 7 | Forward Look - EDEH2812 To note report EDEH/28/12. | 29 - 32 |
| 8 | Date of Next Meeting To note that the next meeting is scheduled for Thursday 20 December 2012 at 10am. | |
| 9 | 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 ECONOMIC DEVELOPMENT,
ENVIRONMENT & HIGHWAYS POLICY AND SCRUTINY COMMITTEE
HELD AT COUNTY HALL, CHELMSFORD ON 30 AUGUST 2012**

Present:

| | |
|-------------------------------|-----------------------|
| Councillor S Walsh (Chairman) | Councillor G McEwen |
| Councillor B Aspinell | Councillor C Pond |
| Councillor R Callender | Councillor D Robinson |
| Councillor A Durcan | Councillor S Robinson |
| Councillor I Grundy | Councillor M Skeels |
| Councillor A Hedley | |

Councillors G Butland, R Howard and R Madden were also present for parts of the meeting.

1. Membership

The Committee noted a change to the membership with Councillor S Robinson replacing Councillor M Mackrory.

The Chairman expressed the Committee's thanks to Councillor Mackrory for his active participation in its activities. It was noted that he would continue as a Member of the Recycling Centres Task and Finish Group until its work was complete.

Councillor S Robinson was welcomed to his first meeting of the Committee.

The Committee noted that Councillor R Bass had joined the Country Parks Task and Finish Group.

2. Apologies

The Committee Officer reported apologies for absence from Councillors R Bass, D Kendall, E Johnson, L Mead, G Mitchinson, J Roberts, and J Schofield.

3. Minutes

The Minutes of the Committee meeting held on 24 May 2012 were approved as a correct record and signed by the Chairman.

4. Declarations of Interest

With reference to Minute 6, Councillor S Walsh – membership of professional bodies with an interest in country park matters.

With reference to Minute 9, Councillor C Pond – membership of local historical societies.

5. Interim Scrutiny Report on Financial Inclusion

Councillor I Grundy, Lead Member for the Financial Inclusion Task and Finish Group, submitted its Scoping Document and Interim Report for the Committee's approval (report EDEH/16/12). He confirmed that Financial Inclusion was a wide ranging subject, and therefore it was necessary for the Group to focus upon those aspects where it could add value through scrutiny activity to the way the Council tackled the issue and support was provided in practice in Essex.

The Group had already collated a lot of evidence and account was being taken of the effects that changes in welfare reform could have. It was emphasised that the scrutiny review was on-going with further witness sessions and visits being planned. The recommendations set out in the interim report were framed to take into consideration the fact that financial inclusion and exclusion issues have implications for Cabinet portfolios and directorates across the whole County Council.

During the discussion the following points were made:

- With reference to Recommendation 2, Members expressed general support for the Citizens Advice Bureaux, and the important work they do. It was also suggested that the Council should look at the support it provides eg by providing access to Council venues.

In response to the points made, it was confirmed that the Citizens Advice Bureau was seen as a key organisation being considered as part of the review.

- With reference to Recommendation 4 a Member expressed concern that working to ensure that financial literacy plays a greater role in the school curriculum may come across as a criticism that currently teachers do not do this well. It was suggested that it may assist local schools if they could be supplied with details of organisations who could provide external speakers on this topic.

In response it was explained that a representative from Schools had provided evidence at a witness session and had given the impression that there was not much financial literacy taught in schools at the present time and it was not on the curriculum. The Group would be considering this matter further as part of its final report.

It was emphasised that the report now submitted was an interim report, and the Group hoped to produce a final report by the end of the year. Overall the Group was keen to ensure that positive outcomes could be achieved as part of the review and that those organisations engaged in promoting financial inclusion could be encouraged to work together more closely.

The Committee Agreed that:

- A. The Scoping Document for this scrutiny review on Financial Inclusion attached at Appendix A to report EDEH/16/12 be approved; and**
- B. The Interim Report of the Financial Inclusion Task and Finish Group attached at Appendix B to report EDEH/16/12 and the following recommendations be approved:**

Recommendation 1:

That it be recommended to the Cabinet that its portfolios and the Council's Directorates should consider how their services and commissioning activity can better promote financial inclusion, recognising that the issue affects a wide range of citizens.

Recommendation 2:

That it be recommended to the Cabinet that Essex County Council should review its support for Citizens Advice Bureaux and consider how this Council can work with these organisations to ensure they are capable of providing appropriate guidance and financial training.

Recommendation 3:

That it be recommended to the Cabinet that the Committee considers credit unions have the potential to provide a valuable service to local residents and businesses. Public bodies across Essex should do more to raise awareness of the credit union movement and Essex County Council should work with credit unions to develop stronger, more sustainable operating models.

Recommendation 4:

That it be recommended to the Cabinet that Essex County Council and local schools should work together to see that training in financial literacy plays a greater role in the school curriculum.

Recommendation 5:

That the Cabinet's interim response to recommendations 1 to 4 be reported to the Task and Finish Group in October 2012 so that its comments may be taken into consideration as part of its final scrutiny report on Financial Inclusion.

6. Scrutiny Report on Country Parks (Minute 11/May 2012)

The Final Scrutiny Report of the Country Parks Task & Finish Group (report EDEH/17/12) was submitted to the Committee for its approval.

The Chairman confirmed that the review had focussed on Phase 1 of the project looking at the future of Crossing Temple and Marsh Farm. The Committee had visited the sites in March 2012, and the Group had considered the opportunities for these sites in the future. The Committee was asked to endorse the conclusions set out in the scrutiny report, and it was confirmed that the Group would reconvene to input into Phase 2 of the Council's project covering the other Country Parks.

The Committee Agreed that:

That, the Cabinet Member for Environment and Culture be advised:

- 1. That Phase One of the Country Parks Project as now reported is supported by the Committee, and**
- 2. That the Group be engaged at any early stage in the development of Phase 2 of that Project.**

7. Scrutiny Report on School Crossing Patrol Service Policy (Minute 6/May 2012)

Further to the Final Scrutiny Report on School Crossing Patrol (SCP) Service Policy approved by the Committee in May 2012 (Minute 6) the original Task and Finish Group had been asked to consider further amendments proposed by the Cabinet Member for Highways and Transportation to the draft policy. The Group's latest findings were set out in report EDEH/18/12.

The Chairman advised that the adoption of a local policy would provide greater transparency around the Essex SCP Service albeit the existing service is provided in line with national policy and guidelines.

During the discussion the following points were made:

- Concern was expressed that the reference in the draft recommendation to a 'named individual' needed to be further clarified to ensure that a 'responsible officer' role was identified.
- Questions were raised on the reasons for not permitting a SCP at push button traffic crossings. The Chairman quoted a section from the report explaining that the signal controls have more significance under legislation than a crossing patrol. Members requested clarification be provided to

them on this matter to enable them to answer residents' queries, and examples of case law where available.

The Committee Agreed that it be recommended to the Cabinet Member for Highways and Transportation:

That further consideration be given to emphasise the fact that the establishment of new school crossing patrols will be dependent upon meeting the criteria set out in the policy for instance by highlighting this fact in its Foreword, and clarification of the named individual (including reference to their organisation and post holder status) to be identified as the point of contact in any contract for a community funded site.

8. Scrutiny Report on A Board Policy on the publicly maintainable highway (Minute 5/May 2012)

The Committee received the response from the Cabinet Member for Highways and Transportation to its recommendations on A Board Policy as set out in minute 5/Mat 2012. Given the late receipt of the response it was circulated at the meeting (having been emailed to the Committee the previous afternoon).

The Cabinet Member's response to the Committee's recommendation (that amended the original recommendation of a Task and Finish Group to adopt a Tolerance Policy) was as follows:

' 1. That the Essex County Council as the Local Highways Authority adopt a policy of No Tolerance of Advertising Boards on the publicly maintainable highway but that the District/Borough/City Councils be empowered and encouraged to adopt the Tolerance Policy approach as set out in this report for the management of such boards.

Response: Following the meeting on 24 May, additional consultation with Districts, Boroughs, City Council and the business community was undertaken in relation to the amended recommendation agreed by the Committee. Following the receipt of these responses, it became apparent that a policy of zero tolerance would not be appropriate because ECC would be adopting a policy which it would then immediately encourage District, Borough and City authorities to contravene. Responses received to this consultation suggested a preference for a tolerant approach which once adopted would enable local flexibility for district/city/borough councils.

Therefore, the recommendation made by the Committee on 24 May is not accepted and ECC will be implementing a tolerant policy for A Boards. By allowing other Councils to implement either a tolerant or zero-tolerance approach, this will enable local areas to implement

decisions that are responsive to local needs. It will also balance the needs of highways users and maintain support for local businesses through economically difficult times. Where an authority does not adopt either a tolerant or zero-tolerance approach, ECC will enforce a tolerant approach in that area. It is also important to note that it is expected that adoption of either a tolerant or zero-tolerance approach will be within clear parameters to protect users of the highway.

2. That positive steps be taken to promote the new Policy to District Councils and businesses across Essex to encourage compliance with its provision.

Response: Agreed

3. That the introduction of a sticker scheme similar to the scheme operated in Kent be considered as a way of developing the regulation of Advertising boards in Essex.

Response: This recommendation is supported dependant on the findings of full cost implications. This will be complete by the end of October.'

During the discussion the following points were raised:

- A Member suggested that the proposed policy should be described as a 'regulation' rather than 'tolerance' policy as the siting of A Boards would be regulated and enforcement action taken.
- Some concern was expressed that local flexibility could lead to different approaches being adopted across the County, and there was uncertainty as to how this would work in practice. Also it was felt that some District Councils may not have the funding for enforcement.
- On the other hand there was confirmation from other Members that some local district councils' welcomed the Cabinet Member's decision, and that by having an opportunity to enforce the policy on publicly maintainable highway would open up a new revenue stream.

The Committee noted the Cabinet Member's response.

9. Essex Heritage (Minute 8/May 2012)

The Committee noted further advice provided by the Cabinet Member for Customer Services, Environment and Culture, as set out in report EDEH/20/12, on his response to recommendations arising from a scrutiny review on Essex Heritage. No further action was proposed to be taken in this matter.

10. Scrutiny Review On The Exercise Of Planning Control On The Use Of Inert Waste For Recreational Development (Minute 24/ May 2012)

The Committee noted report EDEH/21/12 setting out the response of the Cabinet Member for Communities and Planning to the recommendations and outcomes arising from this Scrutiny Report. No further action was proposed to be taken in this matter.

11. Park and Ride (Minute 49/ November 2011)

The Committee noted report EDEH/22/12 setting out the response of the Cabinet Member for Highways and Transportation as part of monitoring the outcomes of this Scrutiny Report. The response confirmed on-going work and proposed that an update on the options be presented to the Committee in Spring 2013.

The Committee noted the response and welcomed further discussion on the options in due course.

12. Scrutiny Review On The Relationship With Statutory Undertakers In The Way Works Are Undertaken In The Highway (Minute 7/ February 2012)

The Committee noted report EDEH/23/12 setting out the preliminary response of the Cabinet Member for Highways and Transportation to four recommendations set out in this scrutiny report, and his confirmation that he accepted all of them. A further update report would be submitted to a meeting in early 2013.

13. Forward Look (Minute 11/May 2012)

The Committee noted report EDEH/24/12 concerning its Forward Look.

The Governance Officer gave an update on the planned Task and Finish Group activities, and future Committee briefings.

The next meeting of the Committee would be an informal Highways and Transportation Briefing. Members also requested that further information be sought on the following issues:

- Mis-use of bridleways by 4x4 vehicles
- Obstructions on the highway
- Part-night street lighting roll-out

14. Dates of Future Meetings

The Committee noted that the next activity day was scheduled for Thursday 20 September 2012 at 10am and would be in the form of a Committee Briefing.

There being no urgent business the meeting closed at 2.50pm.

Chairman

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| | | AGENDA ITEM 4 |
| | | EDEH/25/12 |
| | | |
| Committee: | Economic Development, Environment and Highways Policy & Scrutiny Committee | |
| Date: | 15 November 2012 | |
| JOINT MUNICIPAL WASTE MANAGEMENT STRATEGY FOR ESSEX | | |
| Enquiries to: | Christine Sharland, Governance Officer 01245 430450 Christine.sharland@essex.gov.uk | |

Arrangements have been made for the Committee to receive an oral update on the implementation of the Joint Municipal Waste Management Strategy (JMWMS) for Essex, which will include –

- Residual Waste Treatment
- Bio-waste Treatment
- Transfer Station Network

Councillor Kevin Bentley, Cabinet Member for Economic Growth, Waste and Recycling; Peter Kelsbie, Assistant Director for Major Programmes and Infrastructure; and Phil Butler, Programme Director will be in attendance for this item.

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| | | AGENDA ITEM 5 |
| | | EDEH/26/12 |
| | | |
| Committee: | Economic Development, Environment and Highways Policy & Scrutiny Committee | |
| Date: | 15 November 2012 | |
| PASSENGER TRANSPORT CONCESSIONARY FARES | | |
| Enquiries to: | Christine Sharland, Governance Officer 01245 430450 Christine.sharland@essex.gov.uk | |

At the full Council meeting on 16 October 2012 a motion was put forward around examining the feasibility of extending the concessionary travel scheme. The original motion was moved by Councillor M Mackrory and seconded by Councillor D Kendall. Subsequently it was moved by Councillor D Finch, Deputy Leader of the Council and seconded by Councillor S C Castle, Cabinet Member for Education, Lifelong Learning and the 2012 Games that the Motion be amended to read as follows:

‘Council recognises that young unemployed people are particularly disadvantaged by the current economic situation and that they deserve support to move onto the first steps to permanent employment.

Council acknowledges that the cost of transport to Job Centres, Job Interviews, Work Experience and Apprenticeships can be a real barrier to young people and applauds the considerable amount of work that ECC is already doing to support young people in this area.

Council, therefore, requests the Cabinet Member responsible to ask the Economic Development, Environment and Highways Policy and Scrutiny Committee to examine the feasibility of extending the concessionary travel scheme to include 18-24 year olds in receipt of Job Seekers Allowance or undertaking apprenticeships; noting that the ‘BITE’ card for 14-18 year olds is already in place and that any changes to concessionary fares must be contained within the existing budget for passenger transport.’

The amendment was accepted by Councillors Mackrory and Kendall and, therefore, the amendment became the substantive Motion.

Following full Council a briefing paper was sought on behalf of the Committee to provide Members with background to the matters raised by the motion, and is attached at the Appendix to this report. Officers will also be present at the meeting.

ACTION REQUIRED BY THE COMMITTEE

The Committee is requested to consider any further action it wishes to take in this matter.

Concessionary Travel Scheme Briefing Paper

National Provision:

The English National Concessionary Bus Travel Scheme (ENCTS) is a national scheme by the Department for Transport in conjunction with Local Authorities across England. The Concessionary Bus Travel Act 2007 entitles eligible people who are resident in England to travel on any eligible service within England.

Since 1st April 2008, the statutory English National Concessionary Travel Scheme (ENCTS) offers free off peak travel to all those over the current pensionable age and those with certain categories of disability.

The national bus concession in England is available at any time on a Saturday, Sunday or bank holiday, and from 9.30am to 11pm on any other day. As an off peak service, the majority of these journeys are carried in buses which would otherwise have spare capacity. TCAs are able to offer concessionary travel outside these hours on a discretionary basis.

Transport Concessionary Authorities (TCAs) are required by law to reimburse bus operators for carrying concessionary passengers. In respect of the mandatory concession, TCAs must reimburse bus operators for all concessionary journeys starting within their boundaries, regardless of where the concessionary passholder making the journey is resident.

The ENCTS costs Essex around £18m for some 245,000 pass holders, including administration costs. While it is difficult to be precise (as the grant for concessionary fares from the government comes through the Revenue Support Grant and is therefore very difficult to disaggregate), the best estimate we have indicates that the County Council receives an estimated £15.4m (in 2010/11), with the difference being made up from the County Council's own discretionary funding.

Current Provision for young people:

Essex CC runs the BITE (Be Identified Throughout Essex) Scheme, which is a free proof of age card. This allows young people to prove that they qualify for whatever commercial concession the bus operators may offer through its use of the nationally recognised 'PASS' accreditation. There are around 10,000 pass holders in Essex.

In 2010 the Council undertook a pilot scheme in Colchester (called BITE+) offering half price travel to young people between 11 and 19. During the scheme's operation (April 2010 to March 2011) some 2,300 young people made more than 80,000 half price journeys at a cost to the County Council of around £300,000.

We understand that Job Centre Plus also offer additional support for travel through the Flexible Support Fund, though we think that this is discretionary rather than being automatically available.

Considerations:

Any scheme that offered younger people free (or indeed reduced cost) travel to access work would require the availability of the offer in the main morning and evening peak periods. Given that most commercial bus operators run near to capacity in the peak, any significant use of a younger person scheme would require additional vehicle capacity in order to avoid displacing fare paying passenger with concessionary pass holders.

A concessionary scheme need not be 'free'. In 2010 the Council undertook a pilot scheme in Colchester (called BITE+) offering half the equivalent adult fare to young people between 11 and 19 at all times of day. The cost to the County Council was around £300,000 over the full year of operation before the pilot ended. At the time it was estimated that based on an identical take up pattern developing across the county, the reimbursement costs of an extended scheme would come to some £3.5m a year, though it has to be stressed that this was only an estimate based on 2010 prices. Evidence taken from the exit survey for the pilot suggests that those already making use of public transport (particularly to school) were the major users of the scheme.

Comparison with provision at other authorities:

The 'free' bus pass scheme for younger people run by Kent County Council is used by some 25,000 young people and users are charged £100 per year for those up to 16 and £500 for 16+. The scheme costs Kent in excess of £11m annually, net of the administration charges levied. This includes payments being made to operators to provide additional vehicle capacity during the peak travel period.

In Norfolk a peak period half fare scheme has been introduced commercially backed by the arrangements for the Better Bus Area Funding Grant they won earlier in the year.

According to the Office for National Statistics there are around 164,000 people in Essex between the ages of 15 and 24. Given the similar population and bus network with Kent a similar take up could be expected and comparable costs might be incurred.

No of individuals affected in Essex:

In Essex it is estimated that there are around 2,500 to 3,000 young people who could be classed Not in Employment Education or Training (NEET) at any one time. Assuming a scheme similar to Kent's, but focused only on NEETS, this suggests a cost of around £1.1m per year.

Please find attached figures on apprenticeships, claimants' counts and NEETs (*attached as annexes*). Please note:

- Apprenticeships –figures include both for those starting an Apprenticeship in 2011/12 and also those participating on an Apprenticeship during 2011/12. The latter will include those already on the programme, having started in a previous year.
- NEET – the figures show the number of 18 & 19 year olds who are NEET. Published figures for NEET relate to 16-19 year olds (i.e. those leaving school

during the last three academic years), but 16 & 17 year olds have not been included as they should be covered by the existing 'BITE' card.

- Below are the numbers that are undertaking work experience through the ECC scheme. Please note this covers 16-24 year olds, with c.2/3 over 18.

| Location | Number (total 161) |
|--------------|--------------------|
| Basildon | 35 |
| Braintree | 17 |
| Brentwood | 4 |
| Castle Point | 5 |
| Chelmsford | 17 |
| Colchester | 33 |
| Harlow | 14 |
| Maldon | 4 |
| Rochford | 8 |
| Tendring | 17 |
| Uttlesford | 5 |
| Other | 2 |

Job Centre Plus:

Jobcentre Advisers have discretion to reimburse fares or help purchase travel cards upfront for young people for additional interviews other than their signing day, to support job seeking visits to employer premises, jobs fairs etc, fares to interview both local and across the UK, development activities including skills training, for starting work where the cost would otherwise be a barrier to taking up a job etc. This can be a one off or a season ticket, whichever is most effective. They expect the flexible support fund we expect to continue next year.

Number of 18-24 year old Essex residents on an Apprenticeship

Source: National Apprenticeship Service, 2012

| | |
|----------|-----------------|
| LEA | Essex |
| Age Band | 18-24 year olds |

| Starts (a) | Data Source | | | |
|-----------------------|-------------|--------------------|---------|---------|
| | Collection | Academic Year | | |
| | Full Year | In Year (as at Q4) | | |
| Learner Home District | 2010-11 | 2009-10 | 2010-11 | 2011-12 |
| Basildon | 594 | 468 | 575 | 619 |
| Braintree | 567 | 383 | 555 | 593 |
| Brentwood | 202 | 142 | 202 | 203 |
| Castle Point | 375 | 286 | 367 | 371 |
| Chelmsford | 544 | 422 | 527 | 600 |
| Colchester | 631 | 418 | 599 | 707 |
| Epping Forest | 319 | 256 | 313 | 343 |
| Harlow | 275 | 189 | 262 | 304 |
| Maldon | 244 | 190 | 237 | 299 |
| Rochford | 263 | 177 | 250 | 325 |
| Tendring | 541 | 417 | 528 | 617 |
| Uttlesford | 222 | 152 | 220 | 261 |
| Grand Total | 4,777 | 3,500 | 4,635 | 5,242 |

(a) Number of people starting an Apprenticeship in each year

| Participation (a) | Data Source | | | |
|-----------------------|-------------|--------------------|---------|---------|
| | Collection | Academic Year | | |
| | Full Year | In Year (as at Q4) | | |
| Learner Home District | 2010-11 | 2009-10 | 2010-11 | 2011-12 |
| Basildon | 1,011 | 834 | 995 | 1,105 |
| Braintree | 901 | 692 | 895 | 1,028 |
| Brentwood | 369 | 277 | 371 | 360 |
| Castle Point | 625 | 501 | 625 | 666 |
| Chelmsford | 908 | 798 | 895 | 1,063 |
| Colchester | 1,040 | 789 | 1,014 | 1,241 |
| Epping Forest | 559 | 462 | 551 | 634 |
| Harlow | 446 | 342 | 435 | 519 |
| Maldon | 397 | 359 | 396 | 483 |
| Rochford | 438 | 325 | 425 | 539 |
| Tendring | 915 | 716 | 902 | 1,098 |
| Uttlesford | 367 | 298 | 366 | 476 |
| Grand Total | 7,976 | 6,393 | 7,870 | 9,212 |

(a) Number of people taking part on an Apprenticeship in each year (including starts from previous years)

Claimant count - age duration with proportions

Source: ONS Crown Copyright Reserved [from Nomis on 23 October 2012]

date September 2012
 age Aged 18-24
 duration Total
 rate Proportion of resident population of age group

| | Total | |
|---------------|--------------|------------|
| | number | rate |
| Basildon | 1,295 | 8.8 |
| Braintree | 725 | 7.0 |
| Brentwood | 270 | 5.0 |
| Castle Point | 515 | 7.1 |
| Chelmsford | 805 | 5.7 |
| Colchester | 985 | 4.4 |
| Epping Forest | 600 | 6.3 |
| Harlow | 550 | 7.7 |
| Maldon | 255 | 5.8 |
| Rochford | 365 | 5.8 |
| Tendring | 980 | 9.3 |
| Uttlesford | 170 | 3.4 |
| Total | 7,520 | 6.4 |

Rates for local authorities from 2011 onwards are calculated using the mid-2010 resident population for the appropriate age group.

Number of 18 & 19 year old NEET in Essex - Aug 12

Source: Essex County Council, 2012

| District | Age | | | |
|---------------|------------|------------|------------|------------|
| | 18 | | 19 | |
| | Aug 12 | Jul 12 | Aug 12 | Jul 12 |
| Braintree | 88 | 79 | 70 | 70 |
| Maldon | 46 | 37 | 36 | 33 |
| Chelmsford | 85 | 84 | 84 | 77 |
| Basildon | 185 | 142 | 125 | 103 |
| Brentwood | 43 | 29 | 33 | 26 |
| Castle Point | 71 | 45 | 59 | 52 |
| Rochford | 62 | 50 | 44 | 38 |
| Colchester | 106 | 104 | 113 | 91 |
| Tendring | 120 | 101 | 110 | 98 |
| Epping Forest | 58 | 46 | 55 | 53 |
| Harlow | 53 | 35 | 50 | 48 |
| Uttlesford | 30 | 27 | 33 | 29 |
| Essex | 947 | 779 | 812 | 718 |

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| AGENDA ITEM 6 | |
| EDEH/27/12 | |
| Committee: | Economic Development, Environment and Highways Policy & Scrutiny Committee |
| Date: | 15 November 2012 |
| CALL IN OF DECISION TAKEN BY THE NORTH ESSEX PARKING PARTNERSHIP ON CCTV CAR – OPTIONS APPRAISAL | |
| Enquiries to: | Christine Sharland, Governance Officer 01245 430450 Christine.sharland@essex.gov.uk |

Under the North Essex Parking Partnership (NEPP) Joint Committee Agreement 2011 this Committee (EDEHPSC) may call in a decision of the NEPP Joint Committee.

At its meeting on 4 October 2012 (Minute 18) it was RESOLVED that the Joint Committee:

- i) Considered the report from the Parking Partnership Group Manager outlining the different procurement options and associated risks.
- ii) Agreed to the introduction of a Partnership Joint Lease for a period of one year (THREE voted FOR, and ONE (Councillor Stock) voted AGAINST.
- iii) Requested that a further, more detailed options appraisal is carried out during the one year trial period of CCTV Car operation.
- iv) Requested Essex County Council officers to provide a definitive list of responsibilities for Essex County Council (Traffic Regulation Orders), The North and South Parking Partnerships and the Local Highway Panels.

As a Member of this Committee Councillor Linda Mead called in this decision, and a copy of her Call-In including the reasons for her action is attached at Appendix A.

In line with the County Council's procedure for handling the call in of a decision, an informal meeting was held on 24 October, and a note of that meeting is attached at Appendix B. Following that meeting Councillor Mead agreed to withdraw her Call In on this decision. Therefore the matter has been resolved.

Action required by the Committee:

The Committee is requested to note the activity that occurred in respect of this decision. However, it is not required to take any further action as the Call In has been withdrawn.

Please note that while this report has been submitted for noting purposes at this time, the Parking Partnerships has been identified as a subject for future scrutiny review in the Committee's Forward Look after May 2013.

Notice of Call in made by Linda Mead on 15 October 2012

I wish to call in the decision taken by the North Essex Parking Partnership as shown in minute 18 (of the meeting held on 4 October).

The officer view, as stated in the minutes makes clear that there is no evidence to back up the claim that parking outside schools is causing accidents:

“Ms. Vicky Duff (Essex County Council) confirmed to Councillor Stock that in terms of risks, accidents and danger in the 'KEEP CLEAR' areas outside schools, this was in the main anecdotal and not evidence based. There is a widely held view by the public of a perceived problem with regards to child safety, though the evidence available does not support this view.”

The Risk Strategy, agreed on the same agenda, highlighted the dangers (risk 1.8) of "Decisions taken on a political basis as opposed to being considered on their own merits".

The decision to introduce a CCTV Spy Car to tackle parking problems was not made on its own merits, it was a decision taken purely on the basis of the potential to generate financial income, not on the basis of tackling congestion or improving road safety. The decision was made without all the facts being available and without other options being considered.

There has been no consultation with members or any of our partners or key stakeholders. A further decision was taken by the NEPP committee to request a definitive list of Traffic Regulations Orders as it is not known how many schools have the appropriate Orders in place, without which the Spy Car will not be able to issue any tickets.

The decision is premature and ill-considered as the main parking problem around most schools is that of inconsiderate parents blocking private driveways and causing congestion; none of these problems will the Spy Car be able to resolve as it will only be able to issue tickets to cars parked on officially designated no-stopping zones, if any actually exist. It will not be able to give tickets to offenders stopping on double-yellow lines or deliberately parking in front of a private driveway, or causing an obstruction.

Note of an informal meeting regarding the call in of a decision taken by the North Essex Parking Partnership on 4 October 2012 held at County Hall, Chelmsford, on Wednesday, 24 October 2012

Present:

Councillors: Susan Barker, Chairman of the North Essex Parking Partnership; Linda Mead, responsible for calling in the decision; Simon Walsh, Chairman of the Economic Development, Environment and Highways Policy and Scrutiny Committee.

The following officers were present in support throughout the meeting:

Colin Ismay, Head of Scrutiny, Essex County Council

Robert Judd, Democratic Services Officer, Colchester Borough Council

Richard Walker, Parking Partnership Group Manager

Councillor Simon Walsh in the Chair.

1. CCTV car – Options Appraisal

As it was not straightforward in that it involved the call in of a decision taken by the Parking Partnership, the Chairman and Colin Ismay outlined the process to be followed in dealing with this call in. It was explained that the informal process was for the parties to come together and have an honest exchange of views to see if there was any possibility of reaching a position whereby the call in could be withdrawn. If the call were not withdrawn, it would be referred to the Policy and Scrutiny Committee for resolution. The options available to the Committee are:

- to refer the decision back to the decision-maker, in this case the North Essex Parking Partnership, setting out in writing its concerns; or
- to refer the matter to Council also with a record of its concerns;
- if the Committee does not refer the decision to either the decision taker or Council, the decision takes effect at the conclusion of the meeting.

It was clarified that the call in related to decision (ii) of minute 18 of the meeting of the Partnership held on 4 October, i.e. the entering into of a lease for a period of one year for the provision of a CCTV car.

Councillor Mead expanded on the reasons for calling in the decision set out in her notice of call in dated 15 October, attached as the Annex to this note. She was concerned that the car would only be able to issue tickets for cars parked in the Keep Clear zone around schools and would not help with any other issues in terms of keeping the traffic moving and preventing inconsiderate parking. She was concerned that the real reason for the decision was the generation of income. She was also concerned about the potential for the car to take photographs of children.

Councillor Barker explained the history behind the decision. It had been on the Partnership's business plan for a long time. It was first discussed in June when Tendring was not represented at the meeting. At the June meeting further clarification

was sought and this was brought to a meeting on 12 July of the Traffic Regulation Order Group. There was no dissent expressed at that meeting at which Tendring was represented and as a result proposals were brought to the Partnership meeting on 4 October.

Councillor Barker explained that the car would not just deal with cars parked in the Keep Clear Zones outside schools and that it can be programmed to recognise the location of a range of parking restrictions and then to take low level photographs which provide enough context to recognise if there has been an offence committed and the number plates of any vehicles concerned. The car is able to go into situations, such as outside a busy school where it is difficult for officers to take action safely and where there is the potential for conflict with the public. Councillor Barker said that she would be asking Members to identify locations that would benefit from being patrolled by the car. The car itself does not issue parking tickets. The information is reviewed in the office and decisions taken on whether or not a ticket is warranted. The Partnership's decision was to enter into a leasing arrangement to trial it for a year, even though this was not the most economical arrangement. Councillor Barker reminded Councillor Mead that Tendring was part of the Partnership which had been established to reduce the deficit that had accrued to the County Council for dealing with parking enforcement. Councillor Barker felt it would be of benefit to the Partnership and to Tendring if Tendring was consistently represented at meetings so that its representative understood the history leading up to a decision.

Richard Walker further explained how the car would operate. Schools were one of the top two places where there were calls to enforce parking restrictions. When staff are seen to be on site parents conform. The staff's remit is to keep traffic moving safely. The car would be able to patrol 5 – 6 schools in a day whereas staff would only be able to visit one. The car can be used at times of peak demand for staff. The car will not be undertaking covert action as it will be clearly marked. Richard acknowledged that this might look like an excuse for generating income and the expectation is that it will pay for itself but the decision had been taken as a way of responding to demands for action to be taken.

Councillor Mead asked if it was feasible for the pilot year to go ahead without the car being used in Tendring. It was explained that this was not a decision that the Chairman could take now in her own right and that any such proposal would need to be considered by the Partnership. The next opportunity would be in December. Richard Walker advised that if the Partnership accepted this proposal then Tendring could be used as a control for the rest of the North area to help gauge the success of the car. In the meantime the use of other options could be explored for implementation in Tendring. Councillor Barker explained that it was hoped to introduce the car in about April 2013 and review progress after the first three months of operation with a report coming to the Partnership in October 2013. Councillor Mead felt that this would give Tendring an opportunity to understand how the car operates and review its position at that time.

The Chairman summed up the following points:

- the filming of children was not an issue as the camera would only be filming at knee height
- this is not covert action and the van will be clearly visible when in use

- it is not just about patrolling Keep Clear Zones outside schools but will be used on hotspots identified to the Partnership
- the Chairman of the Partnership is willing to take to the next meeting of the Partnership a proposal that the car is not initially used in Tendring and that Tendring will reconsider its position when the first quarter's operation of the car is reviewed in October 2013. In the meantime alternatives to using the car will be considered for introduction in Tendring.

The Chairman asked if Councillor Mead was prepared to withdraw her call in on this basis. Councillor Mead indicated that she was minded to do so but asked that she be given more time to consider her position. Colin Ismay indicated that it would be helpful if she could respond by the end of the week. In the meantime he would prepare and circulate to all parties a note of the discussion.

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| AGENDA ITEM 7 | |
| EDEH/28/12 | |
| Committee: | Economic Development, Environment and Highways Policy & Scrutiny Committee |
| Date: | 15 November 2012 |
| FORWARD LOOK (Minute 13/ August 2012) | |
| Enquiries to: | Christine Sharland, Governance Officer 01245 430450 christine.sharland@essex.gov.uk |

The purpose of this report is to provide an update on the Committee's Forward Look.

Highways Briefing

On 20 September the Committee received updates from the Cabinet Member for Highways and Transportation upon various matters that fall within his highways portfolio including the Pothole Programme, Local Highway Panels, Speed Policy Review, and Winter Service.

Task and Finish Group Activity

A brief update on activity being undertaken by individual Task and Finish Groups (TFGs) is set out below:

- **Financial Inclusion**

At the Committee's last meeting it endorsed the Group's interim scrutiny report arising from its review of financial inclusion (Minute 5/August 2012). The Group has received a response from the Cabinet, which it will take into consideration together with other ongoing lines of investigation. It is hoped that the Group will be in a position to submit its final report to the Committee early in the New Year.

- **Future of the Recycling Centres**

The Group has nearly completed its review. However, it is proposed that further consideration will be given to its draft scrutiny report on the Recycling Centres for Household Waste Service in Essex and development of longer term vision for the Service before it is submitted to the Committee.

- **Scrutiny Review of the Off Site Emergency Planning Requirements around Control of Major Accident Hazard (COMAH) Sites in Essex**

Arrangements are in the process of being made for the final scrutiny report of the Safer and Stronger Communities Committee to be submitted to this Committee for its endorsement.

- **Review of Country Parks**

Arrangements will be made in due course for the Group to reconvene to consider some preliminary matters relating to the second phase of the review of country parks.

Motion from Council Passenger Transport Concessionary Fares

At the last full Council meeting in October a motion was referred to this Committee on Passenger Transport Concessionary Fares, and is the subject of a separate report elsewhere on this agenda.

Economic Growth Strategy

Members will be aware that in September 2012 the Cabinet approved the Economic Growth Strategy for Essex, and the Cabinet Member for Economic Growth, Waste and Recycling, has extended various opportunities to all County Councillors to attend sessions on the Strategy and take part in a Member Reference Group.

It is proposed that in the New Year this Committee will consider issues associated with the implementation of the Strategy.

Given the ongoing work taking place in relation to the Strategy, it is important that the Committee has a clear framework with objectives for any scrutiny related work it undertakes, and no duplication of effort with other Member bodies such as the Member Reference Group. The Chairman and Vice Chairmen will take forward the planning of a review on the Strategy and liaise with Committee Members as necessary.

The Forward Look has not been attached to this report as a schedule itemising what issues will be considered at particular meetings as arrangements could not be confirmed at the time of writing.

ACTION REQUIRED BY THE COMMITTEE

The Committee is requested to note this report.

Please could Committee Members note that the Management Information Scorecards for August 2012 have been published on the intranet site under 'Our Council' / 'Our Performance' / 'Directorate MI Scorecards'. It was agreed at the Committee's

workshop in November 2011 that issues from the scorecards would not automatically be referred to a formal meeting unless there are exceptional reasons for doing so.

