



Essex County Council

# Place Services and Economic Growth Policy and Scrutiny Committee

<b>10:30</b>	<b>Thursday, 25 November 2021</b>	<b>Council Chamber County Hall, Chelmsford, CM1 1QH</b>
--------------	---------------------------------------	---

**For information about the meeting please ask for:**

Justin Long, Senior Democratic Services Officer

**Telephone:** 033301 39825

**Email:** democratic.services@essex.gov.uk

## **Essex County Council and Committees Information**

All Council and Committee Meetings are held in public unless the business is exempt in accordance with the requirements of the Local Government Act 1972.

Members of the public will be able to view and listen to any items on the agenda unless the Committee has resolved to exclude the press and public from the meeting as a result of the likely disclosure of exempt information as defined by Schedule 12A to the Local Government Act 1972.

### **ECC Guest Wifi**

For members of the public, you can now access free wifi in County Hall.

- Please log in to 'ECC Guest'
- Follow the instructions on your web browser

### **Attendance at meetings**

Most meetings are held at County Hall, Chelmsford, CM1 1LX. [A map and directions to County Hall can be found on our website.](#)

### **Access to the meeting and reasonable adjustments**

County Hall is accessible via ramped access to the building for people with physical disabilities. The Council Chamber is accessible by lift located on the first and second floors of County Hall. However, access and space for the public is extremely limited due to COVID secure requirements.

Induction loop facilities are available in most Meeting Rooms. Specialist headsets are available from Reception.

## Accessing Documents

If you have a need for documents in, large print, Braille, electronically or in alternative languages and easy read please contact the Democratic Services Officer before the meeting takes place. For further information about how you can access this meeting, contact the Democratic Services Officer.

The agenda is also available on the Essex County Council website, [www.essex.gov.uk](http://www.essex.gov.uk) From the Home Page, click on 'Running the council', then on 'How decisions are made', then 'council meetings calendar'. Finally, select the relevant committee from the calendar of meetings.

## Audio recording of meetings

Please note that in the interests of improving access to the Council's meetings, a sound recording is made of the public parts of many of the Council's Committees. The Chairman will make an announcement at the start of the meeting if it is being recorded.

We are experimentally streaming some meetings on the [ECC Democracy YouTube Channel](#). You may wish to see if this meeting is being streamed but please remember that this is an experimental service. There is also an [audio broadcast accessible via our website](#).

If you are unable to attend and wish to see if the recording is available, you can visit the ECC Democracy YouTube Channel or, for the audio recording check the [Calendar of Meetings](#) any time after the meeting starts. Any audio available can be accessed via the box in the centre of the page, or the links immediately below it.

Should you wish to record the meeting, please contact the officer shown on the agenda front page.

		<b>Pages</b>
<b>1</b>	<b>Membership, Apologies, Substitutions and Declarations of Interest</b>	<b>5 - 5</b>
<b>2</b>	<b>Minutes from the previous meeting</b> To approve as a correct record the Minutes of the meeting held on 28 October 2021.	<b>6 - 9</b>
<b>3</b>	<b>Questions from the Public</b> A period of up to 15 minutes will be allowed for members of the public to ask questions or make representations on any item on the agenda for this meeting. No statement or question shall be longer than three minutes and speakers will be timed. If you would like to ask a question at this meeting, please email <a href="#">Democratic Services</a> by 12 noon the day before (Wednesday 24 November).	

- |          |  |                |
|----------|--|----------------|
| <b>4</b> | <b>Cabinet Member Update – Councillor Butland</b><br>To receive an update ( <b>PSEG/09/21</b> ) and presentation from Councillor Butland, Cabinet Member for Devolution, the Arts, Heritage and Culture on how the performance measures outlined in Everyone’s Essex – Our Plan for Levelling Up the County: 2021-2025 will be achieved. | <b>10 - 12</b> |
| <b>5</b> | <b>Essex Enhanced Bus Partnership</b><br>To consider the proposed Enhanced Partnership Plan and Scheme ( <b>PSEG/10/21</b> ) following an update from Helen Morris, Head of the Integrated Passenger Transport Unit.   | <b>13 - 31</b> |
| <b>6</b> | <b>Review of the Essex Minerals Local Plan 2014</b><br>To receive an update ( <b>PSEG/11/21</b> ) and presentation on the review of the Essex Minerals Local Plan (2014) from Richard Greaves, Chief Planning Officer (County Planning and Major Development).   | <b>32 - 36</b> |
| <b>7</b> | <b>Work Programme</b><br>To receive an update ( <b>PSEG/12/21</b> ) on the current Committee Work Programme.   | <b>37 - 40</b> |
| <b>8</b> | <b>Date of Next Meeting</b><br>To note that the next meeting is scheduled to take place on Friday 10 December 2021 at County Hall.   |                |
| <b>9</b> | <b>Urgent Business</b><br>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)

The following items of business have not been published on the grounds that they involve the likely disclosure of exempt information falling within Part I of Schedule 12A of the Local Government Act 1972. Members are asked to consider whether or not the press and public should be excluded during the consideration of these items. If so it will be necessary for the meeting to pass a formal resolution:

**That the press and public are excluded from the meeting during the consideration of the remaining items of business on the grounds that they involve the likely disclosure of exempt information falling within Schedule 12A to the Local Government Act 1972, the specific paragraph(s) of Schedule 12A engaged being set out in the report or appendix relating to that item of business.**

**10**

**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.

## Agenda item 1

**Committee:** Place Services and Economic Growth Policy and Scrutiny Committee

**Enquiries to:** Justin Long, Senior Democratic Services Officer

### **Membership, Apologies, Substitutions and Declarations of Interest**

#### **Recommendations:**

To note

1. Membership as shown below
2. Apologies and substitutions
3. Declarations of interest to be made by Members in accordance with the Members' Code of Conduct

#### **Membership**

(Quorum: 5)

Councillor A Goggin	Chairman
Councillor D Blackwell	Vice-Chairman
Councillor C Cannell	
Councillor S Crow	
Councillor P Honeywood	
Councillor D Land	
Councillor R Moore	
Councillor L Scordis	
Councillor L Shaw	Vice-Chairman
Councillor M Skeels	
Councillor M Steel	
Councillor M Stephenson	
Councillor M Vance	
Councillor H Whitbread	

---

## **Minutes of the meeting of the Place Services and Economic Growth Policy and Scrutiny Committee, that was held in the Council Chamber, County Hall, Chelmsford on Thursday, 28 October 2021**

[A YouTube recording of the meeting is to be found online.](#)

### **Present:**

#### **Members:**

Councillor A Goggin	Chairman
Councillor D Blackwell	Vice-Chairman
Councillor P Honeywood	
Councillor D Land	
Councillor R Moore	
Councillor L Scordis	
Councillor L Shaw	Vice-Chairman
Councillor M Skeels	
Councillor M Steel	
Councillor M Stephenson	
Councillor M Vance	
Councillor H Whitbread	

#### **ECC Officers:**

Mark Doran	Director, Sustainable Growth
Clare Perkins	Business Intelligence Partner
Justin Long	Senior Democratic Services Officer (clerk to the meeting)
Lisa Siggins	Democratic Services Officer
Michael Hayes	Democratic Services Assistant

Also in attendance were:

Councillor M Buckley, Cabinet Member for Waste Reduction and Recycling (to Item 6)  
Councillor L Wagland, Cabinet Member for Economic Renewal, Infrastructure and Planning  
Councillor T Cunningham, Deputy to the Cabinet Member for Economic Renewal, Infrastructure and Planning

### **1. Welcome and Introduction**

Councillor Goggin, the Chairman of the Place Services and Economic Growth Policy and Scrutiny Committee, welcomed those in attendance. He noted that the meeting was taking place under the rules of social distancing, and that if anyone moved from their seat, they should wear a facemask.

### **2. Membership, Apologies, Substitutions and Declarations of Interest**

The report on Membership, Apologies and Declarations was received, and it was noted that:

1. The membership of the Place Services and Economic Growth Policy and Scrutiny Committee was as shown in the report.
2. Apologies had been received from Councillors Crow and Cannell.
3. No Declarations of interests were made.

The Chairman, Councillor Goggin, reminded members that any interests must be declared during the meeting if the need to do so arose.

### **3. Minutes and Matters Arising**

Following an amendment to note Councillor Stephenson was in attendance, the Minutes of the meeting held on Thursday 23 September 2021 were approved as a correct record and would be signed by the Chairman.

### **4. Questions from the Public**

It was noted that no questions had been received from the public.

### **5. Cabinet Member Update**

Councillor Buckley, Cabinet Member for Waste Reduction and Recycling, gave a verbal update on his portfolio and how the performance measures in *Everyone's Essex – Our Plan for Levelling Up the County: 2021-2025* would be achieved.

Following the presentation, members were invited to ask questions and provide comment.

Key points raised during this discussion included:

- The focus on waste minimisation as a key priority including issues around avoidable food waste;
- Access to recycling facilities and the lack of uniformity in recycling processes amongst collection authorities across the County;
- The impact of the emerging Environment Bill on current policies and the recycling targets specified in *Everyone's Essex*;
- How the recycling targets would be achieved and the ongoing partnership work with district, borough, and city councils;
- Further work was needed on the measurement (and the reporting) of CO<sub>2</sub> and NO<sub>2</sub> emissions as well as the impact of incinerators;

- How to persuade residents to recycle and to make environmentally friendly lifestyle changes i.e., to move away from single-use plastics;
- Covid-19 had seen the amount of household waste increase (potentially as a result of people working from home).

It was agreed that the Joint Municipal Waste Management Strategy, which aimed to address some of the issues above (e.g., on recycling uniformity), was currently being updated and would be brought to the Committee at a later date.

It was also agreed that the latest recycling data broken down by district would be provided to the Committee.

## 6. Cabinet Member Update – Cllr Wagland

Councillor Wagland, Cabinet Member for Economic Renewal, Infrastructure and Planning, gave a presentation on her portfolio and how the performance measures in *Everyone's Essex – Our Plan for Levelling Up the County: 2021-2025* would be achieved. The presentation can be found [here](#).

During the presentation, it was noted that separate scrutiny sessions could be considered on the management of real estate assets at the Council and the planning process for Nationally Significant Infrastructure Projects (NSIPs).

Following the presentation, members were invited to ask questions and provide comment.

Key points raised during this discussion included:

- Clarification would be provided on the impact of the Marketing Essex media campaigns;
- The problems with the roll-out of superfast broadband and the 'gaps' in some rural areas were highlighted. In response, it was reported that work was ongoing, local information could be found at [www.superfastessex.org/maps](http://www.superfastessex.org/maps), regular member development sessions were being run, and further information would be provided on the timings regarding commercial operators and state-aid;
- The work of the Net Zero Innovation Network was highlighted particularly in regard to housing and the work of Essex Housing;
- Further information would be provided on funding and the areas of the County receiving 'Levelling-Up' monies from Central Government;
- Members were encouraged to provide appropriate support for funding bids to Government, the work of Essex Housing, the distribution of Business Adaptation Grants, as well as to promote the [Essex High Street Business Summit](#) on 24 November, 2021.



**7. Task and Finish Group**

After noting that Councillor Stephenson was also a member of the proposed Group, it was

**Resolved**

To approve the 'scoping document' for the Local Highway Panels Task and Finish Group.

**8. Work Programme**

The report was noted. A further update would be presented to the Committee for consideration at its 25 November meeting.

**9. Date of Next Meeting**

The committee noted that the next scheduled meeting would be held on Thursday 25 November and the rearranged December meeting would take place on Friday 10 December 2021 (both at County Hall).

**10. Urgent Business**

No items were raised.

**Chairman**

<b>Report title:</b> Devolution, the Arts Heritage and Culture Performance Measures Update	
<b>Report to:</b> Place and Sustainable Economic Growth Scrutiny Board	
<b>Report author:</b> Councillor Graham Butland, Cabinet Member for Devolution, the Arts Heritage and Culture	
<b>Date:</b> 25 November 2021	<b>For:</b> Information
<b>Enquiries to</b> Alison Bielecka, Senior Strategy Adviser, <a href="mailto:alison.bielecka@essex.gov.uk">alison.bielecka@essex.gov.uk</a>	
<b>County Divisions affected:</b> All	

### Introduction

The purpose of this paper is to provide Members with a short overview of the plans that the services which comprise the Devolution, the Arts, Heritage and Culture Portfolio are delivering which contribute towards the Performance Measures identified in Everyone's Essex.

Please note that this update, the first on the Everyone's Essex performance measures, is relatively high-level as it is proposed that officers will be attending on the 10 January to discuss Visit Essex and Green Infrastructure in more detail. It is also planned that the Culture and Green Spaces Team will attend in early 2022 to discuss the improvement in the culture and arts offer along with the country parks. This will give members an opportunity to discuss their plans in more detail. This portfolio, in addition to the specific outcomes outlined below, has a role to play in Essex County Council's (ECC) ambitions around levelling up for all our residents.

### Everyone's Essex Performance Measures

Within Everyone's Essex there are four strategic aims and 20 commitments overall. The commitments against which the Devolution, the Arts, Heritage and Culture portfolio is delivering are:

Strategic Aim	Commitment	Performance Measure
Strong, Inclusive & Stable Economy	4. Future Growth and investment	Improvement in the Culture & Arts Offer in Essex
Strong, Inclusive & Stable Economy	4. Future Growth and investment	Impact of tourism
High Quality Environment	9. Levelling up the Environment	Number of trees planted by the Essex Forrest Initiative
High Quality Environment	9. Levelling up the Environment	Visitor number to Country Parks

This paper focuses on the outcomes outlined above, but there is a role for the arts, heritage, and culture across all four strategic outcomes including health and wellbeing and children and families.

### **Improvement in the Culture and Arts Offer in Essex County Council**

ECC has recognised that more can be done to support the arts and culture sector in Essex. In the East of England there are six National Portfolio Organisations, (NPOs) funded by the Arts Council England to develop arts and culture across the regions. For information, this paper includes organisations in Greater Essex.

Colchester Arts Centre	Combined arts	Colchester	<a href="http://www.colchesterartscentre.com">www.colchesterartscentre.com</a>
Mercury Theatre	Theatre	Colchester	<a href="http://www.mercurytheatre.co.uk">www.mercurytheatre.co.uk</a>
Focal Point Gallery	Visual arts	Southend-on-Sea	<a href="http://www.focalpoint.org.uk">www.focalpoint.org.uk</a>
Kinetika People	Combined arts	Thurrock	<a href="http://www.kinetikaonline.co.uk">www.kinetikaonline.co.uk</a>
Metal Culture Ltd	Combined arts	Southend-on-Sea	<a href="http://www.metalculture.com">www.metalculture.com</a>
National Skills Academy	Not specific	Thurrock	<a href="http://www.nsa-ccskills.co.uk">www.nsa-ccskills.co.uk</a>

Over the coming months, we will be learning more about the cultural organisations across Essex including the NPOs, Arts Council England, National Lottery Heritage Fund as well as the organisations and groups which city, district and borough councils work with to identify what ECC could usefully support. Measurement will be against activity, investment and growth in the arts and cultural sector where ECC has had direct intervention either financially or substantively.

People who live in deprived areas are those who are least likely to access culture. People in deprived areas are not uninterested in culture, but there can be a lack of opportunity and the perception that to participate in the arts you must visit a gallery or museum perpetuates the myth that culture and the arts is not for everyone. The success of the world-famous Notting Hill Carnival which grew from a small local event to one that is recognised across the world is proof that it is lack of opportunity which is the biggest barrier to participation rather than poverty itself.

Culture, heritage, and the arts have been used to drive physical and social regeneration, build cohesive communities, and change the way that places are perceived. Large scale initiatives such as being City of Culture alongside micro projects where for example, a local community might be involved in designing and looking after a play area, commissioning a public art project, or rejuvenating a library plays a role in changing the way an area is seen and in building local confidence and social capital. Towns with opportunities for people to enjoy themselves and participate in cultural activities will attract visitors and inspire a sense of pride in the community, encourage strong community bonds, active citizenship, and attract people to live in the area.

### **Impact of Tourism**

The [LGA](#) refers to the ‘pulling power’ of arts and culture: visitors to a theatre, museum, or festival spend money on their ticket or entrance fee, meals in local restaurants and shops and perhaps hotel bookings as part of their visit. The arts and culture industry contribute £10.8 billion a year to the UK economy, provides 363,700 jobs and £2.8 billion a year to the

Treasury via taxation. Tourism is worth £3+ billion to Essex. [Visit Essex](#) is already working to try to change people's perceptions of Essex and to support the tourism and hospitality industry, providing resources, advice and signposting to enable their members to attract people to invest, live, work and study in Essex.

The COVID pandemic has had a huge impact on travel and tourism throughout 2020, and while we have supported our members throughout the pandemic, helping them to apply for funding and signposting them to campaigns like the good to go kitemark so that visitors could still visit and be safe, we anticipate the value of tourism in 2020/21 to be lower than the 2019/2018 baselines. The team are planning to use the 2020/2021 figures once released to set a baseline from which to work. The Visit Essex team sit within ECC's Sustainable Economic Growth team, ensuring that the work Visit Essex is doing to position Essex as a place for tourists to visit complements the wider place-marketing activities to promote Essex as a place to work, study, invest and live in. Many of our tourist destinations are coastal areas which have limited employment opportunities. Jobs within the tourism industry are often seasonal and lower paid and so our support to these areas will continue to be important as we support them, along with colleagues from the economic development team to recover.

#### **Number of trees planted by the [Essex Forrest Initiative](#)**

In October 2019, we committed to plant 375,000 trees over the next five years. The primary reason is to lock up carbon, offsetting the carbon produced which is contributing to ongoing climate change. The trees will be planted across Essex, including on our own and other council land and land from partners in voluntary sectors. The first year's planting target was 25,000 trees with 38,615 planted. Essex County Council was successful in securing a £300,000 grant from the Forestry Commission called the Local Authority Treescape Fund, which is designed to support tree planting outside of woodlands. As such, work has been undertaken with borough and district partners to deliver the planting and maintenance of 5,595 trees. Tree planting this year will commence between November and February.

#### **Visitor number to Country Parks**

ECC has several [Country Parks](#) which have welcomed more visitors than ever throughout the pandemic and green spaces (both urban and rural) continue to be important for residents' wellbeing and physical health. For the 3 years 2017 - 2020 annual visitor numbers were between 892k and 971k. Last year saw 1.4m visitors, the highest number of visitors to the Country Parks and the team are working to try to maintain these numbers, although the higher number will reflect fewer places being open and available for residents to visit.

<b>Report title:</b> Essex Enhanced Bus Partnership	
<b>Report to:</b> Place Services and Economic Growth Policy and Scrutiny Committee	
<b>Report author:</b> Helen Morris, Head of Integrated Passenger Transport Unit	
<b>Date:</b> 25 November 2021	<b>For:</b> Consideration
<b>Enquiries to:</b> <a href="mailto:helen.morris@essex.gov.uk">helen.morris@essex.gov.uk</a>	
<b>County Divisions affected:</b> All	

## Introduction

1. [Bus Back Better](#), the Government's new national bus strategy was published in March 2021. It required local transport authorities to meet three commitments:
  - To make a statement of intent on either franchising or Enhanced Partnerships by June 2021
  - To publish a Bus Service Improvement Plan by the end of October 2021
  - To put an Enhanced Partnership in place (if that is the chosen route) by the end of March 2022.
2. ECC has met the first two requirements. It is now in the process of meeting the third and is currently out to [consultation](#) on the first proposed Enhanced Partnership Plan and Scheme for Essex. The EP Plan and Scheme is also attached at Annex A.

## Action required

3. The Committee is asked to consider the proposed Enhanced Partnership Plan and Scheme and make any recommendations.

## Everyone's Essex

4. Buses contribute to all four priorities in Everyone's Essex:
  - **the economy:** buses get people to work and training; to the shops and leisure facilities; and support local jobs – all without contributing to the growth limiting impacts of congestion;
  - **the environment:** buses help improve air quality by reducing emissions from traffic. Poor air quality is linked to a significant number of adverse health impacts.
  - **children and families:** buses get children to nursery, school and college; they get parents to work; support family days out; and link generations together.
  - **promoting health, care and wellbeing for all ages:** buses support younger and older people particularly to get out and about; to meet friends; have company and care; access health appointments; and be independent.

## Background

5. Pre-Covid there were over 40 million journeys on the bus network in Essex every year. At its lowest that dropped to 12 million during the first lockdown. Buses bring a huge range of benefits to individuals and communities. They also have a key immediate role in mitigating air quality and climate change emissions.
6. Measures to return the bus network to previous levels of patronage and then grow it will benefit everyone. Essex County Council published their [Bus Service Improvement Plan](#) in October. Enhanced Partnerships (background [here](#)) are a way for local authorities to work with operators and wider partners to improve bus services. They are expected to be the main mechanism to enable the delivery of Bus Service Improvement Plans.
7. Essex's first Enhanced Partnership focuses on:
  - commitments that will bring real benefits to passengers from their introduction in April;
  - commitments that fit with the current delivery timetable;
  - commitments that put future work on a firm footing.
8. The full list of commitments are set out in the Enhanced Partnership Scheme at Annex A.
9. The expectation is that this is the first of many Enhanced Partnership schemes – not least because we expect the 12 district level network reviews launched by the BSIP to each produce their own scheme.
10. An Enhanced Partnership has to complete a statutory process before it can be made:
  - Formal declaration of intent to pursue an Enhanced Partnership - complete
  - 28-day bus operator consultation – complete
  - Public consultation – ongoing
  - Second 28-day bus operator consultation – due January
  - Enhanced Partnership is made – due March Cabinet.

## Next Steps

11. Public consultation finishes on 3 December.
12. We will then review feedback and discuss possible changes with bus operators.
13. There will then be a further 28-day statutory consultation with bus operators in January.
14. A final decision on the Enhanced Partnership will be taken at March Cabinet.

## List of Appendices

Appendix A – draft Enhanced Partnership Plan and Scheme

## DRAFT

# THE ESSEX ENHANCED PARTNERSHIP PLAN 2022-2027 AND FIRST ESSEX ENHANCED PARTNERSHIP SCHEME

## INTRODUCTION

- 1 In June 2021 Essex County Council issued its formal statement of intent to proceed with an Enhanced Partnership. This Enhanced Partnership is intended to deliver the vision and ambition set out in the Essex Bus Service Improvement Plan 2021 – 2026.
- 2 Safer Greener Healthier (SGH) is Essex County Council's vision for travel across Essex. It aims to deliver a shift towards active and sustainable travel by encouraging Essex residents to rethink their journeys. The SGH vision is to make it as easy as possible for residents to travel more sustainably (walking, cycling, e-scooting or taking the bus or train). Bus travel is safer, greener and healthier than travel by car, both for individuals and for communities. If you travel by bus, rather than car, everyone benefits.
- 3 Buses also help deliver the four key objectives set in ECC's organisational strategy:
  - **A strong, inclusive and sustainable economy:** buses support strong local economic growth. They provide access to education and training to help people develop their skills; they provide employment opportunities and also get people to work; they are disproportionately used by those on lower incomes and can be critical in linking job seekers and jobs; they link people with shops and leisure and can support a vibrant night time economy; they also allow urban shopping centres to be green and attractive and to feel safe. They generate economic growth without the costs of congestion, crashes, air pollution and carbon emissions.
  - **A high quality environment:** moving your longer journeys from car to bus helps improve air quality and reduce carbon emissions. The greatest single climate change mitigation measure for the transport sector in Essex is to transfer journeys from car to bus, bike or walking. That is true even given a wholly diesel bus fleet. Bus, bike and walking as the predominant modes for urban areas enable the creation of a more attractive environment than one dominant by road space for cars and large scale often multi-storey car parking.
  - **Health, wellbeing and independence for all ages:** buses are disproportionately used by older and younger people and by people with a disability. They provide independence and an ability to access healthcare, education, training and services. For many people they are a key part of being able to live independently and successfully in their community.
  - **A good place for children and families to grow:** using the bus means you're investing in your community. You're supporting access to services and ensuring that communities are diverse and not just a good place to live for those with one or even two cars. Switching journeys to bus also helps improve air quality and reduce carbon emissions. Bus journeys are often a social occasion for regular passengers, allowing people to build friendships and networks that combat loneliness and ensure towns and villages don't feel isolated.

## BSIP Objectives and Enhanced Partnership approach

<b>BSIP Objectives</b>	<b>EP Approach</b>
1. Rebuilding the Essex bus network to recover from the impact of the Covid 19 pandemic	<ul style="list-style-type: none"><li>• To improve customer information and make bus travel more accessible and attractive</li><li>• To develop a clear Essex identity for bus travel</li></ul>

	<ul style="list-style-type: none"> <li>• To develop a single portal for information and advice</li> </ul>
2. Developing an attractive, sustainable, affordable, bus network offering a realistic alternative to car use for as many people as possible.	<ul style="list-style-type: none"> <li>• To invest in schemes that deliver bus network and service improvements</li> <li>• To seek funding for transformational projects, delivering a step change in service delivery and a zero carbon fleet; to provide better access to jobs, training and education; to provide a high quality rapid transit service; to rejuvenate market town services; and to offer digital demand responsive services to those who currently have no access to services</li> <li>• To make improvements to ticketing</li> </ul>
3. Reversing the long term decline in passengers both in absolute terms and as a modal share of all journeys	<ul style="list-style-type: none"> <li>• To undertake twelve wholesale reviews of the commercial and supported network on a district geography basis and identify opportunities for improvement</li> <li>• To include in those reviews the network (e.g. routes and service frequencies); the supporting infrastructure (e.g. bus priority); ticketing and vehicle standards</li> </ul>
4. Improving public health and helping address climate change by reducing carbon emissions and pollutants such as particulate matter, nitrogen dioxide, ozone and sulphur dioxide produced by people travelling to and around Essex.	<ul style="list-style-type: none"> <li>• To identify opportunities for improved vehicle technology and modal shift</li> </ul>

4 [The Competition and Markets Authority has been consulted on the proposals as required by section 138F of the Transport Act 2000 (**'the 2000 Act'**) and that the [name of authority] is satisfied that the competition test at Part 1 of Schedule 10 of 2000 Act has been met. – ***NB the CMA will be consulted once the first 28 day period of consultation with operators has completed and if there is agreement to proceed (i.e. the objection threshold has not been met)***]



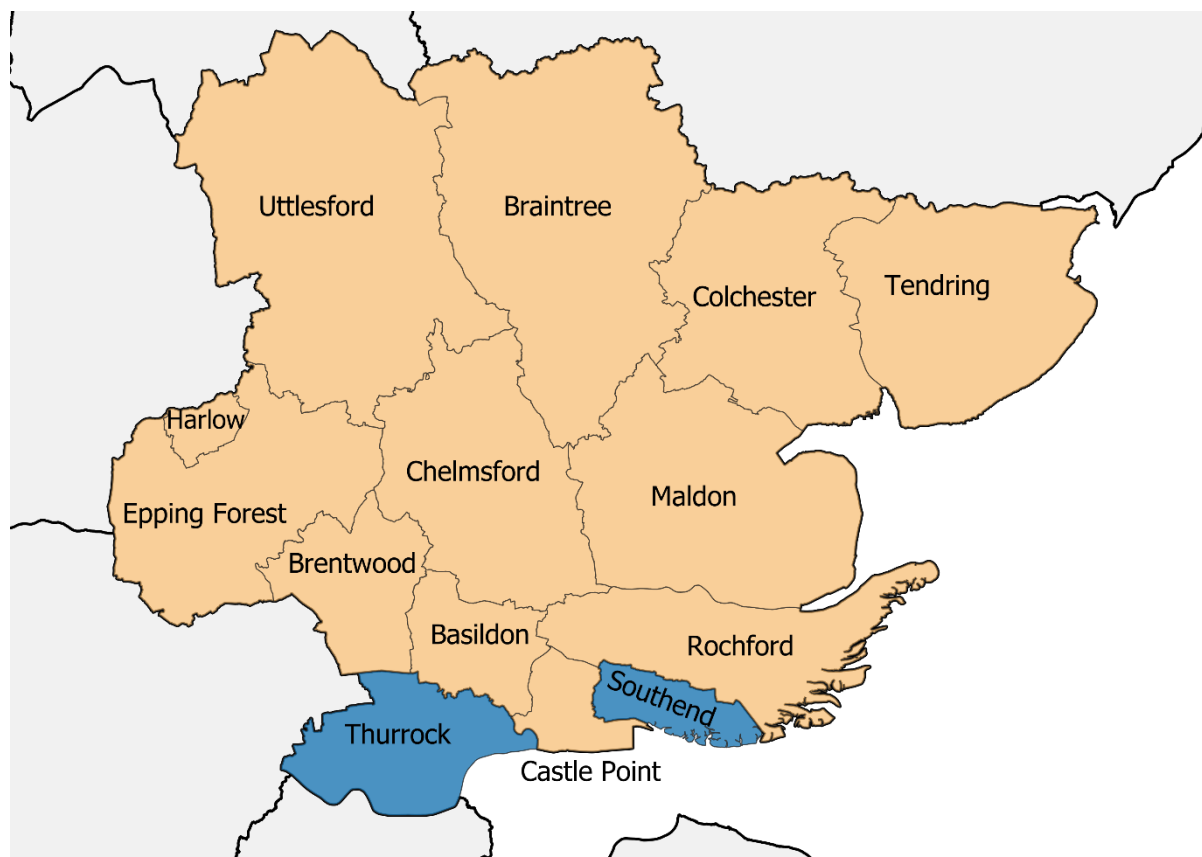
## PART 1 - EP PLAN

### THE ESSEX COUNTY COUNCIL ENHANCED PARTNERSHIP PLAN FOR BUSES IS MADE IN ACCORDANCE WITH SECTION 138G(1) OF THE TRANSPORT ACT 2000 BY ESSEX COUNTY COUNCIL

#### Enhanced Partnership Plan Area and Time Period

- 1 The Essex Enhanced Partnership Plan will cover the entire administrative County of Essex as shown in the Map below:

#### Administrative Essex (the Enhanced Partnership area does not cover Southend and Thurrock Unitary Authorities).



- 2 The plan is for a period of five years covering the period April 2022 to April 2027.

#### Impacts on the local bus market

- 3 The relevant factors that will affect, or have the potential to affect, the local bus market over the life of this plan (April 2022 to 2026) are:
  - The future commercial sustainability of the network
  - Changes to travel patterns as a result of the covid pandemic
  - Network capacity and congestion
  - Climate change and air quality impacts
  - Local authority resourcing and capacity

#### Passenger Experience

- 4 Essex County Council invests in the annual passenger survey undertaken by Transport Focus. The key results are below:

## Key results

Satisfaction (%)	2016 all satisfied	2017 all satisfied	2018 all satisfied	2019 all satisfied	2019 very satisfied	2019 fairly satisfied	2019 neither /nor	2019 all dissatisfied	2019 base size
<b>Overall journey satisfaction</b>									
<b>All passengers</b>	<b>86</b>	<b>85</b>	<b>80</b>	<b>86</b>	<b>46</b>	<b>40</b>	<b>8</b>	<b>5</b>	<b>795</b>
Fare-paying passengers	78	79	72	82	37	44	11	7	307
Free pass holders	95	95	90	92	58	34	5	3	485
Aged 16 to 34	75	70	70	80	21	59	12	8	96
Aged 35 to 59	85	87	79	82	48	34	10	8	159
Passengers commuting	76	73	68	80	28	51	13	7	186
Passengers not commuting	94	95	89	90	57	33	5	4	580
Passengers saying they have a disability	89	87	78	87	44	43	8	5	258
<b>Value for money</b>									
<b>All fare-paying passengers</b>	<b>46</b>	<b>51</b>	<b>44</b>	<b>53</b>	<b>23</b>	<b>30</b>	<b>17</b>	<b>29</b>	<b>290</b>
Aged 16 to 34	31	41	37	47	23	24	22	31	86
Aged 35 to 59	63	60	54	58	22	36	15	27	133
Passengers commuting	43	43	41	50	19	32	20	30	166
Passengers not commuting	52	67	50	59	30	29	13	28	118
<b>Punctuality and time waiting for bus</b>									
Punctuality of the bus	70	68	61	65	38	27	12	23	700
The length of time waited	70	68	63	69	37	32	13	18	764
<b>On-bus journey time</b>									
Time the journey on the bus took	85	83	81	86	53	33	9	5	795

- 5 Perceptions around bus service accessibility, reliability and safety also impact people's willingness to even consider using bus services. As set out above, studies by Transport Focus and undertaken through ECC's own behavioural change scheme have demonstrated a number of key perceptions that serve to limit people's willingness to even try bus services. The common perceptions that these studies suggest are below:

### Barriers to using buses identified by ECC residents

#### Planning a journey

- Unfamiliarity and effort of planning a bus journey for the first time – finding, understanding and working out door-to-door journey times, bus routes, timetables, tickets, payment, etc. adds cognitive load
- Hassle of timekeeping and getting up earlier to factor in walking time + waiting time + journey time
- Unaware of journey planning aids such as mobile bus journey planning apps, bus stop search, walking routes, live bus times, next bus, m-tickets, contactless payment

#### Accessibility and experience at bus stop

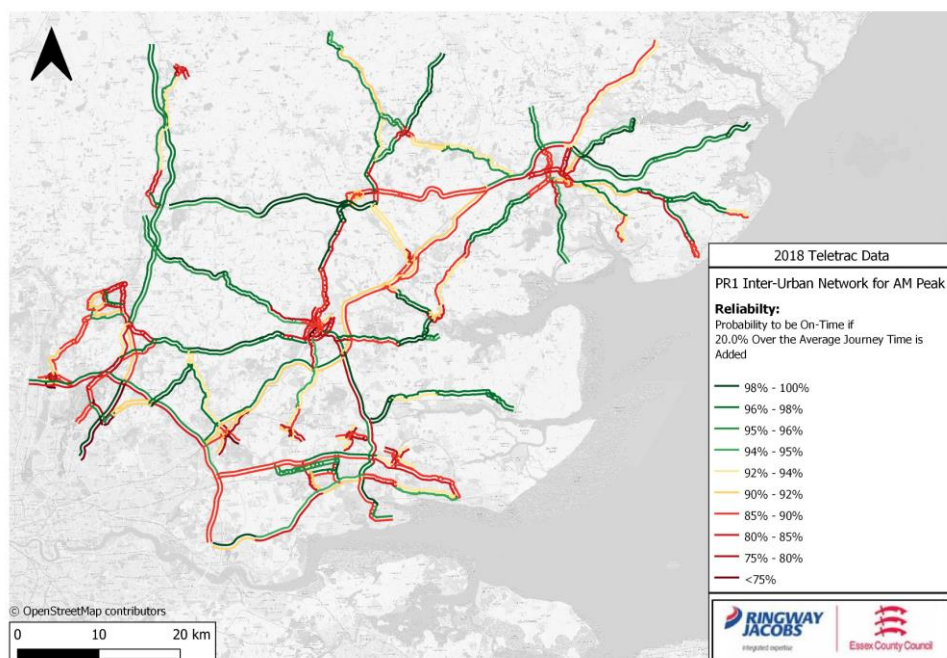
- Lack of easily understandable and real-time information at bus stops – adds anxiety and stress of not knowing if the bus will arrive on time
- Confusion about bus numbers and finding the right stop/stand
- Unaware of journey planning apps with live maps, times, next bus, etc.
- Unreliable arrival times and lost time waiting with the risk of being late and sense of not being "in control"
- Uncomfortable experiences at bus stops with no seating, shelter and lighting, particularly when waiting in the cold, rain and dark
- Worries about personal safety and security on walking routes and at bus stops – heightened at night-time and for younger women
- All amplified when compared with the "home comforts" and convenience of commuting by car

## On Bus Journey Experience

- Uncertainty and variability of journey times makes commuting by bus a stressful and emotionally effortful experience – car commuters crave certainty and control
- Time is of the essence – being late for work/study despite getting up earlier compounds the perceived loss of switching from car to bus
- Overcrowding at peak times and lack of available seats makes for a tiring and off-putting experience, particularly on school routes
- Lack of information inside the bus - not knowing the next bus stop and when to get off adds to the uncertainty for car commuters trialling bus for the first time

## Data on journey speed and the impact of congestion

- 6 It is clear that increases in congestion levels have a significant impact on bus journey speeds and on reliability, punctuality and service efficiency.
- 7 Although we have general data on congestion and journey reliability, we do not hold separate data for buses. An indication of the general impact of congestion on the morning peak is shown below:



## Outcomes

- 8 In order to improve local bus services we need to deliver the following outcomes:
  - Improved journey reliability rising to 95% from 92%
  - Overall passenger satisfaction of at least 86%
  - A return to annual passenger journeys of over 40 million from a covid low of just over 12 million
  - Creating a new paradigm for the delivery of services across the diversity of Essex communities
  - Delivering innovative service solutions that transform people's journeys
  - Transforming the policy framework that underpins and shapes design and decisions to deliver more sustainable travel options
  - Delivering twelve wholesale network reviews to improve services and increase patronage
  - Delivering better and more accessible customer information to enable modal shift
  - Delivering a better overall customer experience

## Interventions and Policies

- 9 The partnership believes the following key interventions are required:
- The development of new models for services supporting urban areas, areas of relative deprivation, new developments, rural areas and market towns;
  - Better information and a clear identity for the network to support current and potential passengers
  - Improved networks supported by better infrastructure, offering clearer information, better ticketing, higher quality, frequency and better integration

## Review and Consultation Process

- 10 The Enhanced Partnership Plan will be reviewed annually alongside the Bus Service Improvement Plan (BSIP). The review process will follow that of the BSIP which is as follows:
- The Essex BSIP will be directed and overseen by two governing bodies. The First is the Essex Bus Strategy Forum (EBSF). The second is the Essex Bus Strategy Board (EBSB). These are advisory bodies and have no formal decision making powers.
- 11 The Essex Bus Strategy Forum will bring together representatives from a wide range of key stakeholder groups to review the progress of the BSIP annually and to give recommendations to the EBSB about the priorities for improving the bus network that it should consider for the following year.
- 12 It will meet annually, in the November of each year and will have the following composition:
- Chair: ECC Cabinet Member for Highways Maintenance and Sustainable Transport
  - Deputy Chair: ECC Deputy Cabinet Member for Highways Maintenance and Sustainable Transport
  - Representatives from ECCs governing and opposition political groups
  - ECC officers from Highways & Transport, Education and Finance,
  - All the commercial bus service operators,
  - All voluntary transport sector transport providers,
  - All Essex District, Borough and City Councils
  - Representatives of the wider business sector in Essex (for example, Chambers of Trade, Commerce and Business Improvement Districts)
  - Passenger representative bodies (Essex Transportation Representatives, Bus User Groups, Transport Focus and Bus Users UK)
  - The NHS
  - Observer Status - neighbouring transport authorities
- 13 The Essex Bus Strategy Board will be an executive board comprised of representatives from those groups and bodies that have the key delivery roles for improving the bus network. It will:
- Set future BSIP strategic aims and targets for improving bus services
  - Develop policy and recommendations to steer ECC and wider planning around the shape and direction of the Essex bus network
  - Make policy recommendations around climate change outcomes, health, environmental, development and parking policy from a bus network perspective to ensure that proper weight is given to the opportunities and needs of the bus sector when these decisions are being made.
  - Be embedded as a consultee into wider ECC policy and planning formulation processes including the revised Local Transport Plan

14 The EBSB formally meet twice yearly in December and June of each year (although additional meetings will be arranged as/if the need arises). It will have the following membership:

- Chair: ECC Cabinet Member for Highways Maintenance and Sustainable Transport
- Deputy Chair: ECC Deputy Cabinet member for Highways Maintenance and Sustainable Transport
- Three ECC council members representing opposition groups
- Four members representing the commercial bus industry - one from each of the three leading bus operating companies determined by the number of registered local bus service bus Km run and one nominated by small and medium enterprise bus operators.
- Three members nominated by the Essex Districts/Borough/City Councils
- One member nominated by Essex's Community Transport service providers
- One member from Transport Focus to represent passenger interests

15 The EBSB will make an annual statement to Essex County Council's Cabinet to outline progress towards its goals and make recommendations for policy or measures need to meet its aims.

16 There will also be a further Board, the Enhanced Partnership Management Board (EPMB). This group represents all the parties to the Enhanced Partnership. This is the Board which will formally make decisions on the Enhanced Partnership Plan and Scheme. The role of the EPMB will be to:

- Oversee the delivery of the Enhanced Partnership Plan and Scheme(s),
- Manage the relationship between the partners
- Identify priorities and aims/targets or future 'EP Schemes'
- Identify additional measures that the EP will need to take
- Identify any additional facilities required to meet the objectives of the EP

17 The EPMB will comprise:

- Chair: A Rotating Chair alternating between ECC and the three operator groups
- The Director of ECC Highways and Transport
- The Head of Integrated Passenger Transport Unit ECC
- Three representatives from the large bus operating companies
- Three representatives from Medium sized bus operating companies
- Three representatives from the small sized bus operating companies

## Analysis of local bus services

18 Essex has a relatively extensive local bus network.



19 The four largest urban areas are the focus for the commercial network, with bus operations focusing on high frequency services (10 to 30 minute frequencies) between residential areas, transport hubs and employment, health and shopping centres. Commercial operations tend to focus on daytime operations, broadly between 05:00 and 19:00 and on Mondays to Saturdays.

20 There is also a strong inter-urban commercial network along the main roads linking larger settlement and other attractor sites such as Stansted Airport, including the A120, the A130, the A414, the A13, and the A127.

21 There are less comprehensive commercial networks around the smaller market towns with these being supplemented by interurban services which travel through them as an intermediate destination. However small towns and some areas in larger towns are not commercially attractive.

22 As of 1<sup>st</sup> July 2021, there were four hundred and forty (440) registered local bus services, open to the general public operating in Essex.

23 In the financial year 2019/20 overall the bus network in Essex carried 40,774,681 passenger journeys. Of these some 3,642,437 passenger journeys were carried out by Essex County Council contracted local services in 2019/20. The current estimate for 2020/21 for the overall bus network is 12.7 million passenger journeys.

- 24 The five largest operators in Essex carry 95.57% of passenger journeys in Essex between them.
- 25 Between 2015/16 and 2019/20 bus passenger use in Essex dropped by around 1.4%, from 41,342,995 passengers carried to 40,774,681 passengers carried.
- 26 Essex does appear to have outperformed both the national and England (outside London) trend for bus passenger use, despite the pressures set out above.
- Bus passenger use fell nationally by around **9.9%** and
  - bus use in England outside London fell by **10.7%**

### Objectives of the Enhanced Partnership Plan

- 27 The Objectives of the Enhanced Partnership Plan are those of the Bus Service Improvement Plan:
- Rebuilding the Essex bus network to recover from the impact of the Covid 19 pandemic
  - Developing an attractive, sustainable, affordable, bus network offering a realistic alternative to car use for as many people as possible.
  - Reversing the long term decline in passengers both in absolute terms and as a modal share of all journeys
  - Improving public health and helping address climate change by reducing carbon emissions and pollutants such as particulate matter, nitrogen dioxide, ozone and sulphur dioxide produced by people travelling to and around Essex.

### Enhanced Partnership Plan and relationship to schemes

28 The first Enhanced Partnership scheme is focused on delivering the following elements of the Plan and BSIP objectives:

<b>BSIP Objectives</b>	<b>EP Approach</b>
1. Rebuilding the Essex bus network to recover from the impact of the Covid 19 pandemic	<ul style="list-style-type: none"> <li>• To improve customer information and make bus travel more accessible and attractive</li> <li>• To develop a clear Essex identity for bus travel</li> <li>• To develop a single portal for information and advice</li> </ul>
2. Developing an attractive, sustainable, affordable, bus network offering a realistic alternative to car use for as many people as possible.	<ul style="list-style-type: none"> <li>• To invest in schemes that deliver bus network and service improvements</li> <li>• To seek funding for transformational projects, delivering a step change in service delivery and a zero carbon fleet; to provide better access to jobs, training and education; to provide a high quality rapid transit service; to rejuvenate market town services; and to offer digital demand responsive services to those who currently have no access to services</li> <li>• To make improvements to ticketing</li> </ul>
3. Reversing the long term decline in passengers both in absolute terms and as a modal share of all journeys	<ul style="list-style-type: none"> <li>• To undertake twelve wholesale reviews of the commercial and supported network on a district geography basis and identify opportunities for improvement</li> <li>• To include in those reviews the network (page 25 of 40 and service frequencies); the</li> </ul>

	supporting infrastructure (e.g. bus priority); ticketing and vehicle standards
4. Improving public health and helping address climate change by reducing carbon emissions and pollutants such as particulate matter, nitrogen dioxide, ozone and sulphur dioxide produced by people travelling to and around Essex.	<ul style="list-style-type: none"> <li>• To identify opportunities for improved vehicle technology and modal shift</li> </ul>

29 The measures and facilities to deliver these are set out in the scheme below.

30 The expectation is that future schemes will emerge from the network reviews and potentially for cross border services.

31 Discussions have been undertaken with all neighbouring authorities and cross boundary services and co-operation will form a significant part of the network reviews.



## PART 2 – EP SCHEME

### THE ESSEX COUNTY COUNCIL ENHANCED PARTNERSHIP SCHEME FOR BUSES IS MADE IN ACCORDANCE WITH SECTION 138G(1) OF THE TRANSPORT ACT 2000 BY ESSEX COUNTY COUNCIL

#### EP Scheme Content

- 1 This document fulfils the statutory requirements for an EP Scheme. In accordance with statutory requirements in section 138 of the Transport Act 2000, the EP Scheme document will set out:

**Section 2** - Scope of the Scheme and commencement date

**Section 3** - Obligations on the Authority

**Section 4** - Obligations on Local Bus Operators

**Section 5** – Governance Arrangements

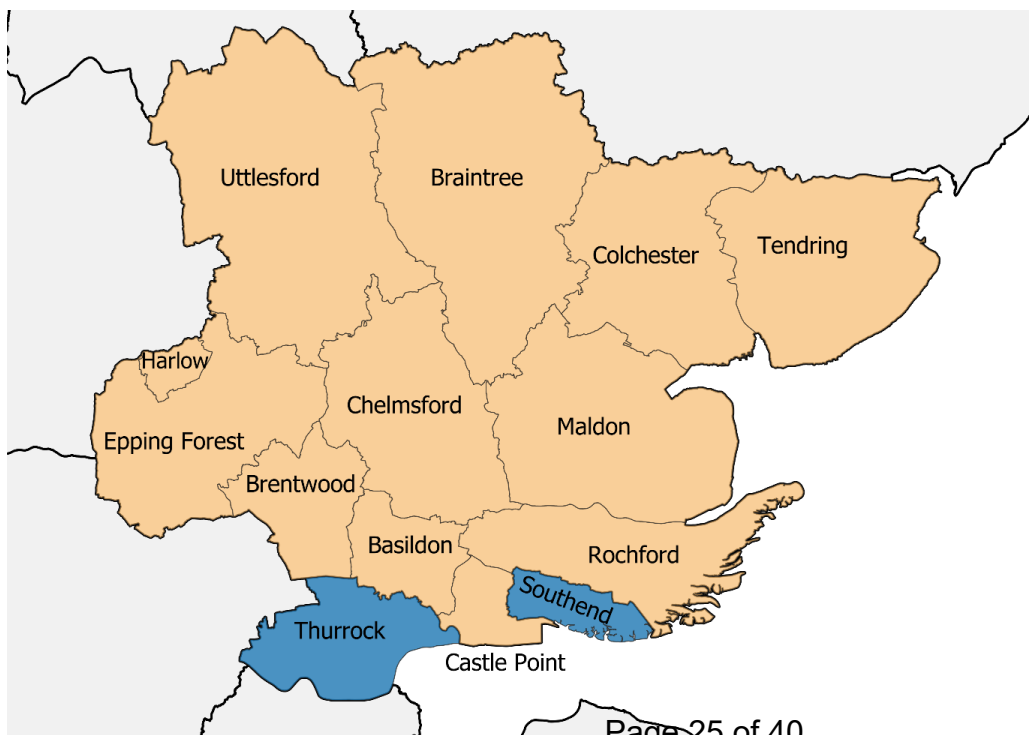
- 2 This document should be considered alongside the associated Enhanced Partnership Plan.
- 3 The EP Scheme has been jointly developed by Essex County Council and those bus operators that provide local bus services in the EP Scheme area. It sets out obligations and requirements on both the local transport authority and operators of local services in order to achieve the intended improvements, with the aim of delivering the objectives of the associated EP Plan.

#### Scope of the EP Scheme and Commencement Date

##### Description of Geographical Coverage

- 4 The EP Scheme will support the improvement of all local bus services operating in the following areas (excluding those run by Transport for London which will be subject to a separate Enhanced Partnership scheme):

The administrative county of Essex as shown below:



5 The administrative county of Essex excludes Southend and Thurrock Unitary Authorities but includes the following City, Borough and District Councils:

1. Uttlesford District Council
2. Braintree District Council
3. Colchester Borough Council
4. Tendring District Council
5. Harlow District Council
6. Epping Forest District Council
7. Chelmsford City Council
8. Maldon District Council
9. Brentwood Borough Council
10. Basildon Borough Council
11. Rochford District Council
12. Castlepoint District Council

6 The Enhanced Partnership Scheme covers the same geographical area as the Enhanced Partnership Plan.

### Commencement Date

7 The EP Plan and scheme are made on ***[TBA but the date will be the March meeting of the ECC Cabinet once the decision has cleared call-in].***

8 The EP Scheme will have no specific end date but will be reviewed by Essex County Council annually as set out in Section 5.

### Exempted Services

9 Services operated by Transport for London are exempted from this scheme.

### Section 3 - Obligations on Essex County Council

10 The scheme places the following obligations on Essex County Council:

Facility	Responsibility	Action	Delivery date
A set of facilities as set out at annex A to this scheme	Essex County Council	The provision of the listed facilities	<ul style="list-style-type: none"> <li>• April 2023</li> </ul>

Measure	Responsibility	Action	Delivery Date
A set of proposals to start to deliver Essex's Bus Service Improvement Plan	Essex County Council	ECC in partnership with operators to develop the five transformation proposals set out in annex B to this scheme. ECC to seek investment from DfT. Delivery is dependent on funding from DfT.	Ongoing
Improvements to customer information	Essex County Council	<ul style="list-style-type: none"> <li>• To develop a single Essex brand for the bus network and</li> </ul>	<ul style="list-style-type: none"> <li>• July 2022</li> </ul>

<p>and the accessibility and attractiveness of bus travel</p>		<p>to use it on ECC digital and physical assets</p> <ul style="list-style-type: none"> <li>• To develop a single branded portal which includes links to bus information, journey planning tools, maps, bus stop information</li> <li>• To develop and launch a joint marketing campaign with operators by October 2022</li> </ul>	<ul style="list-style-type: none"> <li>• October 2022</li> <li>• October 2022</li> </ul>
<p>To progress improvements to the supported local bus network in Essex</p>	<p>Essex County Council</p>	<ul style="list-style-type: none"> <li>• Initial proposals relating to Uttlesford are set out in annex C. These proposals will need to be subject to consultation.</li> </ul>	<ul style="list-style-type: none"> <li>• July 2023</li> </ul>
<p>A wholesale review of the commercial and supported networks, including ticketing and fares and vehicle standards.</p>	<p>Essex County Council</p>	<p>The diversity of the Essex networks means that not all of the following will be applicable, however the reviews will consider:</p> <ul style="list-style-type: none"> <li>• Simple flat or zonal fares within towns and cities</li> <li>• Bus priority measures</li> <li>• Control of roadworks</li> <li>• Bus lanes on roads with space where there are frequent bus services and congestion</li> <li>• Traffic signal priority</li> <li>• Bus gates</li> <li>• Signage</li> <li>• Sustainable travel corridors</li> <li>• Bus stations</li> <li>• Park and Ride</li> <li>• Turn up and go services on urban routes, running at frequencies at which no timetable is required, plus evening/Sunday provision</li> <li>• Solutions for rural areas</li> <li>• Hub models</li> <li>• Linkage to railway stations, schools, health, social care and employment, isolated housing , out of town industrial estates, factories, estates</li> <li>• Hub and spoke and feeder service models</li> <li>• Route simplification</li> <li>• Demand responsive models</li> <li>• Options for improving punctuality and reliability</li> </ul>	<ul style="list-style-type: none"> <li>• December 2022</li> </ul>

		<ul style="list-style-type: none"> <li>• Setting daytime, evening and Sunday service levels</li> <li>• Consistency of routes into evenings and weekends <ul style="list-style-type: none"> <li>• Vehicle standards</li> <li>• Fully meeting latest accessibility standards</li> <li>• Provision of visible and audible information</li> <li>• Wifi and charging on key routes</li> <li>• Parking provision</li> </ul> </li> </ul>	
--	--	---	--

#### Section 4 - Obligations on Local Bus Operators

11 The scheme places the following obligations on operators.

Measure	Responsibility	Action	Delivery Date
To improve customer information and make bus travel more accessible and attractive	Operators	<ul style="list-style-type: none"> <li>• To engage with the development of the single Essex brand</li> <li>• To use the brand on digital and physical assets (e.g. buses) in a light touch way e.g. vinyls not wholesale re-livery and at a suitable and agreed scale</li> <li>• To provide suitable material and links as agreed to populate the Essex information portal</li> <li>• To develop and launch a joint marketing campaign with ECC</li> <li>• To develop and implement a Bus Passenger Charter</li> <li>• To agree a set of common network/timetable/registration change dates per year. Where cross boundary services also form the majority of services in a neighbouring local transport authority the aim would be to align these common dates. Where a neighbouring local transport authority has differing common dates exceptions would be made for cross boundary services if necessary although alignment would be preferred.</li> <li>• When making registration changes to use a common name for bus stops ensuring the ECC database reflects that name and any naming conflict between the two is resolved</li> </ul>	<ul style="list-style-type: none"> <li>• July 2022</li> <li>• April 2023</li> <li>• October 2022</li> <li>• October 2022</li> <li>• July 2022</li> <li>• July 2022</li> <li>• Ongoing</li> </ul>

		<ul style="list-style-type: none"> <li>To remove duplicate numbering on any services that run in the same district</li> </ul>	<ul style="list-style-type: none"> <li>October 2022</li> </ul>
To work jointly with ECC on the network, ticketing and vehicle standards review	Operators	<ul style="list-style-type: none"> <li>To work jointly on the network reviews as set out in the authority obligations summary in section 3</li> </ul>	<ul style="list-style-type: none"> <li>December 2022</li> </ul>
To make improvements to ticketing options and information	Operators	<ul style="list-style-type: none"> <li>To make All Essex Saver and All Essex Sunday Saver readily available on all ticketing platforms and to publicise the ticket (with a review of operation and apportionment by July 2023)</li> <li>To standardise the child fare at 16 years as of 31 August in a year (to allow older year 11s to qualify) where a separate child fare is charged</li> </ul>	<ul style="list-style-type: none"> <li>July 2022</li> </ul>
Reinvesting in an improved network	Operators	<ul style="list-style-type: none"> <li>Where highway network changes are made that result in resource savings as a result of faster journey times operators will reinvest a proportion of the benefits in more frequent services, or new buses, or other improvements of mutually agreed value in conjunction with local network reviews</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing</li> </ul>
Introducing cleaner vehicles	Operators	<ul style="list-style-type: none"> <li>All new buses are built to a minimum Euro VI emission standard. Where brand new vehicles are introduced within the County, their allocation will be cognisant of local air quality concerns as one of the factors considered within the operator's business case.</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing</li> </ul>

## Section 5 – Governance Arrangements

12 There will be an Enhanced Partnership Management Board (EPMB). This group represents all the parties to the Enhanced Partnership. This is the Board which will formally make decisions on the Enhanced Partnership Plan and Scheme. The role of the EPMB will be to:

- Oversee the delivery of the Enhanced Partnership Plan and Scheme(s),
- Manage the relationship between the partners
- Identify priorities and aims/targets or future 'EP Schemes'
- Identify additional measures that the EP will need to take
- Identify any additional facilities required to meet the objectives of the EP

13 The EPMB will comprise:

- Chair: A Rotating Chair alternating between ECC and the three operator groups
- The Director of ECC Highways and Transport
- The Head of Integrated Passenger Transport Unit ECC
- Three representatives from the large bus operating companies (over 250 employees or over £50m turnover)
- Three representatives from Medium sized bus operating companies (50-250 employees or under £50m turnover)
- Three representatives from the small sized bus operating companies (50 employees or less or up to £2m turnover)

14 Guest attendees will be allowed at the discretion of the Board.

15 The Board will meet quarterly (January, March, June, September) with additional meetings at the discretion of the Board.

16 Papers will be circulated a week before the meeting. Action points and a summary of discussion will be recorded.

17 Material issues relevant to the Enhanced Partnership Plan and Scheme will be shared with all operators in advance to allow operator representatives to consult with the wider operator cohort.

18 Decisions of substance or with financial impacts on the authority will be subject to the Essex County Council constitution and governance policies and processes.

### **Review of EP Scheme**

19 Once the EP Scheme is made, it will be reviewed by the Board every six months following publication of data on progress towards targets, as required by the BSIP – this will ensure any necessary action is taken to deliver the targets set out in the BSIP. Essex County Council will initiate each review.

20 The Board can also decide to review specific elements of the scheme on an ad-hoc basis. Board members should contact the Essex County Council using the following email address: [passenger.transport@essex.gov.uk](mailto:passenger.transport@essex.gov.uk) explaining what the issue is and its urgency. ECC will then decide whether to table the issue at the next scheduled meeting or make arrangements for all or the necessary Board members to gather more quickly.

### **Bespoke Arrangements for Varying or Revoking the Enhanced Partnership Scheme**

***[DfT are intending to issue a standard variation/revocation mechanism and that will be used here when it is published. Therefore this wording could change. The principle however is that decisions to vary or revoke the EP Scheme can be made through a less onerous process than the fully statutory consultation and objection process]***

21 Under powers at s.138E of the Transport Act 2000, Enhanced Partnership Scheme Variations where this section is quoted will be subject to the bespoke voting mechanism also as set out in this section.

22 Changes to or new flexibility provisions under s.138E of the Transport Act 2000 shall only be included in the made EP scheme if they satisfy the statutory objection mechanism as set out in The Enhanced Partnership Plans and Schemes (Objections) Regulations 2018

23 Consideration will be given to potential EP Scheme variations or a revocation highlighted either by a local authority, one of the organisations represented on the EPMB, or an operator of local bus services. The proposer of a variation or revocation should demonstrate how this might contribute to achieving the objectives set out in the BSIP, EP Plan and current local transport policies. Such requests should be in writing and submitted to [passenger.transport@essex.gov.uk](mailto:passenger.transport@essex.gov.uk) . ECC will forward all requests onto all EPMB members within 5 working days.

#### Decision-making Process

- 24 On receipt of a request for a variation or a revocation of an EP Scheme, Essex County Council will convene the EPMB, giving at least 14 days' notice for the meeting, to consider the proposed variation or revocation proposal. If the proposed variation or revocation is agreed by all bus operator representatives present, and if Essex County Council also agrees, the EP Scheme variation or revocation will be made within seven working days and the revised EP scheme will be published on the ECC website; or a statement will be issued confirming that the scheme has been revoked. EPMB members that are absent or not expressing a view at the meeting (either in person or in writing) will be deemed to be abstaining from the decision.
- 25 If at any point in the future the EP scheme area is included in a bus franchising area, the relevant requirements set out in this EP scheme document will cease to apply from the commencement date of the franchising scheme.

<b>Report title:</b> Review of the Essex Minerals Local Plan 2014 – Next Steps	
<b>Report to:</b> Place Services and Economic Growth Policy and Scrutiny Committee	
<b>Report author:</b> Richard Greaves, Chief Planning Officer, County Planning and Major Development, Place and Public Health	
<b>Date:</b> 25 November 2021	<b>For:</b> Discussion
<b>Enquiries to:</b> <a href="mailto:richard.greaves@essex.gov.uk">richard.greaves@essex.gov.uk</a>	

## 1. Purpose of Report

- 1.1 ECC's Cabinet sanctioned a review of the [Essex Minerals Local Plan 2014](#) (the Plan) in late 2019. Work thereafter commenced culminating in a 6-week public consultation in Spring 2021<sup>1</sup>.
- 1.2 Over sixty responses to the consultation have been received. Following a further assessment and analysis, including a review of national guidance, the approach to determine the provision of land won sand and gravel in the county is proposed to be changed to ensure that a steady and adequate supply of aggregates is maintained in the county for seven years beyond the end of the Plan period (i.e. to 2036). As such, additional sites will need to be identified to supply this need.
- 1.3 It is recommended that the Cabinet Member for Economic Renewal, Infrastructure and Planning approve an additional consultation on the proposed changes, notably covering Policy S6 (Provision for Sand and Gravel Extraction), as well as sanctioning a call for new sites to come forward and be subsequently assessed in accordance with an agreed methodology.

## 2. Background

- 2.1 Having been adopted over 6 years ago, the effectiveness of the policies within the Minerals Local Plan are required to be formally reviewed. Regulations state that in respect of a Local Plan, the review (defined as a decision whether or not to revise the Plan) must be completed every five years, starting from the date of adoption of the Local Plan.
- 2.2 The Scrutiny Committee was last updated in October 2019. The report previously presented is available [here](#).

---

<sup>1</sup> Under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012



### 3. Update (following last consultation)

- 3.1 The consultation responses have been assessed and the conclusions reached are that, amongst other matters, further changes to our approach are required. The initial assessment of the Plan provided draft conclusions.
- 3.2 It remains the case that there is no indication from site promoters that those sites in the Plan, remaining to come forward, are not still intended to be delivered. It was however previously considered that, although new sites would be required before the end of the plan period in 2029 in order to ensure a steady and adequate supply, that any future call for sites would not need to take place until after the current review period. This is no longer considered to be the case.
- 3.3 The National Guidelines for Aggregate provision expired at the end of 2020 and as such the Plan's apportionment-based approach to determine the amount of sand and gravel to be planned for is now obsolete. As such the Mineral Planning Authority must fall back on the NPPF which states, inter-alia, that "*Minerals planning authorities should plan for a steady and adequate supply of aggregates by:*
  - (a) *preparing an annual Local Aggregate Assessment, either individually or jointly, to forecast future demand, based on a rolling average of 10 years' sales data and other relevant local information, and an assessment of all supply options (including marine dredged, secondary and recycled sources).*
- 3.4 A further assessment of the amount of sand and gravel that would be required to provide a 'steady and adequate' supply, based on the NPPF methodology, has been carried out as part of analysing responses to Minerals Local Plan Policy S6. Policy S6 of the Plan is the policy which quantifies mineral need. It also seeks to maintain a landbank of at least seven years for sand and gravel, as required by the NPPF, whilst preserving a plan-led approach to mineral provision by resisting applications outside of sites allocated in the MLP unless certain criteria are met.
- 3.5 As a result of the consultation, a number of amendments are proposed relating to Policy S6. These are considered to be too significant to those originally proposed at Regulation 18 to allow for a progression to the Regulation 19 stage of the Plan Review. Therefore, a single-issue Regulation 18 consultation on Policy S6 is proposed on the change in direction. These proposed changes would need to be subject to engagement under the Duty to Cooperate (DtC), Sustainability Appraisal (SA), Habitats Regulations Assessment (HRA), Health Impact Assessment (HIA) and Equality Impact Assessment (EqIA) before public consultation.
- 3.6 The main conclusions with regards to the review of Policy S6 which have led to revised amendments are as follows:

- Following the expiration of the National and sub-national guidelines for aggregate provision, officers have recalculated the annual need for sand and gravel upon which the landbank and future provision is to be based, using the methodology set out in the NPPF. The newly derived figure is at this time around 3.74 million tonnes per annum (mtpa), down from 4.31mtpa. The revised figure represents an average of the last 10 years of rolling sales plus a buffer of 20% such that the Plan is imbued with the ability to accommodate future increases in sand and gravel sales;
- To ensure that it is possible to maintain the NPPF requirement of a seven-year landbank at the end of the Plan period (2029), new sites will be required in Essex to meet the revised need;
- Following an assessment of the representations received and a consideration of the latest data, a call for sites is required as part of this Review to ensure a Plan-led approach is taken to mineral provision across the County. This would be carried out in parallel with the single-issue Regulation 18 consultation;
- It is considered that the emerging MLP would fail the Tests of Soundness set out in the NPPF if it did not contain additional site allocations at this juncture – as it would not be an approach ‘consistent with national policy’, ‘positively prepared’ or ‘justified’;
- Assuming enough suitable sites are submitted for allocation, sufficient allocations will be made to satisfy a landbank of seven years of sand and gravel at the end of the Plan period in 2029.
- The Minerals Planning Authority (MPA) acknowledges that mineral provision is not just about satisfying a quantified need; the site assessment process will need to address issues relating to productive capacity, any potential over-reliance on site extensions and the spatial distribution of sites;
- All current Reserve Site Allocations would be redesignated as Preferred Sites, with all potential future allocations to also be Preferred Sites.
- Sand and Gravel provision in Essex would continue to be on the basis of a combined sand and gravel landbank, with no assumed increased contribution from windfall, marine or recycled and secondary sources used to seek to reduce the need for terrestrial allocations.

#### **4. Next steps**

- 4.1 Should new sites come forward following a call for sites then the suitability of these sites will be assessed in accordance with an agreed methodology to ensure we have the right sites in the right place to come forward for extraction at the right time – in accordance with the spatial vision and strategic objectives of the Plan.
- 4.2 Any proposed amendment to the plan must follow the prescribed stages of plan production as set out in relevant planning Acts and the appropriate regulations; the Town and Country Planning (Local Planning) (England) Regulations 2012.
- 4.3 It is anticipated that continued engagement will be carried out informing the plan stages as follows:

	<b>Key Stage</b>	<b>Date (assuming confirmation of approach end Oct 2021).</b>
1.	Authorisation for a call for sites.	November 2021
2.	Policy S6 Regulation 18 consultation and call for sites engagement.	December - Mid April 2022
3.	Consultation feedback to Political Leadership/Scrutiny Committee. Approval sought for proposed list of Preferred Sites.	October 2022
4.	Regulation 18 public consultation on new proposed site allocations.	December 2022 – January 2023
5.	Consultation feedback including conformation of final list of new Preferred Site Allocations to Political Leadership/Scrutiny Committee.	May 2023
6.	Public and stakeholder consultation (Reg 19).	February – mid March 2024
7.	Cabinet approval for publication and submission of Plan.	April 2024
8.	Submission to Planning Inspectorate (Reg 22).	May 2024
9.	Preparation of evidence for Examination.	June – August 2024
10.	Examination in Public.	September 2024
11.	Inspector's Report.	October 2024
12.	Formal Adoption.	November 2024

- 4.4 A report will be presented to the Cabinet Member to sanction the call for sites and next round of consultation.
- 4.5 Should the Cabinet member approve the recommendations, the Plan will be subject to the procedures dictated in planning legislation (Regulations 18 and 19 of the Planning and Compulsory Purchase Act 2004) and the Council's Statement of Community involvement.
- 4.6 A further iteration of the Plan would then be published for consultation and comments taken account of as appropriate. This consultation is likely to last for at least 6 weeks.
- 4.7 Responses to the consultation, along with the draft of the revised Plan will then be submitted for the Secretary of State in due course who may request that the Plan is tested through an 'Examination in Public' and potentially further modified prior it being able to be adopted.

4.8 Continued and active engagement will be carried out in accordance with the Duty to Cooperate, including continued engagement with our District/City/Borough Council partners.

## Work Programme

Agenda Item 7

Reference Number: PSEG/12/21

<b>Report title:</b> Work Programme	
<b>Report to:</b> Place Services and Economic Growth Policy and Scrutiny Committee	
<b>Report author:</b> Justin Long, Senior Democratic Services Officer	
<b>Date:</b> 25 November 2021	<b>For:</b> Discussion
<b>Enquiries to:</b> Justin Long, Senior Democratic Services Officer at justin.long@essex.gov.uk.	
<b>County Divisions affected:</b> Not applicable	

### 1. Introduction

- 1.1 The work programme is a standard agenda item.

### 2. Action required

- 2.1 The Committee is asked to consider the work programme in the Appendix and suggest any additional items.

### 3. Background

#### 3.1 Developing a work programme

Since the last meeting of the Committee on 28 October 2021, work has continued on identifying priorities and future agenda items. This has included discussions with Cabinet Members and Officers.

This work has reflected the adoption of the *Everyone's Essex – Our Plan for Levelling Up the County: 2021-2025* organisation strategy at Council on 12 October 2021.

The current work programme is attached in the **Appendix**.

### 4. Everyone's Essex

The Committee should take account of the *Everyone's Essex – Our Plan for Levelling Up the County: 2021-2025* strategy when considering the work programme and future items.

Particular attention should be paid to the strategic ambitions (and associated commitments and performance measures) most relevant to the work of the Committee: 'Strong, Inclusive and Sustainable Economy', and 'High Quality Environment'.

## **Work Programme**

### **5. Update and Next Steps**

See Appendix.

### **6. Appendix – Current work programme**

**PSEG Work Programme – November 2021**

<b>Provisional Date</b>	<b>Topic Title</b>	<b>Lead Contact / Cabinet Member</b>	<b>Purpose and Target Outcomes</b>	<b>Relevance to Scrutiny Theme</b>	<b>Cross-Committee Work Identified (where applicable)</b>
25 November 2021	Cabinet Member Update – Cllr Butland	Cllr Butland, Devolution, the Arts, Heritage and Culture	To receive an update from the Cabinet Member on how the performance measures outlined in <i>Everyone’s Essex – Our Plan for Levelling Up the County: 2021-2025</i> will be achieved and identify any further work for PSEG	Scrutiny of Organisation Strategy	To support the performance monitoring work of the Corporate Policy and Scrutiny Committee (CPSC) / Scrutiny Board
25 November 2021	Enhanced Bus Partnership	Helen Morris, Head of IPTU  Cllr Scott, Highways Maintenance and Sustainable Transport	To consider the proposed Enhanced Partnership Plan and Scheme and make any necessary recommendations	Consider Climate Change implications	Link to CPSC
25 November 2021	Minerals Local Plan Update	Richard Greaves, Chief Planning Officer  Cllr Wagland, Economic Renewal, Infrastructure and Planning	To receive an update on the Minerals Local Plan ahead of a decision being taken by the Cabinet Member	Consider Climate Change implications	

## PSEG Work Programme – November 2021

### **Future Items:**

**Visit Essex** – update on the response to the pandemic, how they supported the market, the short-term campaigns they delivered to support unlocking and the recent campaign wins as well as their plans to support the visitor economy to recover in the longer-term  
*Provisional Date TBC*

**Green Infrastructure Strategy, Essex Forrest Initiative and Country Parks** – update on the Essex Forrest Initiative, Country Parks, and the Green Infrastructure Strategy (which pulls together the work that is being done across the council)  
*Provisional Date TBC*

**Cabinet Member Update (Cllr Scott)** - update from the Cabinet Member on how the performance measures outlined in *Everyone's Essex – Our Plan for Levelling Up the County: 2021-2025* will be achieved and identify any further work for PSEG  
*Provisional Date 20 January 2022*

**Climate Change** – update on Climate Change work across ECC and response to Essex Climate Action Commission (this follows update in July 2021)  
*Provisional Date 20 January 2022*

**Local Highway Panels (LHPs)** – to receive the final report and recommendations from the Task & Finish Group on the future direction of LHPs  
*Provisional Date 20 January 2022*

**Bus Service Improvement Plan** - to receive a six-month update on the implementation of the Bus Service Improvement Plan  
*Provisional Date 24 March 2022*

**Culture and The Arts** – update on plans to support the arts and culture in Essex (expected early 2022)  
*Provisional Date TBC*

### **Future Briefings**

**Transport East** – to receive a briefing on the latest strategy and work.

### **Task and Finish Groups**

**Local Highway Panels** – meetings in November and December 2021.