

**Committee:** Environment and Transport

**Date:** 11 March 2003

**Agenda Item No:** 4

**Title:** **LOCALLY DETERMINED BUDGET PROGRAMME  
2002/03 TO 2005/06**

**Author:** **Essex County Council – Highway and Transportation  
Area Manager – Paul Hardy (01371 872888)**

### **Summary**

- 1 This report is to seek approval for the schemes to be investigated and implemented as part of the Locally Determined Programme for 2005/06 and to inform members of progress on the schemes in the 2002/03 programme.

### **Background**

- 2 At the meeting of the Uttlesford District Council Highways Sub-Committee on 11 July 2001 members discussed and approved a number of issues and processes relating to the Locally Determined Programme. These included:
  - a) A 3-year rolling programme will be developed and prepared and that an additional year will be added annually as approved by the relevant committee.
  - b) The schemes in the proposed additional year will be taken from the reserve list that will be scored, using the agreed formulae, and prioritised annually and will include all new requests.
  - c) That the Area Manager be able to make minor changes to the programme by bringing forward and putting back schemes only when problems arise which preclude a scheme from being completed in a particular year.
  - d) That the Area Manager be asked to write to all Parish Councils to inform them of the position of all their requests and the likely period of time before schemes on the reserve list will be funded.
- 3 Members were made aware of the process and the detail of the method used to prioritise the proposals in the report prepared by the Area Manager and sent to all members in March 2002.

### **Finance**

- 4 The budget allocation for 2002/03 was £164,000. There is likely to be a similar amount available in subsequent years and the programme has been developed on this basis. In addition the budget element splits as previously agreed have also been used.

## **Programme Assessment**

- 5 The approved method of ranking the schemes to give some priority within a limited budget has been used to generate the proposed additional year of the programme for 2005/06.
- 6 The footway element of the programme has not yet been prepared for the proposed additional year. There are problems with the footway schemes relating to land acquisition and in some cases engineering issues. It has not been possible to construct the footway in 2002/03 programme and similar problems have arisen with other similar proposals in later years. The issues centre on the fact that once residents become aware that their land is required for the scheme then objections have arisen. We had presumed that the local Parish Councils would have overcome such matters before requesting the scheme.
- 7 We have written to all Parish Councils that have made a request for a footway to make sure that they have the support of the whole community including those over which any new proposals would need to be constructed. The footway programme will be re-assessed as a result of this review and reported at a later date.
- 8 The progress and position of schemes in the 2002/03 programme is shown at appendix 1.
- 9 The approved programmes for 2002/03, 2003/04 and 2004/05 and the proposed programme for 2005/06 are shown at appendix 2.
- 10 The list of outstanding scheme requests awaiting programming is also shown as part of appendix 2.

### **RECOMMENDED that**

- 1 the proposed additional years programme for 2005/06 be approved.
- 2 once the review of the footway element of the programme has been completed and a proposed programme prepared that the Area Manager prepare a further report for this committee.

# Locally Determined Programme 2002/03

# Appendix 1

<i>Parish</i>	<i>Road Name</i>	<i>Location</i>	<i>Description</i>	<i>Estimate</i>	<i>Latest Position</i>
<i>Footways</i>					
GREAT CHESTERFORD	Jacksons Lane	Meadow Rd to Carmen Street	New footway - Land required	£14,000	Preliminary design complete. with Parish Council to resolve land acquisition problems. Unlikely to be started in 2002/03.
<i>Pedestrian Crossings</i>					
STANSTED	B1051	Near Post Office	Pedestrian crossing facilities	£12,000	Complete
<i>Speed Limit Intervention Measures</i>					
HATFIELD HEATH	The Heath and Matching Road		Speed reduction scheme including Signs and lines	£5,000	Works ordered and will commence in March 2003.
WIDDINGTON	Spring Hill / High Street		Speed reduction scheme including Signs and lines	£5,000	Design complete. Works to commence March 2003.
<i>Speed Reduction Measures</i>					
BROXTED	Chapel End	Between the Chapel and Rat's Castle	Speed reduction scheme including Signs and lines	£3,500	Design complete. Works to commence March 2003.
CLAVERING	B1038 Wicken Road		Speed reduction scheme including Signs and lines	£8,000	Design complete. Works to commence March 2003.
GREAT CHESTERFORD	B184 Walden Road	Springwell to Stumps Cross	50 mph speed limit and supporting speed reduction measures	£5,000	Design complete. Works to commence March 2003.
GREAT CHESTERFORD	All village routes		Investigate 20 mph Speed limit	£5,000	Design complete. Works to commence March 2003.
HADSTOCK	B1052 Walden Road	Within existing speed limit	Speed reduction scheme in support of existing limit	£4,000	Design complete. Works to commence March 2003.

# Locally Determined Programme 2002/03

# Appendix 1

<i>Parish</i>	<i>Road Name</i>	<i>Location</i>	<i>Description</i>	<i>Estimate</i>	<i>Latest Position</i>
HENHAM	Old Mead Road	Junction Old Mead Lane to 30mph limit	Speed reduction scheme including Signs and lines	£5,000	Design complete. Works to commence March 2003.
LITTLEBURY	B1383 Cambridge Road / High Street London Road / Walden Road Littlebury Green Road	Within existing limit and in Littlebury Green Rd	Speed reducing measures in support of existing speed limit	£8,500	Design complete. Works to commence March 2003.
SAFFRON WALDEN	B1053 Radwinter Road / Walden Road	Sewards End	Extend 30mph limit in Radwinter Road with supporting measures	£5,000	Design complete. Works to commence March 2003.
SAFFRON WALDEN	B184 Thaxted Road	Junction Peaselands Road	Mini roundabout	£25,000	Design complete. Works to commence March 2003.
STANSTED	Bentfield Bury Road	Bentfield Bower	Gateway measures Signs, lining	£5,000	Complete
STANSTED	Church Road	Lower Street to 30mph speed limit	Engineering measures in support of existing speed limit	£5,000	Complete
TAKELEY	B183 Station Road	Junction of A120 to sports field	Extension of existing speed limit	£3,000	Design complete. Works to commence March 2003.
UGLEY	B1383 Cambridge Road	Through village	Speed reduction scheme including Signs and lines	£5,000	Design complete. Works to commence March 2003.
WENDENS AMBO	B1039 Royston Road	M11 bridge to 30mph limit	40mph speed limit and Gateway measures	£8,000	Design complete. Works to commence March 2003.

## Traffic Management

FELSTED	B1417 Braintree Road	Junction Bannister Green Rd Watch House Green	Provide refuge in junction bellmouth	£4,500	Design complete. Works to commence March 2003.
NEWPORT	Frambury Lane	Outside doctors' surgery	Priority working	£6,000	Design complete. Works to commence March 2003.

# Locally Determined Programme 2002/03

# Appendix 1

<i>Parish</i>	<i>Road Name</i>	<i>Location</i>	<i>Description</i>	<i>Estimate</i>	<i>Latest Position</i>
SAFFRON WALDEN	Ashdon Road	From Highfields to Elizabeth Way	Congestion relief	£5,000	Complete
<i>Traffic Regulation Orders</i>					
ARKESDEN	Newlands Hall Lane and Long Lane		Weight restrictions	£3,000	No Action at present
ASHDON	Bartlow Road / Saffron Walden	Ashdon Village	Weight restriction	£3,000	Scheme abandoned. Second priority working scheme agreed and being designed.
MANUDEN	The Street	Alongside church wall	Waiting restrictions	£2,000	Complete
MARGARET RODING	Marks Hall Lane	1060 to Marks Hall Chase	Weight restriction	£3,000	Objections received currently being resolved. Possibility of scheme being deferred to 2003/04.
SAFFRON WALDEN	Fouracres	Off South Road	Waiting restrictions	£2,000	Complete

# Locally Determined - Proposed Programme

# Appendix 2

Parish	Road Name	Location	2002/03	Programmes			Reserve List
				2003/04	2004/05	2005/06	
<b>Footways</b>							
GREAT CHESTERFORD	Jacksons Lane	Meadoe Road to Carmen Street	£14,000				
LITTLEBURY	Littlebury Green Road	Junction with Peggy's Walk to Junction with B1383 London Road		£12,500			
STANSTED	B1051 Chapel Hill	Between Kings Arms PH and junction with Sunnyside		£2,500			
HIGH EASTER	The Street	Pump Green to Village Hall			£21,000		
RADWINTER	Water Lane	East View Close to County Primary School					£7,500
FELSTED	Evelyn Road	No 41 to Recreation Ground					£6,500
LEADEN RODING	A1060 Stortford Road	From Leaden Roding bridge for 472m north-eastwards					£25,000
BROXTED	Cherry Green Road	West of junction with Cherry Green					£9,000
FELSTED	School Lane	Felsted School north					£2,000
HENHAM	Mill Road	Extension from village to Old Mead Lane					£1,500
FELSTED	School Lane	Felsted School south - Deacon's House					£1,500
CHRISHALL	Crawley End Road	Martinholme Pond					£10,000
SAFFRON WALDEN	B1052 Walden Road	Petlands to St Johns Church, Little Walden					£13,000

## Locally Determined - Proposed Programme

## Appendix 2

<i>Parish</i>	<i>Road Name</i>	<i>Location</i>	<i>2002/03</i>	<i>Programmes</i>		<i>2005/06</i>	<i>Reserve List</i>
				<i>2003/04</i>	<i>2004/05</i>		
STANSTED	Burton End Road	Burton End between Bennetts and Burton Bower Cottage					£6,500
SAFFRON WALDEN	Ashdon Road	North side extension westwards opposite Common					£8,500
BARNSTON	High Easter Road	Outside Broadgrove Cottage					£5,000
TAKELEY	A120 Stortford Road	At former filling station opposite Village Hall, Brewers End					£3,500
<b><i>Footways Sub - Total</i></b>			<b><i>£14,000</i></b>	<b><i>£15,000</i></b>	<b><i>£21,000</i></b>		<b><i>£99,500</i></b>
<b><i>Minor Items</i></b>							
	Minor Items		£7,400	£7,400	£7,400	£7,500	
<b><i>Minor Items Sub - Total</i></b>			<b><i>£7,400</i></b>	<b><i>£7,400</i></b>	<b><i>£7,400</i></b>	<b><i>£7,500</i></b>	

# Locally Determined - Proposed Programme

# Appendix 2

<i>Parish</i>	<i>Road Name</i>	<i>Location</i>	<i>2002/03</i>	<i>Programmes</i>		<i>Reserve</i>	
				<i>2003/04</i>	<i>2004/05</i>	<i>List</i>	
<b><i>Pedestrian Crossings</i></b>							
STANSTED	B1051	Near Post Office	£12,000				
SAFFRON WALDEN	Audley Road	North-east of Ingleside Court		£16,000			
SAFFRON WALDEN	Church Street	South-west of Common Hill			£18,000		
SAFFRON WALDEN	B184 East Street	East of Police Station				£12,000	
SAFFRON WALDEN	B184 Thaxted Road	Near footpath Stanley Farm Road				£18,000	
SAFFRON WALDEN	Peaslands Road	Near junction South road				£18,000	
SAFFRON WALDEN	Ashdon Road	Junction Chaters Hill				£18,000	
FELSTED	B1417 Watch House Green	At Felsted County Primary School				£18,000	
THAXTED	B184 Town Street	South of Park Street				£18,000	
SAFFRON WALDEN	Peaslands Road	Near Lord Butler. Leisure Centre				£18,000	
HIGH RODING	High Street	Near No. 11 Dunmow Road				£18,000	
FELSTED	School Lane (Stebbing Road)	At Felsted School				£18,000	
<b><i>Pedestrian Crossings Sub - Total</i></b>			<b><i>£12,000</i></b>	<b><i>£16,000</i></b>	<b><i>£18,000</i></b>	<b><i>£12,000</i></b>	<b><i>£144,000</i></b>

## Locally Determined - Proposed Programme

## Appendix 2

<i>Parish</i>	<i>Road Name</i>	<i>Location</i>	<i>2002/03</i>	<i>Programmes</i>		<i>Reserve</i>
				<i>2003/04</i>	<i>2004/05</i>	<i>List</i>
				<i>2005/06</i>		
<b>Road Safety</b>						
	Road Safety - Education, Training and Publicity		£6,500	£6,500	£6,500	£8,000
		<b>Road Safety Sub - Total</b>	<b>£6,500</b>	<b>£6,500</b>	<b>£6,500</b>	<b>£8,000</b>
<b>Speed Limit Intervention Measures</b>						
WIDDINGTON	Spring Hill / High Street		£5,000			
HATFIELD HEATH	The Heath and Matching Road		£5,000			
		<b>Speed Limit Intervention Measures Sub - Total</b>	<b>£10,000</b>			

# Locally Determined - Proposed Programme

# Appendix 2

Parish	Road Name	Location	2002/03	Programmes			Reserve List
				2003/04	2004/05	2005/06	
<b>Speed Reduction Measures</b>							
GREAT CHESTERFORD	All village routes		£5,000				
LITTLEBURY	B1383 Cambridge Road / High Street London Road / Walden Road	Within existing speed limit and in Littlebury Green Rd	£8,500				
GREAT CHESTERFORD	B184 Walden Road	Springwell to Stumps Cross	£5,000				
HADSTOCK	B1052 Walden Road	Within existing speed limit	£4,000				
HENHAM	Old Mead Road	Junction Old Mead Lane to 30mph limit	£5,000				
UGLEY	B1383 Cambridge Road	Through village	£5,000				
SAFFRON WALDEN	B184 Thaxted Road	Junction Peaselands Road	£25,000				
CLAVERING	B1038 Wicken Road		£8,000				
TAKELEY	B183 Station Road	Junction of A120 to sports field	£3,000				
SAFFRON WALDEN	B1053 Radwinter Road / Walden Road	Sewards End	£5,000				
STANSTED	Bentfield Bury Road	Bentfield Bower	£5,000				
STANSTED	Church Road	Lower Street to 30mph speed limit	£5,000				
BROXTED	Chapel End	Between the Chapel and Rat's Castle	£3,500				
WENDENS AMBO	B1039 Royston Road	M11 bridge to 30mph limit	£8,000				

## Locally Determined - Proposed Programme

## Appendix 2

Parish	Road Name	Location	2002/03	Programmes		Reserve List
				2003/04	2004/05	
GREAT DUNMOW	Braintree Road	junction St Edmunds Lane – 30mph limit		£25,000		
WHITE RODING	A1060 Stortford Road	Through village		£5,000		
TAKELEY	Roseacres	Takely Primary School		£5,000		
RADWINTER	B1053 Plough Hill / Walden Road	At gateways		£5,000		
STEBBING	B1057 Dunmow Road	Duck End		£5,000		
HATFIELD HEATH	Sawbridgeworth Road	Sawbridgeworth level crossing to existing 40mph limit.		£5,000		
GREAT DUNMOW	B1057 The Broadway	Junction St Edmunds Lane – 30mph limit		£25,000		
GREAT SAMPFORD	B1053 Finchingfield Road	Outside school		£5,000		
SAFFRON WALDEN	Audley End Road	Audley End		£5,000		
SAFFRON WALDEN	B184 Windmill Hill	Junction New Pond Way – 30mph limit		£5,000		
WENDENS AMBO	B1383	Between Newport and north of Wendens Ambo			£5,000	
UGLEY	Bedwell Road and Snakes Lane	Ugley Green			£8,000	
WIMBISH	Elder Street	Carver Barracks			£8,000	
BROXTED	Browns End Road				£8,000	
LITTLE EASTON	Park Road and Hill End – Taylor's Hill	Past Rectory Lakes			£8,000	

## Locally Determined - Proposed Programme

## Appendix 2

Parish	Road Name	Location	Programmes			Reserve List
			2002/03	2003/04	2004/05	
STANSTED	B1351 High Lane	Junction Brewery Lane to 30mph speed limit			£8,000	
GREAT DUNMOW	B184 Beaumont Hill	Junction Godfrey Way to 30mph speed limit			£8,000	
GREAT DUNMOW	Rosemary Lane / The Downs				£8,000	
SAFFRON WALDEN	Castle Street				£18,000	
CLAVERING	B1038 Clatterbury Lane	Within existing 40 mph limit				£10,000
WIMBISH	Mill Road	300m south of Maple Lane				£10,000
THAXTED	Bardfield Road	From B184 to start of 30mph limit				£8,000
HATFIELD BROAD OAK	Feathers Hill					£8,000
MANUDEN	The Street	Within the existing speed limit				£8,000
ASHDON	Radwinter Road	Within the existing speed limit				£8,000
WIMBISH	Mill Road	From B184 to 30mph limit				£8,000
HADSTOCK	B1052 Walden Road	Within existing limit				£5,000
RADWINTER	B1053 Plough Hill	Bridgefoot - within existing 30mph limit				£8,000
QUENDON & RICKLING	B1383 Cambridge Road / London Road	Within existing 40mph limit				£15,000
BARNSTON	Parsonage Lane					£8,000
LITTLE HALLINGBURY	Sawbridgeworth Road	Gaston Green				£8,000

## Locally Determined - Proposed Programme

## Appendix 2

Parish	Road Name	Location	Programmes			Reserve List
			2002/03	2003/04	2004/05	
HADSTOCK	B1052 Linton Road	Within existing limit				£5,000
FELSTED	School Lane (Stebbing Road)	Junction Braintree Road to junction Garnetts Lane				£8,000
TAKELEY	Bambers Green Road	Bambers Green				£8,000
SAFFRON WALDEN	B1052 Newport Road	Junction Rowntree Way – 30mph limit				£25,000
SAFFRON WALDEN	B1052 Castle Hill					£25,000
HATFIELD BROAD OAK	Hammonds Road	Junction with Barnfield estate				£15,000
HADSTOCK	Bartlow Road	Within existing limit				£5,000
LINDSELL	Hall Road / Holders Green Road					£8,000
LITTLEBURY	Mill Lane	Junction with Church Walk to Junction with Walden Road				£8,000
GREAT CANFIELD	Green Street	Hellmans Cross: junction Gt Canfield road – junction Mill Lane				£8,000
TAKELEY	Warish Hall Road	Smiths Green				£8,000
SAFFRON WALDEN	Landscape View	Junction Cromwell Road – 30mph limit				£8,000
ARKESDEN	Quicksie Hill	Hobs Aerie to existing 30mph limit				£3,000
STANSTED	Bentfield End Causeway					£25,000
SAFFRON WALDEN	Church Street					£18,000

## Locally Determined - Proposed Programme

## Appendix 2

<i>Parish</i>	<i>Road Name</i>	<i>Location</i>	<i>2002/03</i>	<i>Programmes</i>		<i>2005/06</i>	<i>Reserve List</i>
				<i>2003/04</i>	<i>2004/05</i>		
WENDENS AMBO	Rookery Lane	From existing limit to junction with B1383					£5,000
GREAT CANFIELD	Hope End Green Road	Hope End Green					£8,000
CHRISHALL	Mill Causeway						£8,000
LITTLE HALLINGBURY	Grinstead Lane						£3,000
<b><i>Speed Reduction Measures Sub - Total</i></b>			<b><i>£95,000</i></b>	<b><i>£90,000</i></b>	<b><i>£79,000</i></b>	<b><i>£109,000</i></b>	<b><i>£196,000</i></b>

## Locally Determined - Proposed Programme

## Appendix 2

Parish	Road Name	Location	2002/03	Programmes			Reserve List
				2003/04	2004/05	2005/06	
<b>Traffic Management</b>							
SAFFRON WALDEN	Ashdon Road	From Highfields to Elizabeth Way	£5,000				
NEWPORT	Frambury Lane	Outside doctors' surgery	£6,000				
FELSTED	B1417 Braintree Road	Junction Bannister Green Rd Watch House Green	£4,500				
GREAT DUNMOW	Stortford Road	At junction with Rosemary Lane		£25,000			
NEWPORT	B1383 High Street	Junction with Wicken Road			£25,000		
GREAT DUNMOW	The Causeway / Godfrey Way	At junction				£25,000	
FELSTED	Main Road	Junction Bartholomew Green Road near Milch Hill					£12,000
WIMBISH	B184 / Mill Lane / Back Lane	In the vicinity of the junction					£5,000
STEBBING	Watch House Road	Watch House Corner					£10,000
<b>Traffic Management Sub - Total</b>			<b>£15,500</b>	<b>£25,000</b>	<b>£25,000</b>	<b>£25,000</b>	<b>£27,000</b>

# Locally Determined - Proposed Programme

# Appendix 2

Parish	Road Name	Location	2002/03	Programmes			Reserve List
				2003/04	2004/05	2005/06	
<b>Traffic Regulation Orders</b>							
ASHDON	Bartlow Road / Saffron Walden	Ashdon Village	£3,000				
MARGARET RODING	Marks Hall Lane	1060 to Marks Hall Chase	£3,000				
ARKESDEN	Newlands Hall Lane and Long Lane		£3,000				
MANUDEN	The Street	Alongside church wall	£2,000				
SAFFRON WALDEN	Fouracres	Off South Road	£2,000				
STANSTED	Grafton Green	O/S Parish Council Offices		£2,000			
GREAT DUNMOW	Braintree Road / St Edmunds Lane	At junction		£2,000			
THAXTED	B184 Newbiggen Street	Outside Nos 44, 46 & 48		£4,000			
STANSTED	Grove Hill	Nr Traffic signals		£2,000			
GREAT DUNMOW	Lukins Lane / B184 Ongar Road	At junction		£4,000			
SAFFRON WALDEN	Audley Road	Near South Road junction			£2,000		
HATFIELD HEATH	Broomfields	Junction with A1060 Stortford Road			£2,000		
ELSENHAM	Station Road				£2,000		
FELSTED	Braintree Road	Junctions within the centre of the village			£3,000		

## Locally Determined - Proposed Programme

## Appendix 2

<i>Parish</i>	<i>Road Name</i>	<i>Location</i>	<i>2002/03</i>	<i>Programmes</i>		<i>2005/06</i>	<i>Reserve List</i>
				<i>2003/04</i>	<i>2004/05</i>		
THAXTED	Bolford Street	From the church to the existing deristriction signs			£4,000		
WENDENS AMBO	Rookery Lane	Entire length			£2,000		
<b><i>Traffic Regulation Orders Sub - Total</i></b>			<b>£13,000</b>	<b>£14,000</b>	<b>£15,000</b>		
<b><i>Locally Determined Programme Grand - Totals</i></b>			<b>£173,400</b>	<b>£173,900</b>	<b>£171,900</b>	<b>£161,500</b>	<b>£466,500</b>

**Committee:** Environment and Transport  
**Date:** 11 March 2003  
**Agenda Item No:** 5  
**Title:** Flooding at Bridge End, Saffron Walden  
**Author:** Phil Hunt (01799) 510521

### **Summary**

- 1 This report updates Members with progress since the meeting in November 2002, including the receipt of a further report from Hannah-Reed.
- 2 It recommends that Members approve the construction of flood defence works to reduce the risk of flooding in Bridge Street.

### **Background**

- 3 Following this Committee's decision to take no further practical action on flood defence at Bridge End at its September meeting, the matter was referred back for further consideration by the Scrutiny 2 Committee. In November Members resolved that a meeting at which residents and all other interested parties were represented be called to consider current and proposed works and what other works may need carrying out.

### **Update**

- 4 That meeting was held at the Council Offices on 10 December 2002. The various measures already undertaken to reduce the flood risk were outlined and then discussion centred around the way forward. It was agreed that the Council would commission Hannah-Reed to undertake dynamic modelling on a revision of one of the proposals put forward in their original report. This was to provide an overflow weir which would allow the Kings Slade, the tributary passing under the town, to discharge into the watercourse through Audley End Estate, the Lower Channel, at times of high flow. Dynamic modelling takes greater account of the actual flow characteristics within the watercourse and also the effect of floodplains. The previous report, which was based on steady state modelling, had investigated a permanent diversion of the Kings Slade and improvement of the Lower Channel to its confluence with the Madgate Slade close to the River Cam. This option had indicated significant reduction in flood levels but an estimate of the cost of the works was £40,000. It was hoped that the revised scheme would provide a comparable reduction in levels but at a reduced cost.

- 5 During discussions following the meeting, the Environment Agency suggested that the proposed modelling should be extended to investigate the effect of lowering of the Bridge Street culvert invert. The original Hannah-Reed report had concluded that, although the Bridge Street culvert was a major restriction in the system, enlargement would be prohibitively expensive. It was, however, felt that this should be investigated further and Essex County Council agreed to fund this additional work.
- 6 On site, the workforce has continued to monitor the watercourse through the Gardens and to remove debris as and when it builds up. During the wet periods over Christmas and New Year the stream only briefly overtopped its banks within the Gardens at their lowest point. Since then a number of trees growing in and close to the watercourse, and which had been acting as snags for debris carried on the flow, have been removed. Planning permission has now been obtained for the construction of the ha-ha ditch along the south-eastern boundary of the Dutch Garden. This will, as a side effect, provide some limited flood storage if the culvert beneath the Gardens is overwhelmed.
- 7 Essex County Council has constructed two new high capacity gullies on Windmill Hill. These are connected to the drainage system in New Pond Lane, avoiding the problematic outfall into the Bridge Street culvert. The cottages in Bridge Street were not affected during the heavy rainfall on 1 January.

### **The Hannah-Reed Report**

- 8 Hannah-Reed's report has now been received. The results suggest that the weir and link option, while producing a lesser reduction in the depth of water at the gate at the entrance to the Gardens off Bridge Street than that achieved by the permanent link under similar conditions, still has a significant effect, that is a decrease from 0.32m (1' 1") to 0.23m (9"). When combined with the effect of an improved maintenance regime, also considered in the earlier report, this depth is further reduced to 0.11m (4½"). While this level is still above the thresholds of the Bridge Street cottages and the Barns, such a depth would be more easily contained within the Gardens. The link also has the effect of reducing levels in the Kings Slade which could be expected to improve the efficiency of the culvert beneath the town with beneficial results in the East Street area.
- 9 The modelling of the watercourse with the Bridge Street culvert enlarged indicated that under the conditions investigated the flow would be passed beneath the road 0.44m (1' 5") below bank top at the Bridge Street gate. A copy of the report has been passed to the Essex County Council Area Manager who is in turn seeking the advice of the Structures Section at County Hall.

## **Consultations**

- 10 Officers have carried out initial consultations of the Lower Channel link proposal which would, if undertaken, be implemented by the Council. The location of the proposed works falls within the conservation area and a number of trees which would have to be felled are the subjects of preservation orders. It will therefore be necessary to obtain planning permission for the works. The completion of an environmental impact assessment would be a likely condition of any permission granted.
- 11 Audley End Estate is keen to assist in the resolution of the flooding problem but concerned about the effect on their use of the land and on the ecology. The report does however suggest that the depth of flooding at the downstream end of the watercourse would be no greater with the link in place than in the current situation under the storm conditions considered and it is hoped that agreement can be reached. The level of the weir could be adjusted to optimise the flow into the Lower Channel.
- 12 The Environment Agency have confirmed that the works would not require consents under the Land Drainage Act but again mention desirability of an environmental impact assessment.
- 13 Copies of the report have also been provided to local members and the Bridge End Residents' Association.

## **Financial Implications**

- 14 Hannah-Reed has provided a budget fee for the design of the weir, link and associated works and an estimate for the cost of the works. The figures are £4,500 for the detailed design and preparation of contract documents and £20,000 for the works. The latter includes the construction of the concrete weir, removal of four trees, excavation of the new link to tie in with the existing watercourse and any necessary revetment works. It does not include any land purchase or compensation that may be required.
- 15 Advice has been sought on the likelihood of the project receiving grant aid but the prospects are not seen as good. On such a small scheme it is difficult to achieve a satisfactory benefit-cost ratio particularly as, in this instance, the works will not remove the threat entirely.

## **Conclusions**

- 16 The construction of the link through to the lower channel, controlled by a weir would, for the conditions investigated, lower the flood levels in Bridge End Gardens to more manageable proportions. Indications are that the flooding of October 2001 would have been significantly reduced if these arrangements had been in place at that time.

- 17 While the enlargement of the Bridge Street culvert would appear to provide a more effective solution to the problems, it may not be a practical one, certainly in the short term. Even if this could be achieved, the construction of the link would provide other benefits in the overall drainage of the catchment.

#### RECOMMENDED

- 1 Subject to the necessary consents and approvals and an acceptable tender being obtained, construction of the lower channel link be undertaken.
- 2 Essex County Council is requested to fully investigate the enlargement of the Bridge Street culvert.

Background Papers: Hannah-Reed report of 6 February 2003.

**Committee:** ENVIRONMENT & TRANSPORT COMMITTEE  
**Date:** 11 March 2003  
**Agenda Item No:** 6  
**Title:** DISTRICT OF UTTLESFORD ON STREET PARKING PLACES ORDER 2003  
**Author:** Frank Chandley (01799) 510555

#### Introduction

- 1 At the meeting of Policy and Resources Committee held on 19 June 2001 Members resolved that:-
  - 1.1 On street charging be introduced within the Residents' Parking Scheme.
  - 1.2 The Charge be 30p per hour (subsequently amended to 40p per hour).
  - 1.3 £21, 000 be allocated from capital monies for the purchase of pay-and-display machines.
  - 1.4 Provision be made for parking from Monday to Friday from 9 am to 5 pm (Subsequently amended to 10 am to 3 pm in respect of Castle Street).
  - 1.5 The scheme be reviewed after 18 months.
  - 1.6 The implementation of the scheme be subject to statutory consultation.

## **Action Taken**

- 2 Officers have prepared a draft Order in accordance with Members' resolution. In brief, this provides for certain Zones which are the subject of the District of Uttlesford Residents Parking Places (Various Streets) Order 1999 to be made available for visitor parking on a pay-and-display basis. The relevant Zones which will be available in this way are shown in thick black on the maps attached to this report. Pay and display parking will be permitted in the Zones in Abbey Lane, East Street, Gold Street and Museum Street between 9.00 am and 5.00 pm on Mondays to Fridays and in the Zones in Castle Street between 10.00 am and 3.00 pm on Mondays to Fridays. Such parking will be limited to a period of 1 hour at a cost of 40 pence. Residents who have permits issued under the Residents' Parking Order will retain their rights to park in these Zones.
- 3 In accordance with statutory requirements, the proposed Order has been published by way of public consultation. Members of the public were invited to make written representations or objections to the Council. 17 letters have been received and copies are appended to this report.

## **Action Now Required**

- 4 It is the duty of Members to consider the representations and objections, which have been received, and to decide whether or not to confirm the Order as drafted. As an alternative, Members may decide to confirm the order subject to modifications though, if these are substantial, a further period of consultation would probably be necessary.

## **Representations and Objections**

- 5 Officers have considered the representations which have been received, they fall into five main categories:-
  - 5.1 That the residents parking zones should remain for the exclusive use of permit holders.

The main arguments for this are that residents with permits will be prevented from parking close to their houses and be caused inconvenience. Further, it is argued that permit holders are being required to pay a large annual fee, but for a reduced facility. Members have, of course, considered several options and have resolved that a limited measure of public use should be introduced. The decision to increase the cost of a resident's parking permit was made after taking into account the anticipated revenue from the introduction of some public parking. Members will recall that, even with this increase in the cost of permits, the Residents' Parking Scheme will not be self-financing and that future increases may be appropriate in the near future.

5.2 Adverse effect on visual amenities by the introduction of additional signage and meters.

There will, undoubtedly, be some effect on the street scene, particularly those streets which are in a Conservation Area. However, if the scheme is to proceed, this will be inevitable.

5.3 Adverse effect on the environment and road safety.

Objectors believe that there will be increased pollution from cars being driven around the streets seeking spaces. The increased traffic will add to congestion and, therefore, road safety problems. It must be accepted that some drivers will seek out these spaces in preference to the off-street car parks. However, it may well be that the drivers using these spaces would have passed along those streets in any event and would, thus, simply be breaking their journey. Whilst it is possible that a driver may drive around the town searching for such a space, it is felt that this is unlikely as the charge for one hour is the same as that charged on the off-street car parks. It would be more logical to go to a car park than to continue driving around the streets.

5.4 Inadequate enforcement

Objectors are concerned that the present scheme is inadequately enforced and that the additional scheme will cause further pressure which will not be controlled. Members will recall that they have approved the employment of an additional part-time parking attendant to assist in meeting the additional workload which will arise out of the new scheme.

5.5 Additional Zones should be made available for visitors under the new scheme.

Again, Members considered several options and resolved that the Zones available for public parking should be limited as set out in the Order.

- 6 Members have agreed that the arrangements set out in the draft Order should be put in place on the understanding that the operation of the scheme will be reviewed on an ongoing basis and, in particular, in 18 months time so that any anomalies or difficulties which are identified can be addressed. It is therefore

RECOMMENDED that the draft Order be approved.

Background Papers:

Draft Order  
Statement of Reasons  
Public Notice  
Correspondence with consultees

**Committee:** Environment and Transport  
**Date:** 11 March 2003  
**Agenda Item No:** 7  
**Title:** Essex Disabled People's Association Travel Voucher Scheme  
**Author:** Alex Stewart (01799) 510555

### **Summary**

- 1 This report provides Members with details of a request for grant funding from Essex Disabled People's Association (EDPA). It recommends that Members determine whether to grant aid EDPA.

### **Background**

- 2 EDPA has been running a Travel Voucher Scheme, funded by the Lottery, for the past three years to enable people with limited mobility the opportunity to travel independently. The current lottery funding ceases in October 2003.
- 3 EDPA are currently in the process of applying for a continuation grant of £300,000 over 3 years (October 2003-2006) from the Lottery but it requires an element of matched funding. To this end, EDPA has approached the Council for a grant of £600 in 2003/04, £1,200 in 2004/05 and £1,800 in 2005/06.
- 4 The scheme enables people on low incomes with a severe mobility problem and without use of a car, to travel as and when they want to. Travel Vouchers to the value of £300 are used instead of money, to pay for a journey, or part of a journey, when travelling with registered wheelchair accessible transport providers which can include car, bus, train or plane.
- 5 EDPA manages the scheme and checks the eligibility of users. The scheme is run throughout Essex and currently benefits 600 users. It is administered by one full time and two part time staff, at a total cost of £40,000 p.a.
- 6 Demand for the service across Essex varies substantially. One major factor is the publicity afforded to each area and the impact of cross boundary travel. EDPA has applied to all District and Unitary Councils and 5 Primary Care Trusts for funding over a three year period. In addition, it has approached the County Council but it considers the funding of the scheme to be the responsibility of the Districts.

- 7 The table below sets out current usage on a district/borough wide basis and the current status of any grant applications to other district/borough/unitary authorities and Primary Care Trusts.

<b>District/Borough PCT</b>	<b>No. Of Current Recipients</b>	<b>Grant Funding Application Status</b>
Basildon	102	£11,700 (2003/04) proposed by Portfolio Holder but asked to consider opposition proposal for an increase
Braintree/PCT	40	Applied for £6,600 (2003/04)– Awaiting decision
Brentwood/PCT	44	Applied for £5,400 (03/04) £8,400 (04/05) £12,000 (05/06) Awaiting decision
Castle Point/PCT	19	Applied for £1,800 (03/04) £3,300 (04/05) £4,800 (05/06) Awaiting Decision
Chelmsford	60	Applied for £8,400 (03/04) Agreed
Colchester BC/PCT (Joint Budget)	62	Applied for £4,450 for 6 months funding (2003/04) £12,800 (04/05) £16,700 (05/06) Awaiting Decision
Epping	12	No Information Provided
Harlow	30	No Information Provided
Maldon	5	No Information Provided
Rochford	13	No Information Provided
Southend	115	No Information Provided
Tendring	68	No Information Provided
Thurrock	45	Grant Awarded 2001/02. Further funding for 3 years awaiting member Decision
Uttlesford	6	Applying for £600 (03/04) £1,200 (04/05) £1,800 (05/06) To be determined

- 8 There are currently 6 recipients for the service in Uttlesford. Members will be aware that the Council subsidises Concessionary Fares for all residents over the age of 60 and all people who are registered disabled. The current budget (02/03) for Concessionary Fares is broken down as follows:-

Free Half Fare Bus Pass (Statutory Obligation) £65,800

National Transport Tokens (£12 buys £35 worth of tokens)	£34,000
Income generated from sale of Tokens	£11,600-
<u>Total Amount Spent On Provision of Concessionary Fares</u>	<u>£88,200</u>

- 9 The budget is spent to its maximum capacity and were Members to consider providing a grant, either the current budget would need to be reduced or more monies found. The Council could be offering a double subsidy to an individual as (s)he would be eligible to apply for both the EDPA Travel Voucher Scheme and that of the Council.
- 10 EDPA has indicated that it requires at least 4 partners to indicate a willingness to join the scheme, before submitting its continuation lottery bid in mid March 2003.

RECOMMENDED that

(1) Members determine whether to indicate if they wish the Council to participate in the scheme

(2) Members determine a budgetary contribution and identify an appropriate budgetary source

Background Papers: Formal Request from EDPA 10/02/03)

**Committee:** Environment and Transport

**Date:** 11 March 2003

**Agenda Item No:** 8

**Title:** Essex and Southend on Sea Replacement Structure Plan Review

**Author:** Roger Harborough (01799) 510457

### Summary

- 1 This report recommends a response to Essex CC and Southend on Sea BC on their Shaping the Future of Essex and Southend consultation. It recommends that if they decide to proceed with preparation of a deposit draft replacement structure plan, the spatial patterns of growth should protect the rural character of Uttlesford. Any economic activity induced by Stansted Airport should be accommodated in regional centres and regeneration areas.

### Background

- 2 The Joint Structure Plan Authorities, Essex CC and Southend on Sea BC, have embarked on a review of the Structure Plan to roll it forward to cover not only the period to 2011, but also the next ten years to 2021. They are twin tracking this review with the preparation of regional planning guidance for the East of England (RPG 14). The deposit draft of RPG14 is currently programmed for June 2003, with the publication of the Final RPG anticipated by the end of 2004, although the Regional Planning Panel is currently reconsidering the timetable. The deposit draft Structure Plan is expected in July 2003, while the programmed date for the Structure Plan Examination in Public is July 2004.
- 3 Under the provisions of the Planning and Compensation Bill currently being considered by the House of Commons, structure plans would be abolished. However, under transitional arrangements, structure plans that have reached at least the deposit stage by the commencement date for the anticipated regional spatial strategies/ local development documents system may proceed to adoption and will have force as saved plans until three years from commencement date. The Office of the Deputy Prime Minister is very keen that the Regional Planning Guidance to 2021 includes housing provision figures for district areas at the earliest possible opportunity to provide a framework for early preparation of the Local Development Documents that will supersede Local Plans.

### **Spatial Patterns of Growth**

- 4 The scale of growth in county/ unitary authority areas will be determined in the new Regional Planning Guidance, and therefore the current pre-deposit consultation is mainly concerned with patterns of growth within Essex. It seeks to address this issue by considering alternative scales of growth that RPG may determine and the spatial options that might be appropriate for each level of growth.
- 5 A technical report prepared by the joint structure plan authorities reviews a number of factors shaping the plan area. These include recent population trends, demographic forecasts for 2021, economic performance and future prospects, employment forecasts, commuting patterns, the future of town centres and retail development, linkages with London, Hertfordshire, Cambridgeshire and the South East, community facilities and public transport.
- 6 Factors relevant to Uttlesford include
  - increases in the district's forecast population and households, if provision is made in line with general trends, could be met with limited new housing provision;
  - strong economic performance in terms of economic value added per job;
  - the radial nature of public transport and network capacity of rail and highways infrastructure;

- the hierarchy of service centres (retail and community facilities)
- links with the Cambridge sub region; and
- environmental constraints on development.

- 7 The levels of growth illustrated for Uttlesford under different futures vary considerably. With strong levels of environmental protection and restraint on economic growth, the illustrated number of new homes in Uttlesford in addition to those provided for in the Adopted Structure Plan and emerging Local Plan would be 600. If considerably stronger economic growth is assumed, and that is focussed on Thames Gateway South Essex and the London Stansted Cambridge (LSC) corridor, the number of homes illustrated in Uttlesford is either 7,100 in addition to current plan provision, or 15,600 if there were to be greater spatial emphasis on the LSC corridor than on the main towns in South Essex. Maximum use of Stansted's runway as envisaged in the Government consultation on the Future Development of Air Transport would be an element of this economic growth scenario but the level of housing growth in Uttlesford illustrated is significantly greater than would be justified by direct employment growth at the airport. The number of direct airport jobs might be expected to rise from 16,000 at 25 mppa in 2010 to about 20,000 at 35 mppa in 2015. A summary table of the illustrative housing consequences in Uttlesford of different levels and patterns of growth in Essex is appended to this report.
- 8 No illustrative patterns of spatial growth have been generated for major economic growth including additional runway capacity at Stansted, because of uncertainty about Government decisions on airport development and other infrastructure projects of major importance in South Essex. Because of their location on Essex's periphery, the implications of such projects would also need to be considered on a wider basis.

### **Comment**

- 9 Uttlesford is a rural area of small settlements with historic cores and unspoilt countryside. The LSC study assessed this area as having "considerable landscape and natural resources" and "the rolling nature of this landscape makes it visually fragile". The study said that "there is an east-west (central rural) belt between Bishop's Stortford and South Cambridgeshire (especially the eastern part of this belt) that is relatively inaccessible by road and rail thus creating an area of relative rural tranquillity." One of this Council's objections to the Government's options in the Future Development of Air Transport involving additional runway capacity at Stansted was the resulting substantial urbanisation of an attractive historic area.
- 10 Uttlesford's small settlements have very limited capacity to accommodate development on previously developed land and through re-use of buildings. The LSC study concluded that additional development will inevitably mean urban extensions and loss of greenfield land, potentially on a significant scale.

“There would likely be considerable impact on settlement character through pressure on settlement fringes.” “Some new or expanded villages might be required.” If growth were to be concentrated on growth poles considered in the LSC study, “townscape and character could be markedly changed” with “extensive growth into countryside areas.”

- 11 The M11 is part of the national road network linking the rest of the UK to the south coast ports and tunnel access to the continent. As a report elsewhere on this agenda indicates, the London to South Midlands Multi Modal Study final recommendations envisage a strengthening of this role to complement the M1. It is important to safeguard this route for long distance trips between regions and, as far as possible, avoid further growth in its use for more local trips.
- 12 This Council’s response to the East of England Local Government Conference on the RPG14 Options consultation in December 2002 was that it supports the regional centres approach. As the consultation document acknowledged, continuation of existing policies and allowing further tranches of development broadly on the existing pattern is not viable if higher levels of economic growth have to be accommodated, because the environment and character of many settlements would suffer.
- 13 The Council responded to the Government’s consultation proposals for additional runway capacity at Stansted that it would be wrong because, apart from the noise effects and other direct environmental impact, the resultant urban and economic growth would be wrong in terms of the Rural White Paper, the Future of Transport White Paper, the Regional Sustainable Development Framework, Regional Planning Guidance, the Regional Economic Strategy, the Regional Transport Strategy, the substantial urbanisation of an attractive, historic rural area and the area’s transport infrastructure. The same objections in principle apply to the illustrative housing and economic growth patterns involving thousands of new homes in Uttlesford that feature in the joint structure plan authorities’ Shaping the Future of Essex and Southend consultation. Thousands of new houses would run counter to commitments to preserve what makes rural England special, be located in an area that does not have good strategic east-west transport links, draw in investment in infrastructure and development diverting resources away from areas needing regeneration, or to support growth in the vicinity of Cambridge.
- 14 The Deposit Draft Review Structure Plan should not assume any new runway capacity at Stansted. This has been opposed by many local authorities in the East of England and the EELGC’s Regional Planning Panel. The Government has still to resolve its Air Transport policy.
- 15 There is uncertainty regarding the relationship between regional planning guidance and county structure plans in the context of the Planning and

Compensation Bill. Structure planning work could help to shape the regional spatial strategy, but there is pressure from the Planning Minister, Lord Rooker, for district area housing provision in RPG14 and from the Government's proposals in the DPM's statement Sustainable Communities in the East of England published on 5 February. These include acceleration of development in the London Stansted Cambridge Corridor and the other growth areas above the rate of development currently planned in regional planning guidance. They require a different sub regional spatial focus to the existing Structure Plan areas, however scenarios that suggest an additional 10,000 houses in Uttlesford by 2021 are totally unacceptable. Such a level of growth is equivalent to about 36% of the total existing stock of homes and would inevitably imply a new town on a greenfield site.

RECOMMENDED that:

The Joint Structure Plan Authorities be advised

- i) If they decide to proceed with preparation of a deposit draft replacement structure plan, the spatial patterns of growth should be very limited to protect the rural and historic character of Uttlesford;
- ii) No new runways at Stansted should be assumed;
- iii) Any economic activity induced by Stansted Airport should be accommodated in regional centres and regeneration areas;
- iv) The spatial pattern of growth should be based on regional centres; and
- v) The spatial pattern of growth should seek to safeguard the function of the M11 in facilitating long distance trips between regions and, as far as possible, avoid further growth in its use for more local trips.

Background Papers:

Shaping the Future of Essex and Southend consultation document and technical report, ECC/SosBC  
Sustainable Communities in the East of England, ODPM  
Reports to Regional Planning Panel,

## Essex and Southend Shaping the Future consultation

GROWTH FUTURES	Replacement Structure Plan residual in Uttlesford	Additional provision to that in Adopted Structure Plan	New homes in Uttlesford (including residual)
Locally based growth 1A - proportionately distributed	4,400	600	5,000
Locally based growth 1B - greater emphasis to regeneration areas	4,400	600	5,000
RPG14 growth rates 2A – sub regional clusters	4,400	600	5,000
RPG14 growth rates 2B – emphasis on M11/ West Anglia line/ Braintree arc	4,400	5,600	10,000
Regional regeneration and growth areas 3A – sub regional centres	4,400	7,100	11,500
Regional regeneration and growth areas 3B – more emphasis on Harlow/ Stansted/ Braintree/ Colchester arc	4,400	15,600	20,000
Major economic and infrastructure growth	4,400	?	?

Source: Figures in columns 2 and 4 come from tables 8.1 to 8.3 in the Replacement Structure Plan Review Technical Report

**Committee:** Environment and Transport  
**Date:** 11 March 2003  
**Agenda Item No:** 9  
**Title:** London to South Midlands Multi Modal Study  
**Author:** Roger Harborough (01799) 510457

### **Summary**

- 1 This report recommends that the East of England Local Government Conference be advised of the Council's views on the final recommendations of the study so that the regional planning body can take them into account in submitting its advice to the Government Office for the East of England and the Secretary of State for Transport.

### **Background**

- 2 This major study was set up by the Government to make recommendations for a long-term strategy to meet passenger and freight needs within an area based on the M1, A1(M), and M11 corridors. Its terms of reference included a specific requirement to make recommendations on the problems of east west travel and the lack of a strategic east west road between the A14 and the M25 and an east west railway.
- 3 This Council has expressed its views on various issues at key stages in 2001 and 2002 to the consultant team conducting the study. These included:
  - i) Support in principle for the widening of the M11 J8 to J9 and possibly J14 and capacity improvements to the A14 Cambridge to the M1. However, this is on the basis that coach/high occupancy vehicle lanes are provided to the M11, and the A14 improvements are part of a package approach for Cambridge to Huntingdon, which includes light rail/ guided bus to relieve the strategic route of as much local traffic as possible.
  - ii) Support for some improvements to east – west routes but the Council would be concerned if such improvements resulted in such a high quality route that it attracted high volumes of strategic traffic movements onto the A505 and A120. Improvement of the A120 west of Stansted should be limited to local schemes to address bottlenecks, such as a Little Hadham bypass. The A120 should not be extended west of Puckeridge to the A1/M1.

- iii) High priority should be attached to West Anglia Route Modernisation (Enhancements) to include substantial additional track capacity on the main line and a second rail tunnel into Stansted Airport.

### **Final Recommendations of the Study – Preferred Strategy**

4 The principal elements are

#### Rail

- An increase in capacity to meet demand on West Coast Main Line, Midland Main Line, East Coast Main Line and West Anglia Main Line.
- New rail corridor from Oxford to Cambridge via Milton Keynes and Bedford.
- Extension of Thameslink 2000 from Bedford to Northampton.

#### Road

- M1 D4-lane standard J6A-10 (M25 to Luton) – the highest priority infrastructure investment in the study area.
- M11 widening to D3-lane standard J8 to J9 (A120 Birchanger to A11spur).
- East west route improvement A421/A428 Milton Keynes to Cambridge to D2-lane standard.
- A1 widening to D3-lane standard between A14 Brampton and Alconbury.

- 5 This is a recommended 30 year strategy. The Ten Year Plan recommendations assume that Thameslink 2000 and WCML rail improvements and A14 widening from M11 to A1 would be implemented as part of the reference case. Early road investment is required at locations where there is predictable and repetitive congestion, and these are identified as the M1, M11 and A421. Rail investment would be limited to the Bicester-Bletchley section of the proposed east west rail route.
- 6 Beyond the Ten Year Plan, West Anglia Main Line widening to 4 tracks throughout or equivalent capacity between Bishops Stortford and Tottenham Hale, an additional tunnel into Stansted Airport, diversion of fast trains via Stratford using capacity made available by Crossrail, additional platform and track capacity at Cambridge and Ely, and M11 widening from A11 to A14 are included in the recommendations. Completion of the A421/A428 improvements and the proposed east west rail route as an integrated scheme is recommended.
- 7 Road user charging from the mid point of the 30 year period and other demand management measures are recommended to ensure that the benefits of additional capacity provided are not negated by traffic growth.

## **Comment**

- 8 It is of concern that the West Anglia line track capacity enhancements do not feature in the Ten Year Plan proposed. Together with Thameslink 2000 and Crossrail, they are needed to support an increase in the Stansted air passenger public transport mode share to 40% whilst also providing an enhanced level of service to other rail users in the corridor. It is noted that the study recommendation is for a more extensive scheme than the SRA's WARM Enhancement project. It is understood that the rail schemes in general recommended by the study provide more capacity than is likely to be needed in the 30 year period because of the significant infrastructure needed to deliver any step change, and that therefore they give lower benefit to cost ratios than the M1, M11 and A421 road schemes. A longer term view, calculated over a greater period, may need to be taken for rail schemes.
- 9 Members will need to decide if they continue to support M11 widening without bus/high occupancy vehicle lane management measures. It is clear from the study report that the M1 and M11/ A14 are regarded as the key road axis in the study area. The study advocates provision of "sufficient flexibility to maintain an operational network if one section suffers a loss of capacity for any reason" as an important principle. If roadworks or an accident cause disruption on the M1, the M11/A14 is seen as an alternative route for some long distance traffic. By contrast, the A1 in Hertfordshire and Bedfordshire is perceived as performing a different function – for journeys between London and its hinterland and only modest improvements are proposed.
- 10 Members have expressed concern about the effects of introducing road user charging on the A12 as recommended in the LOIS final report. Area wide charging has since also been recommended in the ORBIT final report to protect the benefit of widening selected stretches of the M25. The composite effects of road user charging need to be considered.
- 11 It is noted that the study recommendations are based on a set of three planning scenarios. The majority of the strategy development and appraisal work for 2031 was based on the assumption that the distribution in homes would be determined by rolling forward existing annual rates of provision in regional planning guidance. The other two scenarios were used for sensitivity testing purposes. One assumed that planning policy was more accommodating of housing growth pressures, particularly in the northern part of the study area outside Essex. Under this scenario provision was also specifically made for employment growth at Stansted airport with maximum use of existing runway capacity, and in the Cambridge high technology cluster. This further illustrates the lack of coherence between the Government contemplating both additional runways at Stansted and a planning growth area in the Stansted area, and the feasibility of providing significantly enhanced road and rail infrastructure. If it is going to take 30 years to provide the infrastructure to keep pace with a "business as usual"

development strategy, the prospect of being able to provide the necessary network for Stansted to be a national transport hub looks completely unrealistic.

RECOMMENDED that

- i) The East of England Local Government Conference be advised that the Council is concerned that West Anglia Main Line enhancements are not recommended in the Ten Year Plan;
- ii) Members determine if they support M11 widening without the additional capacity being safeguarded by high occupancy vehicle/ coach lanes
- iii) The EELGC be advised that the implications for the wider road network of introducing road user charging need to be considered. The Council is concerned as to the impact on what will already be a very busy A120, and other potential consequences within rural Uttlesford. Any such policy initiatives in relation to road charging would have to be the subject of detailed study to spell out the implications and be subject to wide public consultation.
- iv) The EELGC be advised that it should take the findings of the LSM MMS into account in opposing additional runways at Stansted Airport.

Background Papers: London to South Midlands Multi Modal Study Final Report and Final Presentation.

**Committee:** Environment and Transport; Development Control and Licensing; Resources  
**Date:** 11<sup>th</sup> March 2003  
**Agenda Item No:** 10  
**Title:** The Planning Delivery Grant  
**Author:** John Mitchell (01799) 510450

### Summary

- 1 On 10<sup>th</sup> February 2003 the distribution of the Planning Delivery Grant (PDG) was announced in the House of Commons. The Government is making an additional £350 million available to local authorities over the period 2003-2006. Uttlesford has been awarded a grant of £246, 261 for 2003-2004. Of 362 qualifying authorities only 33 obtained a higher sum.

- 2 This report explains the background to the grant and suggests means of applying it in furtherance of both local and national priorities. It is a joint report to Environment & Transport, Development Control and Licensing and Resources Committees.

## **Background**

- 3 On 10<sup>th</sup> February 2003 the distribution of the Planning Delivery Grant was announced in the House of Commons. The Government is making an additional £350 million available to local authorities over the period 2003-2006. The grant is being paid out of additional resources from Spending Review 2002 for planning and is to help ensure delivery of the Government's Communities Plan objectives. The grant is also to help deliver the ODPM's Public Service Agreement 6 which requires all local authorities to have local development frameworks in place by 2006 and meet the Best Value Development Control targets by the end of 2006/7. The grant will also assist the ODPM's Public Service agreement 5 to achieve a better balance between housing availability and demand.
- 4 The amount of grant distributed in 2003/4 is £50 million, and is being paid to local planning authorities, regional planning bodies and the Greater London Authority. It is not being paid to County Councils. It is a performance reward grant, targeted towards authorities' improvement towards and achievement of Best Value Development Control targets during the period June 2001 - June 2002. The allocation is enhanced for those local authorities within the high housing demand and growth areas. The minimum grant is £75,000. Uttlesford has been awarded a grant of £246,261. This comprises £190,000 for Development Control performance improvement, £34,000 as a result of the District's location in regard to meeting housing demands in the south east and £26,000 because of the District's location within the Communities Plan growth areas. An adjustment for weighting purposes results in a £5,000 deletion. 362 local authorities qualify for the grant - the highest being Westminster at £465,000. Only 33 out of the 362 local authorities obtained higher grant than Uttlesford.
- 5 The grant is not ring fenced to planning. It has however been allocated on the basis that it will drive up performance, both directly and indirectly, in the delivery of planning services both in respect of Development Control and plan making. The ODPM's office suggests that the following areas could be the subject of additional expenditure by local authorities:
- Regional Planning Guidance
  - Future Regional Spatial Strategies
  - Completing current reviews of existing development plans
  - Preparing for the new systems of local development frameworks
  - Better resourcing of IT systems
  - Assistance from Consultants

- Outsourcing of certain planning services
- Increasing staffing levels
- Training for staff and councillors
- Supporting mediation services
- Encouraging a more diverse planning workforce
- Bursaries for employees to gain planning qualifications
- More use of technical staff

6 It is stressed that there will not be a minimum award in future years and that authorities will have to continue to secure improvements in performance to receive money in future years.

Officer Comment

7 The Planning Service is going through a period of considerable change. It has recently moved from Great Dunmow to Saffron Walden, which in itself is a considerable upheaval. A major structural change is also being implemented, involving the removal of a tier of management and its replacement with a simplified structure. A Best Value Review was commenced in April 2002 but progress was deferred because of high staff turnover in Development Control from April onwards, brought about by a combination of serious illness and career moves. Further staff losses arose from the office move, which have yet to be replaced. Simultaneously operating two Planning Information Desks, one in Saffron Walden and the other in Great Dunmow, has placed further strain on already stretched resources. In all the service remains in a state of flux.

8 The improvements in DC performance on which the grant was based have not been sustained. The period used for assessment - June 2001 to June 2002 - is unusual as it is usually the financial year that is used. Between June 2001 and June 2002 the Development Control service improved its performance of handling planning applications in 8 weeks from 50% to 70%. This improvement arose from significant changes to systems following an internal review in Autumn 2001, coupled with a relatively stable period of staffing up until April 2002. Given stability in terms of staffing and office location then the systems are in place for high performance in Development Control. The current Development Control performance from 1<sup>st</sup> April 2002 is as follows:

<b>Performance Indicator</b>	<b>Govt. Target</b>	<b>UDC Performance</b>
% Major applications determined in 13 weeks	60%	30%
% Minor applications determined in 8 weeks	65%	42%
% All other applications determined in 8 weeks	80%	61%

The overall determination rate from 1<sup>st</sup> April 2002 is 60% in 8 weeks. In January 2003 69% of all applications were determined in 8 weeks.

- 9 Development Control performance is stressed because on this will depend the allocation of future grant. Current problems in DC do not arise from vacancies in professional planners posts but from vacancies in administrative posts, which result in a slow throughput of applications.
- 10 In terms of planning policy, there has been stability for some years. The Local Plan is progressing towards inquiry commencing on 13<sup>th</sup> May 2003. Because of its advanced stage it will not need to be abandoned and replaced by a Local Development Document on enactment of the Planning Bill currently before Parliament, although the preparation of an LDD may prove necessary if Regional Guidance promotes the District as part of a growth area. Other initiatives, such as transport, conservation and landscape, are sound.
- 11 Regard should be had to the ODPM's suggested priorities, set against this background

<b>Government Suggestion</b>	<b>Current Progress and Possible Action</b>
Preparation of Regional Planning Guidance	Not a function of UDC, but robust input will be continued
Preparation of future Regional Spatial Strategies	Not a function of UDC but robust input will be provided as and when necessary
Completing current reviews of existing development plans	Resources allocated and deposit Local Plan progressing to adoption
Preparing for the new systems of local development frameworks	Will be phased after adoption of the local plan and depending on outcome of Regional Guidance and Spatial Strategy
Better resourcing of IT systems	Document Imaging being introduced within budgeted resources, but good use could be made of additional resources.  Website close to completion.  Training could be offered to Planning and Office Service staff to enable more efficient use of the planning applications management system, thus enabling corporate use of the grant.

Assistance from Consultants	<p>Officers consider that the Best Value Review of Planning Services, and any resultant change management programme, could be carried out by consultants. This would have the dual benefit of freeing staff time to run the service while allowing an independent overview of the Service and areas for improvement.</p> <p>Consultants have been used for planning hearings and inquiries when necessary. This resource has been deleted from the current budget but could usefully be reinstated, again freeing staff time.</p>
Outsourcing of certain planning services	Consideration is being given to this. For example, the London Borough of Sutton outsources all householder planning applications with a high degree of performance and customer satisfaction
Increasing staffing levels	Temporary staff have been taken on to cover administrative vacancies. It is difficult to take on additional staff on the basis of a single year's grant other than on a temporary or contract basis. The use of temporary staff will continue. The restructuring involves the appointment of two additional planning officers.
Training for staff and councillors	This is under consideration for Councillors and will be progressed after the May elections. Areas where staff training could be useful involve customer care, management and presentation skills.
Supporting mediation services	This is considered a low risk area and not a priority of the Service given the limited resources available
Encouraging a more diverse planning	This will be encouraged through

workforce	the normal recruitment systems
Bursaries for employees to gain planning qualifications	One member of staff is already on a day release course to obtain a planning qualification. Further training would be encouraged for all staff to gain relevant qualifications.
More use of technical staff	The restructuring of the department envisages more technical staff.

- 12 Planning Officers are in short supply nationally and the job market is very competitive. This sudden injection of cash will not increase the number of professional planners seeking employment: consequently officers do not consider that the grant should be targeted at new staff in the first instance. Officers consider that the governing principle for use of this additional resource should be to establish the systems and procedures to enable the sustained improvement of service delivery, while at the same time creating the right conditions for staff to develop their skills and job satisfaction. This would be through training and development, better use of IT and the use of temporary staff or Consultants to address short term "pressure points" in service delivery. The appointment of consultants to carry out the Best Value Review is considered a high priority, as this would give the framework for sustained improvement while at the same time freeing staff time to continue to deliver an improving service.

**Overall Financial Implications**

- 13 Apart from the future implications for the district of the housing demand and growth elements of the grant, this is exceptionally good news for the Council financially. As well as making resources available for development control improvements, the PDG also frees up financial resources that would otherwise have to be made available for preparing for the new systems of local development frameworks (LDFs). An additional sum of £171,500 earmarked for LDF related purposes (including legal support) was finally approved by Council on the same day that officers first learned of the award of the PDG.
- 14 By the time the accounts are being closed in early May it will be necessary to prepare a costed action plan for development control improvements prepared in light of an assessment of likely future costs of the LDF over the next few years. This will allow any grant not identified for service improvements to be earmarked for LDF purposes in addition to the £60,000 PDG elements for housing demand and growth. This will reduce the need to tie up other resources of the Council.

- 15 As has been made very clear, future PDG entitlement will depend on how much improvement is delivered in practice. In recognition of this and to maximise the chances of receiving further PDG in future, it is recognised that new improvement targets will need to be agreed. Officers do not yet feel in a position to propose either firm targets or a fully worked up and costed action plan. It is intended to prepare a report covering these matters for the next cycle of Committee meetings when supplementary budget approval will be sought.

### **Conclusion**

- 16 Officers consider at this stage that the priorities to improve service delivery are:
- The appointment of independent consultants to carry out the Best Value Review of Planning Services
  - Bringing forward the appointment of new staff following the approved restructuring of Planning Services
  - Funding the appointment of temporary staff to reduce “pressure points” in workload
  - Improvements in IT
  - Staff and Member training
  - Outsourcing handling of planning appeals and consideration of outsourcing certain categories of planning applications
  - Technical and administrative support for the Enforcement Service
- 17 Members are asked to consider any further areas where use of the grant may improve performance and service delivery.

**RECOMMENDED** that officers prepare a costed improvement and delivery plan for implementing the priorities in paragraph 17 of the report to take maximum advantage of the grant resources available

Background Papers: letter dated 10<sup>th</sup> February 2003 and enclosures from  
Tony McNulty MP, Parliamentary Under Secretary of  
State, Office of the Deputy Prime Minister

**Committee:** Environment and Transport  
**Date:** 11 March 2003  
**Agenda Item No:** 11  
**Title:** Supplementary Planning Guidance for existing small areas of development within Priors Green, Takeley/Little Canfield – Report of Consultation  
**Author:** Melanie Jones (01799) 510461

### **Summary**

- 1 Supplementary Planning Guidance (SPG) has been prepared for the small areas of development within the larger allocation at Priors Green, Takeley/Little Canfield. Members approved the SPG for public consultation at the meeting of this Committee on 14 January 2003. The six-week consultation period ended on 3 March 2003. This report advises Members of the responses received and recommends that the SPG, as amended, be adopted.

### **Background**

- 2 Government advice in relation to SPG is set out in PPG12. Its states that SPG must be consistent with national and regional planning guidance as well as the policies set out in the adopted development plan. It should be clearly cross referenced to the relevant plan policy or proposal, which it supplements. Consultation should be undertaken and it should be reviewed on a regular basis alongside reviews of the development plan. Local Authorities are advised to discuss proposed SPG with the Government Office. The Government Office has been consulted on the SPG and their comments are set out in the table below
- 3 The SPG has been produced to provide general advice on the development of the “island” sites within the Takeley/Little Canfield Local Policy 3 – Priors Green site and to ensure comprehensive development and consistent and equitable decision making across the whole policy area.
- 4 The approved SPG together with the plan was sent to the range of interested parties listed in Appendix A. Following receipt It was brought to officers attention that the map was incorrect in that it showed land known as “The Laurels” as being within the Countryside application area. A revised map was prepared and sent out to all the initial consultees but as the changes related to a single site the consultation period was not extended.

## **Comments**

- 5 The representations received in response to the SPG together with the comments and recommendations are detailed in the table (attached as Appendix B).

RECOMMENDED that

1. the SPG as amended in accordance with Appendix B be adopted, as supplementary guidance in relation to Takeley/Little Canfield Local Policy 3 – Priors Green in the Revised Deposit Local Plan.
2. appropriate amendments to the Uttlesford Local Plan be put to the Inspector at the Local Plan Inquiry.

Background Papers: Correspondence received

## **Appendix A – List of Consultees**

### **County Councillor**

Cllr J. Whitehead

### **District Councillors**

Cllr Mrs J. Cheetham

Cllr D. Jones

Cllr R. Smith

### **Parish Councils**

Little Canfield Parish Council

Takeley Parish Council

### **Essex County Council**

Essex County Council – Area Highways Office

Essex County Council – Transport and Operational Service

Essex County Council – Learning Services

Essex County Council - Planning

### **Development Interests**

Countryside Strategic Projects PLC

Savills

### **Other Organisations**

C.P.R.E.

Environment Agency

Essex Police – Architectural Liaison Officer

Government Office for the Eastern Region

Uttlesford Primary Care Group

The Stansted Airport Motel

### **Residents**

Broadfield Road

No's 1-11, Willow Tree Cottage

Clarendon Road

Broadmead, Burbank

Dunmow Road

1-4 Nursery Cottages, 1&2 Southview Villas, New House  
South View, The Willows, The Rest, The Rise, Westview  
Cottage

Jacks Lane

Autumns, Carberry, Coppins, Cyprus, Fields View, Kambria,  
Kilbrinie, La Taleve, Salix, San Michella, The Almonds, The  
Chase, Twyford,

Hamilton Road

No's 1,2,3,4,5,6,8 Almaro, Gimbas

Thornton Road

Evanston, Koumala, White Clouds,

Warren Close

Coniston, Kerria, Martelle, Lizzards, Plasdon, South View,  
The Cottage, The Laurels, Woodview

Warwick Road

Gamecards Cottage, The Nest,

## Appendix B – Representations Received, Comments and Recommendations

Respondent	Summary of Comments	Recommendation
<p>Mr J. Brett 2 Broadfield Road Takeley</p>	<p>Concerned that development will be very dense and all available land will be developed. The new infill site on the A120 is cramped and houses are squeezed in.</p> <p>Does development of the Island Sites include the Broadfield Road spinney?</p> <p>It would be nice to see some accurate and conclusive plans.</p>	<p>Overall density will be in accord with government guidelines.</p> <p>The Broadfield spinney is excluded from development and will remain as an area of public amenity for which a management plan will be drawn up. It is crossed by a the road which links the two parts of the Countryside development.</p> <p>Detailed plans will be prepared as part of any planning application which will be the subject of further consultation.</p>
<p>Mr G. Duncan – Countryside Properties</p>	<p>Boundary to The Laurels should follow the southern boundary of the Countryside application. Otherwise the effect of the SPG at this point is ambiguous.</p>	<p>The boundaries shown in the SPG reflect the boundaries shown on the submitted applications.</p>
<p>Hilary Gore Essex County Council Highways</p>	<p>No comments to make</p>	
<p>Mr S.James Stansted Airport Motel</p>	<p>The Stansted Motel site is not really suitable for a general B1 commercial use, Should the hotel use not be feasible a residential use of the site would be appropriate. Request that the SPG indicates either hotel use or residential use.</p>	<p>In order to provide a more balanced community and provide local job opportunities it is appropriate that The Stansted Motel site is retained for non-residential use.</p>
<p>Gillian Williamson C.P.R.Essex</p>	<p>C.P.R.Essex is happy with the proposal which seems to be equitable in the circumstances</p>	<p>Support is noted</p>
<p>Blaise Gammie Strategic Planning Officer Essex County Council Learning Services</p>	<p>Expected the SPG to include the Laurel's site</p>	<p>On the revised plan The Laurels is identified as a separate site. Additional explanatory text should be included in the SPG to clarify this.</p>



**Committee:** Environment and Transport  
**Date:** 13 March 2003  
**Agenda Item No:** 12  
**Title:** Chesterford Park Research Station Master Plan  
**Author:** John Mitchell (01799) 510450

### **Summary**

- 1 The Chesterford Park Research Station is a 100 hectare site 2.5 miles north of Saffron Walden. Formerly an agricultural research station it is now being developed for science-based enterprises. The Chesterford Park Local Policy in the deposit draft Local Plan requires the preparation of a master plan for the site to indicate how development on a phased basis relates to an overall design concept. The local plan requires the master plan to be subject to public consultation. This report seeks authority to commence consultation.
- 2 A planning application (ref UTT/) is currently on hold pending public consultation over the master plan. An overall plan of the Research Park is attached.

### **Background**

- 3 The Master Plan for Chesterford Research Park is set out as follows: introduction, evolution of the research park, the vision for the research park, planning policy, existing and proposed landscaping, architecture and design, traffic and access, and finally phasing of changes. Each of these sections is summarised below.

#### Introduction

- 4 The Research Park is a well established site offering a high quality environment for a range of research companies. It has been acquired by Norwich Union Life and Pensions Ltd who are undertaking a programme of improvement works including upgrading of buildings and services and additional landscaping. Whereas it used to be operated by a single occupier it is now being developed for a range of research companies. The Master Plan has been prepared to guide the progress of change at Chesterford Research Park, and it is intended to maintain and enhance the site as a high quality location attractive to research companies, benefiting from its proximity to Cambridge with its concentration of research facilities.

#### Evolution of the research Park

- 5 The park is based around a Victorian Country House standing in grounds of some 250 acres (100ha). It was built in around 1850, and, following various occupiers, was used as a hospital during the Second World War. It was brought back into use as a research site in 1952, when it became Fison's agricultural research centre, going through a series of ownerships as companies merged. Norwich Union acquired the site in 2000.
- 6 Buildings were added to over the years to meet operational requirements and there is a range of styles. There are some 70 buildings of all types on the site with a total floor area of 32,500 sq m. The mansion is the centrepiece of the site with its adjacent inner park and arboretum. It is not listed but is an attractive and imposing building that will be retained and enhanced. New occupiers have moved onto the site since its acquisition by Norwich Union and the focus is on maintaining and improving the Park as a site for leading research companies and fostering new science based enterprises.

### The Vision

- 7 Norwich Union's vision for the site is to preserve the best elements of the site, to improve the environment, provide additional facilities for occupiers and to construct new buildings to meet modern research requirements. Its strengths lie in the landscaped environment and historic elements of the site. A weakness is the quality of some of the buildings. This overall vision will be achieved by the following means:
  - Provision to be made for business start ups requiring smaller laboratory space and flexible terms, as well as providing for more established companies. There are advantages for high technology companies forming part of a cluster of research activities.
  - Improved central facilities to produce a better café/restaurant for staff on site and a gym. This will encourage contact between occupiers and meet needs to reduce journeys elsewhere.
  - Older and unsightly buildings will be removed over time and the distribution of buildings across the site changed to enhance the parkland setting. New floorspace will be initial located on the southern part of the site with some buildings in the northern part being removed.
  - The amount of space will depend on a number of factors including market demand but it is anticipated that approximately 24,000 sq m of additional floorspace will be provided. A phasing plan shows how this will be achieved, as new buildings are constructed and older ones removed.
  - This is a long term strategy and one that can respond to changes in market demand. Details have to respond to needs as they arise but the master plan sets out the overall context.

### Planning Policy

8 The Council's planning policy for the site is set out.

### Landscape

9 The master plan evaluates the existing landscape and divides it into three distinct character zones. These are:

Zone 1: the historic inner park and arboretum

Zone 2: the arboretum parkland extension zone

Zone 3: outer parkland, farmland and woodland belts

10 Zone 1 will be retained and enhanced. Zone 2 is the area beyond the arboretum where there is scope to extend or complement the character of the inner zone - it also includes existing buildings and the potential sites of new buildings. The proposals for this zone include:

- Open swathes of meadow and grassland punctuated by specimen trees and tree groups
- Informal pedestrian and cycle routes
- Enclosure by estate rail fencing where necessary
- Controlled views of buildings through the informal parkland setting
- Formal clipped hedges and pleached trees to provide enclosure, separation and screening
- Paved sitting out spaces with water or other features
- Ornamental planting with year round interest.

11 Zone 3 contains elements that will be enhanced, thus providing ecological and visual benefits as well as woodland paths.

12 Comprehensive illustrative plans form part of the document.

### Architecture and Design

13 There is a wide range of buildings on the site, many being utilitarian and unsightly, which gives a fragmented appearance to the Park. The aim is to adopt consistent design principles so that over time a more attractive and coherent appearance is achieved.

14 The requirements of research and development buildings are set out - these are generally two and three storey buildings with laboratory space - the laboratory areas require a controlled environment and this results in substantial areas devoted to mechanical and electrical plant.

15 Contemporary designs are envisaged but each will have regard to the brick and stone detailing of the Mansion at the core of the Park. There will be a limited range of materials to ensure consistency across the site and to

complement the landscaped setting. Emphasis is placed on energy efficiency, longevity and minimal maintenance.

#### Traffic and Access

- 16 Planning permission for a new access has been granted. There is a travel plan for the site in place, which has been drawn up with the County and District Councils as part of the planning permission for the new access. It includes the appointment of a site travel co-ordinator to provide information and to set up a car-sharing scheme. The travel plan will evolve to meet changing needs and in response to development on the site. Norwich Union has introduced signs to discourage through traffic in Little Chesterford and is keen to ensure that the Park is a good neighbour. There will be a new section of public footpath to link the existing footpaths to the east and west of the site.

#### Phasing of Changes

- 17 The master plan contains drawings showing how development will be phased over the coming years. The number of phases and the precise form that each phase would take will depend on a number of factors including the size and type of building required by individual occupiers and the features of each part of the site. Five main phases are shown which illustrate a gradual reduction in the emphasis of buildings to the north of the site and a general low-density occupation of the development zone around the inner park and arboretum.

#### Officer Comment

- 18 The master plan is considered to meet the requirements of the Chesterford Research Park policy and as such is recommended for public consultation. It is considered that such consultation should include the relevant Parish Councils and local residents, as well as the usual statutory consultees. The site owners are willing to hold a public exhibition at which staff will be available to answer questions. They also extend an invitation to the Committee to visit the Research Park should Members consider it appropriate.

RECOMMENDED that the master plan for the Chesterford Research Park be approved for public consultation as set out above, and the results be brought back to a future meeting of this Committee.

Background Papers: Chesterford Research Park Master Plan

**Committee:** ENVIRONMENT AND TRANSPORT  
**Date:** 11 March, 2003  
**Agenda Item No:** 13  
**Title:** BEST VALUE REVIEW – TERMS OF REFERENCE REFUSE  
AND RECYCLING SERVICES – 2003/04  
**Author:** Richard Secker (01799) 510580

### **Summary**

- 1 It has previously been agreed that the Refuse and Recycling Services should be the subject of a Best Value Review. Attached to this report are draft Terms of Reference.

RECOMMENDED that Scrutiny 2 Committee approves the terms of reference

Background Papers: BVPP 2003/04

## **BEST VALUE REVIEW – TERMS OF REFERENCE REFUSE AND RECYCLING SERVICES – 2003/04**

### **Scope**

The review will consider whether the following services, namely household and commercial refuse collections, recycling banks and kerbside recycling collections

- meet national and local standards, and remain a community priority
- meet customer expectations
- could be more effectively and efficiently provided

The aim is to show what is currently being achieved and how any improvements can be made in future.

### **The Services**

- The services and costs will be briefly described.
- The reasons why the current services are being provided will be explained and the links to strategic objectives, Council policies and priorities.

### **Some Fundamental General Questions**

- Does the Council have a statutory duty to provide the services?
- Are the services meeting current required standards?
- What contractual arrangements are appropriate to meet future requirements?

### **Some specific questions**

- Are the present standards appropriate to meet customer requirements?
- What improvements and/or changes will be necessary to meet national and local targets?
- How can any changes be implemented in the most cost effective way?
- Can the development of partnerships assist in the delivery of any service improvements or future performance targets?
- Can the existing refuse collection and kerbside recycling services be merged into a single contract and collection system?
- How can information on services and collection variations be more effectively communicated to all customers?

### **How we will carry out the review**

The answers to the **challenging** questions above will be assisted by

- **Comparing** where practical with service providers in similar areas recognised as market leaders – probing questions rather than attempted statistical comparisons.

- **Consulting** with users, partners to supplement where necessary existing evidence.
- **Competing** where appropriate with other providers.

### The Process

- The Member Reference Group will meet regularly with officers
- There will be a challenge event in April/May
- There will be notes on the review progress to members and staff
- There will be reports to Scrutiny Committee
- An improvement plan will go to Scrutiny Committee in December and the Policy Committee in January 2004.

### Membership of Review Team

- |                   |   |   |
|-------------------|---|---|
| • Members         | } | To be advised   |
| • Officers        |   | Core team of Richard Secker, Ron Pridham, Diane Burrige, Beth Hodge and Unison Rep<br>Others will be contributing |
| • Critical Friend |   | To be advised.  |

Background Papers: BVPP 2003/04

**Committee:** ENVIRONMENT & TRANSPORT COMMITTEE  
**Date:** 11 MARCH 2003  
**Agenda Item No:** 14  
**Title:** ESSEX WASTE MANAGEMENT STRATEGY  
**Author:** Richard Secker (01799) 510580

### **Summary**

- 1 This report advises Members of the progress made in producing a Waste Management Strategy for Essex and recommends endorsement of the progress to date and suggested long-term timetable.

### **Background**

- 2 An Essex Waste Management Advisory Board (WMAB) was established by the Essex Local Authorities Association two years ago to produce an Essex wide waste strategy and subsequently an implementation programme to address both local and national issues. Membership consists of Essex County Council, all Districts and Boroughs plus the two unitary authorities.
- 3 Much progress has been made on agreeing the overall objectives, the appointment of various consultants and joint funding of current projects. A very extensive public consultation exercise has been undertaken on a waste management strategy and some possible system solutions to deal with the waste streams.
- 4 All authorities have now agreed a vision to recover and recycle 60% or more of household waste and to meet individual and any pooled statutory targets by the defined dates. It has also been recognised that waste minimisation and waste avoidance are vital parts of the waste hierarchy and European directives will soon demand more action in these areas.
- 5 In the next few years, all collection authorities will be required to progressively increase the amounts of dry recyclables recovered from their household waste streams in accordance with their strategies and plans. However, it has been accepted that not all authorities will be able to proceed at the same pace in introducing new or revised collection systems.
- 6 At a recent officers' two-day workshop, there was a consensus in support of having local facilities in terms of transfer stations, bulking facilities and materials recycling (MRF) in most, if not all, districts. In respect of the major

facilities such as anerobic digestion plants (AD) and larger high technology MRF's, there is an economy of scale and area solutions may be more appropriate.

- 7 In terms of area solutions, two initial areas have been suggested specifically for the Thames Gateway and West Essex. The latter area would probably consist of Epping Forest, Harlow, Uttlesford and Brentwood which have many similar systems and reasonable transport infrastructure links.

#### Short Term Timetable in 2003

- 8
- |                  |  |
|------------------|--|
| February         | – Broad strategy agreed by the WMAB.   |
| March/April      | – All authorities endorse the broad strategy.  |
| June             | – Essex conference for all elected members – probable date 30 June 2003 in Chelmsford.                       |
| July – September | – WMAB considers the detailed strategy and seeks endorsement by each authority.                              |
| October          | – A detailed strategy is formally agreed by each authority.<br>– Work to commence on an implementation plan. |

#### **Long Term Timetable**

- 9
- |               |  |
|---------------|--|
| November 2003 | – WMAB agrees engagement of technical, financial and legal consultants/specialists.              |
| Spring 2004   | – Invite tenders for long-term contracts.  |
| Autumn 2005   | – Award contracts.   |
| Spring 2006   | – First planning applications received.  |
| 2007          | – First planning permissions granted. Existing landfill contracts expire (some may be extended). |
| 2008          | – First facilities operational (transfer stations, MRF's and in-vessel composting).              |
| 2009          | – First AD plants operational.   |
| 2010          | – Landfill Directive requires 25% reduction of   |

biodegradable waste at 1995 base level.

- 2013 – Landfill Directive requires 50% reduction of biodegradable waste at 1995 base level.
- 2020 – Landfill Directive requires 65% reduction of biodegradable waste at 1995 base level.

### **Comments**

- 10 This whole process will be a lengthy and expensive exercise for both collection authorities as they chase 60% plus recycling levels and for disposal authorities in providing a range of facilities to manage the residual waste. At some stage it is likely that districts will have to underwrite some of the costs of not reaching any agreed recycling target. However, to avoid the use of any incineration for final disposal of residuals, most districts appear prepared to make the investment in the collection services which would be necessary. It will, though, be subject to the availability of resources during the implementation of the strategy.

**RECOMMENDED** that this Council endorses the broad strategy as agreed by the WMAB to deliver the local and national targets for Uttlesford and Essex.

Background Papers: A Municipal Waste Management Strategy for Essex, Southend and Thurrock produced by Environmental Resources Management - September 2002.