

Environmental Services Committee – 4 February 2004

Minutes of the meeting of the **Environmental Services Committee** held on **4 February 2004** when there were present:-

Cllr J E Grey (Chairman)
Cllr R G S Choppen (Vice-Chairman)

Cllr R A Amner
Cllr Mrs T J Capon
Cllr Mrs H L A Glynn
Cllr Mrs S A Harper
Cllr Mrs L Hungate
Cllr A J Humphries

Cllr R A Oatham
Cllr J M Pullen
Cllr C G Seagers
Cllr Mrs M S Vince
Cllr Mrs M J Webster

VISITING MEMBER

Cllr C J Lumley

OFFICERS PRESENT

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| S Clarkson | - Head of Revenue and Housing Management |
| S Scrutton | - Head of Planning Services |
| J Ellis | - Environmental Protection Unit Manager |
| J Crawford | - Transportation Manager |
| J Desmond | - Assistant Transportation Manager |
| S Worthington | - Committee Administrator |

56 MINUTES

The Minutes of the meeting held on 13 January 2004 were approved as a correct record and signed by the Chairman.

57 PROGRESS ON DECISIONS

The Committee received the Schedule relating to Progress on Decisions.

Safety Issues Concerning Above Ground Storage of LPG at Petrol Filling Stations (Minute 513/03)

It was noted that the presentation made by the Essex County Council Trading Standards representative had been useful and informative and that a letter of thanks should be sent.

58 **DECRIMINALISED PARKING ENFORCEMENT – QUARTERLY PROGRESS REPORT**

The Committee considered the report of the Head of Revenue and Housing Management on progress towards implementing decriminalised parking enforcement (DPE) in the Rochford District.

Officers advised that they had received a request from the County Council that this Authority re-confirm its decision to adopt decriminalised parking enforcement in the Rochford District, as a result of the time lapse between the earlier Council decision and the proposed application to the Department of Transport.

Responding to a Member enquiry relating to residents' parking schemes, officers confirmed that the advice from Essex County Council was to look at proposals for such schemes after DPE had been introduced; this could be explored early in 2005.

Officers advised that vehicle livery would be in the Council's corporate colours, with the Council crest and the words 'parking enforcement team'.

In response to a Member concern relating to appeals, officers confirmed that the Council would not incur any costs associated with appeals, other than officer time. It was, however, important that care was taken that all yellow lines complied with the corresponding TRO's.

Officers further advised that by next year the Council could have control over pavement and mowed lawn parking, ie, areas mowed 5 times or more per annum. This would address the potential issue of people parking on grass verges after the introduction of DPE in the District.

Responding to a Member enquiry relating to profits from DPE, officers confirmed that any profits would be used to address traffic or environmental issues and would go to the General Fund.

Officers advised that the parking enforcement vehicles would not be subject to the usual parking controls, but would have a parking dispensation, which could also be purchased, for example, by removal firms, skips, estate agents, carers, funeral homes. It was agreed that warning notices should be placed on offending vehicles in the run up to the implementation date.

Resolved

- (1) That Decriminalised Parking Enforcement be adopted on an agency basis and that an enforcement approach to Decriminalised Parking Enforcement be also adopted.
- (2) That the concept of a Parking Enforcement Response Unit be maintained.

(3) That parking patrol vehicles in Council livery be provided.

(4) That the Keeping Essex Moving campaign be followed.

And further **Recommended to the Policy and Finance Committee**

(5) That consideration be given to staffing levels, responsibilities and grades for the successful running of Decriminalised Parking Enforcement. (HRHM)

59 AIR QUALITY REVIEW AND ASSESSMENT

The Committee considered the report of the Head of Housing, Health and Community Care updating Members on the progress of the second review and assessment of air quality within Rochford District and to provide a resolution for future air quality monitoring and assessment.

Responding to Member concern about air quality in areas prone to congestion in peak hours, namely Sutton Road up to Purdeys industrial estate, Ashingdon Road at the junction with West Street and Hall Road (in Rochford), Crown Hill, London Road and High Road (in Rayleigh), officers confirmed that the consultants had carefully examined these areas using traffic data available, but had concluded that none of them were predicted to exceed the national air quality objectives.

Officers further confirmed that dust levels at Purdeys industrial estate were not deemed sufficient to warrant monitoring, as there were no residential properties close enough to the industrial estate.

In response to a Member request for clarification of paragraph 4.4 of the report, officers confirmed that the Local Authority would need to designate a defined area an air quality management area and draw up an action plan in order to address the problem.

Responding to a Member enquiry relating to monitoring at peak times, officers advised that the monitoring recommended in the report was indicative, giving a weekly average reading that would indicate overall trends, but not accurate enough to pinpoint peak levels. More accurate monitoring could be provided at peak times, but the costs would be significantly higher.

Resolved

(1) That the air quality monitoring and detailed assessment recommended in the Updating and Screening Assessment report should proceed, subject to sufficient funds being made available in the 2004/05 budget.

- (2) That the additional monitoring recommended within the centre of Rochford be provided. (HHHCC)

60 THAMES GATEWAY SOUTH ESSEX – LONDON TO SOUTHEND MOVEMENT STUDY (LOTS)

The Committee considered the report of the Head of Planning Services advising Members of the main findings of the London to Southend Movement Study (LOTS) commissioned by the Thames Gateway South Essex Partnership (TGSE), and its wider implications for transport movement within and beyond the Region.

In response to a Member concern that the Study omitted mention of addressing congestion within the District, officers advised that the Study addressed issues relating to broad traffic movements within the Thames Gateway, rather than local traffic issues.

Members agreed with the importance the Study placed on addressing the congestion on the strategic routes of the A13 and the A127. It was further stressed that this was a higher priority for this District than consideration of a ring road for Southend-on-Sea.

Members were further concerned that the District, and particularly Foulness and Great Wakering, should not face future road user charges.

Responding to a Member enquiry about the costs of the scoping report, officers confirmed that there would be no financial implications for the Authority.

Concern was also expressed that congestion on the A127 and A13 going into Southend-on-Sea could be exacerbated by motorists driving around in an attempt to find parking spaces; it was perceived that decreasing parking facilities could increase congestion locally.

Resolved

- (1) That, subject to the following Members' comments, the findings of the LOTS Study be noted:-
- It was a matter of concern that Rochford District, and in particular, Foulness and Great Wakering, should not face road user charges.
 - The main priority for the District would be to improve traffic movement on the A13 and A127, rather than to consider a ring road for Southend-on-Sea.

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- Reducing car parking spaces could have the effect of increasing road congestion around town centres.
- (2) That the preparation of a Scoping Report by Hyder Consulting be supported.
- (3) That a bid to the ODPM for additional resources be supported. (HPS)

The meeting closed at 8.57 pm.

Chairman

Date