

AGENDA

Environment Scrutiny Committee

Date: **Monday 8 June 2009**

Time: **9.30 am**

Place: **The Council Chamber, Brockington, 35 Hafod Road,
Hereford**

Notes: Please note the **time, date** and **venue** of the meeting.

For any further information please contact:

Paul James, Democratic Services Officer

Tel: 01432 260460

Email: pjames@herefordshire.gov.uk

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Agenda for the Meeting of the Environment Scrutiny Committee

Membership

All Members of the Environment Scrutiny Committee

GUIDANCE ON DECLARING PERSONAL AND PREJUDICIAL INTERESTS AT MEETINGS

The Council's Members' Code of Conduct requires Councillors to declare against an Agenda item(s) the nature of an interest and whether the interest is personal or prejudicial. Councillors have to decide first whether or not they have a personal interest in the matter under discussion. They will then have to decide whether that personal interest is also prejudicial.

A personal interest is an interest that affects the Councillor more than most other people in the area. People in the area include those who live, work or have property in the area of the Council. Councillors will also have a personal interest if their partner, relative or a close friend, or an organisation that they or the member works for, is affected more than other people in the area. If they do have a personal interest, they must declare it but can stay and take part and vote in the meeting.

Whether an interest is prejudicial is a matter of judgement for each Councillor. What Councillors have to do is ask themselves whether a member of the public – if he or she knew all the facts – would think that the Councillor's interest was so important that their decision would be affected by it. If a Councillor has a prejudicial interest then they must declare what that interest is. A Councillor who has declared a prejudicial interest at a meeting may nevertheless be able to address that meeting, but only in circumstances where an ordinary member of the public would be also allowed to speak. In such circumstances, the Councillor concerned will have the same opportunity to address the meeting and on the same terms. However, a Councillor exercising their ability to speak in these circumstances must leave the meeting immediately after they have spoken.

AGENDA

	Pages
<p>1. APOLOGIES FOR ABSENCE</p> <p>To receive apologies for absence.</p>	
<p>2. NAMED SUBSTITUTES (IF ANY)</p> <p>To receive any details of Members nominated to attend the meeting in place of a Member of the Committee.</p>	
<p>3. DECLARATIONS OF INTEREST</p> <p>To receive any declarations of interest by Members in respect of items on the Agenda.</p>	
<p>4. MINUTES</p> <p>To approve and sign the Minutes of the meeting held on 20 April 2009.</p>	1 - 6
<p>5. SUGGESTIONS FROM MEMBERS OF THE PUBLIC ON ISSUES FOR FUTURE SCRUTINY</p> <p>To consider suggestions from members of the public on issues the Committee could scrutinise in the future.</p>	
<p>6. PRESENTATION BY CABINET MEMBER (HIGHWAYS AND TRANSPORTATION)</p> <p>The Cabinet Member (Highways and Transportation) will comment on achievements or areas for improvement in the past year in his programme area as it relates to this Committee, what will need to be addressed in the coming year and indicate issues he may wish to involve Scrutiny in in the future.</p>	
<p>7. PRESENTATION BY CABINET MEMBER (ENVIRONMENT AND STRATEGIC HOUSING)</p> <p>The Cabinet Member (Environment and Strategic Housing) will comment on achievements or areas for improvement in the past year in his programme area as it relates to this Committee, what will need to be addressed in the coming year and indicate issues he may wish to involve Scrutiny in in the future.</p>	
<p>8. REDUCING ENERGY CONSUMPTION - STREET LIGHTING - UPDATE</p> <p>To update members on the progress made by the highway service in reducing the energy consumed and carbon dioxide generated through street lighting.</p>	7 - 12
<p>9. BUILDING EFFICIENCY</p> <p>To report on options to increase energy efficiency standards in new building.</p>	13 - 20
<p>10. SOCIAL CARE TRANSPORT</p> <p>To note the actions taken by Social Care Transport to ensure compliance with the Council's Environmental Policy.</p>	21 - 22

11. EXECUTIVE'S RESPONSE TO THE SCRUTINY REVIEW OF THE TRAVELLERS' POLICY	23 - 26
To report the Executives response to the Scrutiny Review of the Herefordshire Travellers' Policy and consider the actions arising.	
12. CAPITAL BUDGET MONITORING	27 - 34
To advise Scrutiny Committee on the final outturn position for the 2008/09 Environment Capital Programme and the proposed Environment Capital Programme for 2009/10.	
13. REVENUE BUDGET MONITORING	35 - 44
To advise the Committee of the final revenue outturn position for Environment for 2008/09 and to outline the agreed budget for 2009/10, highlighting the emerging pressures.	
14. ENVIRONMENT & CULTURE AND REGENERATION DIRECTORATES: PERFORMANCE FOR THE PERIOD 1 APRIL 2008 - 31 MARCH 2009	45 - 54
To update Members on the achievement of targets for 2008-09 relevant to the Environment Scrutiny Committee and contained within the Environment & Culture and Regeneration Directorates Plans.	
15. COMMITTEE WORK PROGRAMME	55 - 58
To consider the Committee work programme.	

PUBLIC INFORMATION

HEREFORDSHIRE COUNCIL'S SCRUTINY COMMITTEES

The Council has established Scrutiny Committees for Adult Social Care and Strategic Housing, Childrens' Services, Community Services, Environment, and Health. A Strategic Monitoring Committee scrutinises corporate matters and co-ordinates the work of these Committees.

The purpose of the Committees is to ensure the accountability and transparency of the Council's decision making process.

The principal roles of Scrutiny Committees are to

- Help in developing Council policy
- Probe, investigate, test the options and ask the difficult questions before and after decisions are taken
- Look in more detail at areas of concern which may have been raised by the Cabinet itself, by other Councillors or by members of the public
- "call in" decisions - this is a statutory power which gives Scrutiny Committees the right to place a decision on hold pending further scrutiny.
- Review performance of the Council
- Conduct Best Value reviews
- Undertake external scrutiny work engaging partners and the public

Formal meetings of the Committees are held in public and information on your rights to attend meetings and access to information are set out overleaf

PUBLIC INFORMATION

Public Involvement at Scrutiny Committee Meetings

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There are also two other ways in which you can directly contribute at Herefordshire Council's Scrutiny Committee meetings.

1. Identifying Areas for Scrutiny

At the meeting the Chairman will ask the members of the public present if they have any issues which they would like the Scrutiny Committee to investigate, however, there will be no discussion of the issue at the time when the matter is raised. Councillors will research the issue and consider whether it should form part of the Committee's work programme when compared with other competing priorities.

Please note that the Committees can only scrutinise items which fall within their specific remit (see below). If a matter is raised which falls within the remit of another Scrutiny Committee then it will be noted and passed on to the relevant Chairman for their consideration.

2. Questions from Members of the Public for Consideration at Scrutiny Committee Meetings and Participation at Meetings

You can submit a question for consideration at a Scrutiny Committee meeting so long as the question you are asking is directly related to an item listed on the agenda. If you have a question you would like to ask then please submit it **no later than two working days before the meeting** to the Committee Officer. This will help to ensure that an answer can be provided at the meeting. Contact details for the Committee Officer can be found on the front page of this agenda.

Generally, members of the public will also be able to contribute to the discussion at the meeting. This will be at the Chairman's discretion.

(Please note that the Scrutiny Committees are not able to discuss questions relating to personal or confidential issues.)

Remits of Herefordshire Council's Scrutiny Committees

Adult Social Care and Strategic Housing

Statutory functions for adult social services including:
Learning Disabilities
Strategic Housing
Supporting People
Public Health

Children's Services

Provision of services relating to the well-being of children including education, health and social care.

Community Services Scrutiny Committee

Libraries
Cultural Services including heritage and tourism
Leisure Services
Parks and Countryside
Community Safety
Economic Development
Youth Services

Health

Planning, provision and operation of health services affecting the area
Health Improvement
Services provided by the NHS

Environment

Environmental Issues
Highways and Transportation

Strategic Monitoring Committee

Corporate Strategy and Finance
Resources
Corporate and Customer Services
Human Resources

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- Inspect background papers used in the preparation of public reports for a period of up to four years from the date of the meeting. (A list of the background papers to a report is given at the end of each report). A background paper is a document on which the officer has relied in writing the report and which otherwise is not available to the public.
- Access to a public Register stating the names, addresses and wards of all Councillors with details of the membership of Cabinet and of all Committees and Sub-Committees.
- Have a reasonable number of copies of agenda and reports (relating to items to be considered in public) made available to the public attending meetings of the Council, Cabinet, Committees and Sub-Committees.
- Have access to a list specifying those powers on which the Council have delegated decision making to their officers identifying the officers concerned by title.
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HEREFORDSHIRE COUNCIL

BROCKINGTON, 35 HAFOD ROAD, HEREFORD.

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HEREFORDSHIRE COUNCIL

MINUTES of the meeting of Environment Scrutiny Committee held at The Council Chamber, Brockington, 35 Hafod Road, Hereford on Monday 20 April 2009 at 2.00 pm

Present: Councillor KG Grumbley (Vice Chairman)

Councillors: CM Bartrum, WLS Bowen, MAF Hubbard, TW Hunt, PM Morgan, A Seldon, RH Smith, NL Vaughan and PJ Watts

In attendance: Councillors: PA Andrews (invited for minute item 66), PGH Cutter, GFM Dawe, PJ Edwards, DW Greenow, TM James, JG Jarvis (Cabinet Member - Environment and Strategic Housing), MD Lloyd-Hayes, DB Wilcox (Cabinet Member - Highways and Transportation) and JD Woodward (invited for minute item 66).

61. APOLOGIES FOR ABSENCE

COUNCILLOR KG GRUMBLEY, VICE-CHAIRMAN, IN THE CHAIR.

Apologies were received from Councillor JW Hope; Councillor RI Matthews (Chairman)

62. NAMED SUBSTITUTES

Councillor R H Smith substituted for Councillor JW Hope.

63. DECLARATIONS OF INTEREST

No declarations of interest were made.

64. MINUTES

Minute No 52, 3rd bullet point substitute addressed for addressing and in the final paragraph substitute 'resources' for 'recourses'. Minute 53, 2nd bullet point substitute 'flooding' for 'folding'. Minute 60 resolution part 2 delete 'if any',.

RESOLVED: that subject to the minor amendments detailed above the Minutes of the meeting held on 23 March 2009 be confirmed as a correct record and signed by the Chairman.

65. SUGGESTIONS FROM MEMBERS OF THE PUBLIC ON ISSUES FOR FUTURE SCRUTINY

Planning Obligations

Mr P McKay, Leominster, suggested that the Committee further scrutinise the obtaining of planning obligations, especially how village organisations could identify their projects for which planning obligations ought to be obtained. He further suggested that problems occurred when such funding was obtained for children's play areas, open spaces and sport were grouped into one category. The suggestion had originally been received by e-mail and a copy of the e-mail of 16 April had been circulated at the meeting.

The Chairman thanked Mr McKay for the suggestion. Invited by the Chairman to respond the Head of Planning and Transportation reported that a number of the points raised had already been addressed i.e. a Section 106 officer had been appointed, and a number of other points were contained in the later agenda item concerning the Scrutiny Review of the Planning Service.

Colwall Railway Bridge

A suggestion was made by Mr John Stock, Colwall, on behalf of four residents of Colwall concerning the Colwall Railway Bridge. He suggested that the criteria used to make the decision that the highway across the new Colwall railway bridge should be single way with traffic lights, 'to ensure appropriate highway layout taking into account design constraints and safety' should be scrutinised and provided a number of lines of questioning and background to the issue. The suggestion had originally been received from Ms S Bond and a copy of her e-mail dated 8 April 2009 was circulated at the meeting.

The Chairman thanked Mr Stock and Ms Bond for the suggestion. The Committee briefly debated the course of events around the decision and heard from the Head of Highways and the Cabinet Member (Highways and Transportation) about the state of the bridge; the consultation undertaken with the parish council and local residents and information bulletins issued; the considerations undertaken over whether to allow single or two way traffic and the advice received from traffic safety consultants.

The Committee agreed that should safety issues at the bridge become apparent following a reasonable period of working then the Committee may consider reviewing the bridge safety policy.

RESOLVED: that

- a) **The Committee noted the suggestion by Mr P McKay regarding planning obligations, however, the Committee considered that the issues raised could be best dealt with by a written response from the Head of Planning and Transportation; and**
- b) **The Committee noted the suggestion by Mr J Stock on behalf of a group from Colwall concerning the Colwall Railway Bridge; and**
 - i. **in view of the Cabinet Member (Highways and Transportation) having taken account of reports from two consultants on safety prior to making the decision on the highway layout for the B4218 Colwall Bridge, the Committee decided not to undertake further scrutiny of the issues raised but requested that the Head of Highways respond to Mr Stock; and**
 - ii. **should issues concerning traffic/pedestrian safety at the railway bridge arise after a period of operation then the Committee may wish to consider reviewing the situation.**

66. SCRUTINY REVIEW OF THE PLANNING SERVICE

The Committee considered the findings of the Planning Service Scrutiny Review Group following the review.

The Committee on 9th June 2008 considered a report highlighting that while the Planning Service had enjoyed wide ranging success in recent years the challenge for the future was to respond to the national Planning Reform agenda. At its meeting the Committee decided to set up a scrutiny review group and agreed the terms of reference for the review which included how best the planning function could deliver

the growth required to 2026 and how the Local Development function could best be integrated with the Growth Point agenda. The Review Groups report setting out its approach to its task, its findings, and recommendations was included in the agenda.

The Chairman of the Review Group, Councillor PA Andrews, presented the findings of the Review Group and thanked the Review Group for their work, the people who had presented verbal or written evidence, the town and parish councils for responding to the questionnaire and officers of the Council who had supported the review.

On considering the report the following principal points were noted:

- The Committee appreciated the clarity and comprehensive approach to the report.
- Responding to Recommendation 4.A - levels of consultation - the Cabinet Member (Environment and Strategic Housing) commented that a great deal of consultation had already been undertaken. There were major differences between the former Unitary Development Plan and the Local Development Framework (LDF) and therefore a new approach was needed. Initial work on the LDF included the identification of areas of land that had the potential to be developed. More detailed work on specific sites was likely to commence in approximately 2 years time.
- The Cabinet Member (Environment and Strategic Housing) commented that the change from a 'policing' role to that of 'enabling' (para 6.1) had already started with a number of job title changes to underline the new emphasis.
- Responding to comments concerning the budget for the planning service the Director of Regeneration reported that the down turn in the economy, and resultant reduced levels of fee income needed to be managed. It was for Council as a whole to direct any budget changes. The Cabinet Member (Environment and Strategic Housing) commented that a number of staff had already been temporarily redeployed or seconded to other areas.
- That Agents be included in Recommendation 8.b .
- Responding to comments about the response to letters (para 10.7 & Rec 10.1) the Head of Planning and Transportation confirmed that general letters were responded to. Unfortunately specific queries contained in letters of objection were not responded to, usually due to the high numbers involved.
- The Committee noted that the Audit Commission report 'Planning Services Review' – March 2009, also made reference to the Council's planning committee structure. A number of views were expressed by Members of the Committee concerning the advantages or disadvantages of the current structure. The Cabinet Member (Environment and Strategic Housing) reported that he had set up a Working Group to examine the Audit Commission report and anticipated that the committee structure would be debated at Council.

The Chairman thanked the Review Group for their work in undertaking the review.

RESOLVED: That:

- a) **The report of the Planning Service Review Group be approved and referred to the Executive for consideration;**
- b) **The Executives response to the findings and recommendations, including an action plan, be reported to the first available meeting of the Committee after the Executive has approved its response; and**
- c) **It be noted in the committee work programme that a further report on progress in response to the Review be made after six months with consideration then being given to the need for any further reports to be made.**

67. SCRUTINY REVIEW OF ON-STREET PARKING

The Committee considered the findings arising from the Scrutiny Review of On-Street Parking.

The Committee on 25th February 2008 considered a report concerning on-street parking controls in the County with a suggestion that the committee consider undertaking a review to determine whether any improvements could be made. The Committee agreed to form a review group and appointed its membership. The terms of reference for the review were subsequently drawn up. The Review Groups report setting out its approach to its task, its findings, and recommendations was included in the agenda.

The Chairman of the Review Group, Councillor MAF Hubbard, presented the finding of the Review Group and took the Committee through the report section by section highlighting, or providing further commentary on, a number of findings and recommendations.

On considering the report the following principal points were noted:

- The Chairman of the Committee suggested that the report contained matters of interest to Hereford City Council e.g. Rec 4.a, 4.f, 4.g and 9.a and therefore they should be invited to comment prior to it being passed to the Executive. Comment should also be sought from the Director of Resources in relation to recommendation 5.c (ring-fencing of income).
- Questioned whether a Park & Ride scheme would be effective without dedicated bus lanes the Head of Highways responded that all issues would need to be considered in the business case design for a scheme. While dedicated lanes would help they were not a priority.
- It was agreed that the various discrepancies in the Residents Parking Scheme, identified in the report, needed to be addressed.
- Referring to Rec 6.b disappointment was expressed that the initial good work in implementing School Travel Plans had not been continued now that the grants had been received by schools.

The Cabinet Member (Highways and Transportation) summed up by thanking the Review Group for their work in undertaking the review and commented that the report contained a lot for him to think about. He shared the concerns about the misuse of permits under the Residents Parking Scheme. He reported that the traffic consultant for the ESG had been commissioned by the Council to undertake a traffic needs analysis to identify future parking requirements. The Suggestions concerning new parking technology would need examining.

RESOLVED: That

- a) **The report of the Scrutiny Review of On-Street Parking be approved;**
- b) **The report be forwarded to the Hereford City Council for comment, particularly in relation to recommendations 4.a, 4.f, 4g and 9a, and to the Director of Resources for comment, particularly in relation to recommendation 5.c**
- c) **Following receipt of the responses from b) above the report of the Scrutiny review of On-Street Parking, together with the responses be submitted to the Executive for consideration.**
- d) **The Executive's response to the Review, including an action plan, be reported to the first available meeting of the Committee after the**

Executive has approved its response;

- e) A further report on progress in response to the Review be made to the Committee after six months with consideration then being given to the need for any further reports to be made.**

68. STREET CLEANING

The Committee considered the performance and priorities in relation to street cleaning issues.

As a result of monitoring general performance reports the Strategic Monitoring Committee expressed some concerns over the performance of the street cleaning service and suggested that this Committee receive a report on the approach currently taken to deliver the service and how performance is monitored.

The Streetscene Manager presented the report which indicated the method of target setting and performance management; the current street cleaning practice, and the measures being taken to improve service delivery. He highlighted that working with Amey, the Council sought to adopt best practice set out in central government's Code of Practice on Litter and Refuse. He further highlighted that the Service Delivery Review of the Council's Strategic Service Delivery Partnership intended to include a new performance management regime to drive improved outcomes in relation to the services provided.

The Streetscene Manager reported that the 2008/9 street and environmental cleanliness targets for flyposting, graffiti and litter would be met. It was predicted that unfortunately the target (12%) for detritus (natural litter e.g. leaves weeds) was likely to be missed by 1 percentage point – namely 13%.

Mr M Thomas, Service Director, Amey Wye Valley, reported that they were working with the Council to improve the service to local community and added that educating the public not to litter was an important issue.

During the course of debating the report the following principal points were noted:

- The Chairman requested that once the new Service Delivery contract had settled down he hoped the Committee would be invited to see first hand the back office work of the Streetscene Team.
- The current schedule of street cleaning continued e.g. villages were cleaned every 6 months, however, there was flexibility within the schedule to ensure that streets that didn't need a scheduled clean were left out in favour of those that needed additional attention.
- City Councillors questioned the implied low instance of graffiti and litter stating that local residents were having to undertake graffiti cleaning themselves and that a number of litter bins in the centre of the City needed emptying on a far more regular basis than currently happened. In response the Director of Environment and Culture reported that the Council took prompt action to clean graffiti from its own property, however, the Council had no power to clean graffiti from private property, other than to serve an enforcement notice which didn't seem fair on the property owner.
- A Community Protection Team, working with partner agencies, had been formed with the powers to tackle anti-social behaviour related issues such as flytipping, littering and dog mess. The Committee requested that all Councillors be advised of the relevant contact details.
- It was suggested that relevant parish councils be informed when litter picking

teams were working in their area, particularly in relation to litter picking on the A49 (South).

- While the County had a good take up of Eco-schools, comment was made that schools needed to educate more widely to ensure that parents were also environmentally aware.
- It was suggested that while undertaking mechanical street sweeping, greater care was needed to ensure that litter and detritus was cleared from around fixed street furniture.
- A Councillor claimed that the Streetscene budget only allowed for 5 replacement litter bins per year which, if true, was insufficient, particularly when the public were encouraged to use them. Comment was also made that local parish councils could, if required; fund any replacement through local management.

RESOLVED: That

- a) **the performance outlined in the report on Street Cleaning be noted and consideration be given to a performance monitoring update report following the changes to the Service Delivery Partnership with Amey; and**
- b) **The Streetscene Manager remind all Members of the Council of the contact details for the Community Protection Team and for reporting Streetscene issues.**

69. COMMITTEE WORK PROGRAMME

The Committee considered its work programme.

RESOLVED: That subject to incorporating work arising from earlier agenda items the work programme be noted and reported to the Strategic Monitoring Committee.

The meeting ended at 4.26 pm

CHAIRMAN

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REDUCING ENERGY CONSUMPTION - STREET LIGHTING - UPDATE

Report By: The Director of Environment and Culture

Wards Affected

County-wide

Purpose

1. To update members on the progress made by the highway service in reducing the energy consumed and carbon dioxide generated through street lighting.

Financial Implications

2. None as a result of this report. However the further implementation of any of the options identified may have positive and/or negative implications which will need to be considered when deciding whether to proceed.

Background

3. At their meeting of the 15th September 2008 the Environment Scrutiny Committee raised the following question 'In view of light pollution, rising electricity costs and the need to meet carbon emissions targets (NI185) it was asked whether street lights could be turned off e.g. after midnight, light levels reduced or low energy light bulbs used?' They acknowledged that 'the suggestion would have to be balanced against other social expectations e.g. personal security and crime levels.' and the Committee requested a report to the next meeting.
4. A report titled, 'Reducing Energy Consumption - Street Lighting', as presented to the Scrutiny Committee on the 24th November 2008.
5. This report is intended to update the members of the Scrutiny Committee on the progress made by the Highway Service in regard to this issue since the November 2008 meeting.

Energy Source

6. The energy used, at the time of the last report, to illuminate our street lights is supplied from a green source and at a very favourable rate of approximately 6.5p a unit. This arrangement expired on the 1st April 2009. The concern raised in our last report was that in the current economic climate our supply is likely to significantly increase in cost, particularly if we are able to continue with a green energy source. We had assessed this as representing a pressure on the revenue budget of £250,000.
7. We have negotiated a new supply arrangement through West Mercia Supplies. Our street lighting energy continues to be provided from a green source at a rate of approximately 8.2p a unit. This includes an approximate 0.2p per unit premium for the

Further information on the subject of this report is available from

Clive Hall, Highway Network Manager
01432 260786 clhall@herefordshire.gov.uk

use on a green source. This premium equates to £30,000 per annum, and the actual overall increase in the energy cost as a result of the new supply arrangements equates to £100,000 per annum, all based on current energy usage.

8. This reduction in the budget pressure is due in part to movement in the market, which has been particularly volatile in recent times. It is also due to the way that WMS trade in energy, over time, to obtain the most favourable price for their local authority customers. It should also be noted that the premium being charged for green energy had significantly reduced, as many customers had been forced to opt for a non-green source as energy prices rised. We have been able to capatilise on this opportunity and maintain our greener energy source at what is seen as an affordable price.

Potential options for reducing usage

9. As part of our last report we detailed the range of possible options, with an initial view on the potential level of advantage/disadvantage to Herefordshire, by way of a reminder these options are summarised in the table below:

<u>Option</u>	<u>Potential advantage/disadvantage</u>	<u>Potential timescale</u>
Dimming - This involves installing a device which allows light levels to be varied in relation to the level of usage.	Highly beneficial at selected sites. Can be costly to introduce.	Medium term could be introduced as part of selected highway improvement and street lighting schemes.
Trimming -This is simply a reduction in the number of hours a lamp is lit.	Moderately beneficial, provides a reasonable compromise solution of switching lights off.	Short to medium term could be introduced as part of the street lighting maintenance cycle.
24 hour burners - Generally only closed subways require continuous lighting therefore any signs or bollards which are currently lit for 24 hours can be fitted with photo electric cells, this will effectively half their energy requirements.	Limited benefit, as we have few sites that are lit 24 hours.	Short term.
De-illuminate signs – The Traffic Signs Regulations and General Directions (TSRDG, 2002) details require requirements for lighting road signs. Some signs will be illuminated that are no longer required to be. These lights can be switched off.	Limited benefit as the majority of energy is consumed by street lights as opposed to signs. But should not be discounted.	Short to medium term, will require an audit of the inventory of illuminated signs.
Bollards - Take advantage of the relaxation to de-illuminate bollards or fit solar powered LED bollards. Approval from the Department for Transport is required in some instances but	Limited benefit as the majority of energy is consumed by street lights as opposed to signs. But should not be discounted.	Short to medium term, will require an audit of the inventory of illuminated bollards.

Further information on the subject of this report is available from

Clive Hall, Highway Network Manager

01432 260786 clhall@herefordshire.gov.uk

many bollards, for example plain faced bollards no longer require illumination.		
LEDs – Development in LEDs is still ongoing and but whilst cost effective street lighting units are in reality still not available there are many opportunities to utilise both the energy, but more so the maintenance savings, that LED's offer. Cost effective LED signs and bollards are now available and should there be a requirement for illumination.	Limited benefit as the majority of energy is consumed by street lights as opposed to signs and bollards. But should not be discounted.	Short to medium term, will require an audit of the inventory of illuminated bollards.
Electronic control – Conventional control gear can significantly increase the total circuit wattage for a lamp. Electronic control gear offers energy savings and can extend the life of the lamp.	High.	Short to medium term, being pursued as part of the street lighting maintenance cycle.
White light - Take advantage of reduction of lighting levels in residential areas by using 'white light' light sources.	Medium.	Medium to long term, introduced as part of the programme of street lighting maintenance/improvement works.
Part night lighting – Consideration in rural areas may be given to part night lighting, whereby lighting is switched off in residential areas from say midnight to 5:00am	Highly beneficial in carefully selected areas.	Short to medium term, if pursued as part of the street lighting maintenance cycle.
Switching lights off – As explored by Powys County Council, Buckinghamshire County Council and others.	Potentially highly beneficial in carefully selected areas.	Medium to longer term, if introduced as per the Buckinghamshire CC approach.

Current Progress on Energy Reduction Options in Herefordshire

10. The progress that has been made by the Street Lighting Team is summarised in the table below:

Further information on the subject of this report is available from
 Clive Hall, Highway Network Manager
 01432 260786 clhall@herefordshire.gov.uk

Action planned	Predicted CO2 reductions per year in tonnes of CO2	Predicted Annual energy savings	Cost of proposed action	Progress to date and summary of any £ savings based on 0.082p kW/hr
<p>LED -Signs / bollards Replace Illuminated bollards & street signage with a more efficient replacement (LED unit) rather than the 2 x 11w lights and a mechanical switch.</p> <p>LED -Luminaires There are limitations to types of traffic routes that restrict envisaged local trials. It seems that payback periods are not that beneficial - Further technical studies are being carried out with LED manufacturers.</p>	<p>Based on 0.537 kg/kWhr 51 units ongoing replacement = saving of 6.4 tonnes Potential future saving if remaining total asset of approx 365 units replaced further saving of = 46 tonnes</p>	<p>51 units 30 x 8766 = 263 kWh = £21.57 each x 51 = £1.1k 7x 4080 = 29 kWh = £2.40each x 51 Total savings = £0.98k Payback period to be studied in more detail. Ongoing studies with LED technology & whole life costs.(30 yrs)</p>	<p>So far Trials £14k.</p>	<p>LED Signs / Bollards 51 units replaced to date as part of our trial. Total energy saving on actual work to date = £980</p> <p>LED Street Lights Designs have progressed for a trial site (Folly Lane, Hereford) low energy alternatives are being sought for this site, as LED solution is unable to deliver the required light levels without the installation of a significant number of extra columns. A more suitable trail site is being sought.</p>
<p>ELECTRONIC CONTROL GEAR - Reduced electricity use from the service's 14500 lighting units. Inventory near completion will form the basis for a rolling replacement programme and allow this reduction to be quantified. Install all new lights with more efficient electronic control gear and ballast SON / Cosmopolis-white light where the lighting levels can be reduced on certain classes of highway - residential. Convert existing gear to Electronic - retrofit.</p>	<p>The savings on electronic gear on actual schemes to date = 10w approx per unit to date over 300 installed = 21.9kg per unit Total = 6.5 tonnes</p>	<p>Initial assessments of the options have identified a 'retrofit' solution which offers 7-10yr payback. Further investigation of this option is underway.</p>	<p>The full cost has yet to be established, indications are that this could be £81.00 per unit. Our trials are ongoing.</p>	<p>Our investigations to date indicate that simple one for one replacement leads to non compliance to latest highway lighting standards and poor colour rendering.</p> <p>To date we have introduced this solution in schemes carried out on the Hinton Estate, St Martins St, Three Elms Rd & Grandstand Rd.</p> <p>Whole life cost studies to be further investigated.</p>

Further information on the subject of this report is available from

Clive Hall, Highway Network Manager

01432 260786 clhall@herefordshire.gov.uk

Part Night - DIMMING 150w SON electronic	TBA	Studies have shown that approx £10.00 p/a per unit can be saved also extended lamp life - reduced maintenance costs.	TBC through trial.	Initial investigations are underway. We are considering the potential to introduce this on strategic routes.
Part Night - Dimming Cosmopolis (white light) lamps electronic gear	60w - 45w 00.00 - 0600hrs = 18kg per unit Compared to standard 70watt luminaires studies show 55kg annual savings per unit.	Further data to be evaluated from manufacturers. Potential energy savings of over £12.00 each for some types of replacements.	TBC through trial.	Trials being implemented in Colwall and we are considering the consideration of a trial on the Hinton estate as type of equipment used is compatible.
Part Night - Switch off	If used on 70watts per asset = 90 x 2268 x 0537 = 85kg per unit saving	2268 x 204kW = saving of 109 kg each x 500 = 54 Tonnes saving	TBC through trial.	Equipment to introduce this in 500 uniots is now in stock. Identification of potential sites has commenced.
De-Illumination of signs In accordance with CSS SL5/2007TRL/DfT & TSRGD 2002 guidelines	TBA	TBA	TBA	159 signs identified to date. Further consideration underway.
Trimming	TBA	There is not much incentive at moment to change from the standard control unit as the annual burning hours assumed in the energy cost calculations are very similar.	TBA	Initial investigations underway.
GENERAL NOTES - The indications from trials that have been studied to date, that the option of Electronic gear with dimming facility SON/White light seems to be a sensible way forward. Also trials elsewhere have indiacted that maintenance periods can actually be extended when using electronic control gera that allows dimming. We do need to re-establish the warrenty periods with manufacturers on this basis. The indications are that the normal 12 month warrenty can be improved to up to 10yrs depending on type of equipment. Also a Central Monitoring System (CMS) could be worth consideration for future control of asset.				

Further information on the subject of this report is available from

Clive Hall, Highway Network Manager

01432 260786 clhall@herefordshire.gov.uk

RECOMMENDATION

THAT Members note the content of this report.

BACKGROUND PAPERS

- Scrutiny report titled, 'Reducing Energy Consumption - Street Lighting', as presented to the Scrutiny Committee on the 24th November 2008.

Further information on the subject of this report is available from
Clive Hall, Highway Network Manager
01432 260786 clhall@herefordshire.gov.uk

BUILDING EFFICIENCY**Report By: Head of Planning and Transportation****Wards Affected**

County-wide

Purpose

1. To report on options to increase energy efficiency standards in new building.

Financial Implications

2. None at this stage.

Background

3. At the March 2009 meeting further information was requested on work underway in this area.
4. Current controls over building efficiency are set out at Appendix A. The key to these controls are the Building Regulations. The Building Regulations are published in several distinct but related parts (parts A – P). Part L concentrates on the conservation of fuel and power, and, in its various sections, relates to both domestic and non-domestic buildings, and to both new and existing buildings. All development needs to comply with the building regulations.
5. Building regulations are minimum standards. Developers can exceed building regulations if they so wish.
6. In July 2007 CLG published 'Building Regulations: Energy efficiency requirements for new dwellings – A look forward at what standards may be in 2010 and 2013.' This paper was published in the wake of the Energy White paper in which the Government signalled its intention to significantly reduce energy use in buildings as an important element in its climate change strategy, and its approach to securing energy supplies in the future.
7. The paper was intended to provide an early indication of the changes that were then seen as likely to be needed to meet future targets for energy efficiency. It was suggested that its content may change significantly before formal changes to the building regulations are made as technologies and approaches to achieving energy efficiency improvements evolve. The paper can be found at www.communities.gov.uk/documents/planningandbuilding/pdf/energy_efficiencyrequirements.pdf
8. In addition to the building regulations new controls now exist for buildings, mainly around information leading up to the sale/disposal of a property.

9. Some local authorities have already pushed the boundaries for building efficiency. In particular the London Borough of Merton had championed the use of energy efficiency in building design and layout in its Unitary Development Plan.

National Context

10. As mentioned earlier the Government is looking at how the energy efficiency of buildings can be improved. This is reflected in its own Planning Policy Guidance Notes/Planning Policy Statements.
11. PPS 22 – Renewable Energy (2004) in para 8 commented that local planning authorities may include policies in local development documents that require a percentage of the energy to be used in new residential, commercial or industrial developments to come from on-site renewable energy developments (subject to various criteria)
12. PSS1 Supplement – Planning and Climate Change was published in December 2007. It sets out current government thinking on the matter. Paragraph 30 comments that planning authorities, developers and other partners should engage constructively to encourage the delivery of sustainable buildings. Accordingly it is suggested that planning policies should support innovation and investment in sustainable buildings.
13. Para 31 identifies that there will be situations where it could be appropriate for planning authorities to anticipate levels of building sustainability in advance of those set out nationally. When preparing any local requirements planning authorities are advised that they must be able to demonstrate clearly the local circumstances that warrant and allow this.
14. Para 32 comments that where proposing any local requirement for sustainable buildings planning authorities should:-
 - focus on development area or site-specific opportunities
 - specify the requirement in terms of achievement of nationally described sustainable buildings standards (e.g. specified levels of the Code for Sustainable Homes).
 - ensure the requirements is consistent with their policies on decentralised energy
 - not require local approaches for a building's environmental performance on matters relating to construction technologies, building fabrics, products, fixtures or finishes, or for measuring a building's performance unless for reasons of landscape or townscape.
15. Para 33 or the PPS goes on to set out guidance to local planning authorities on how to produce local policy requirements on sustainable building development. It indicates that any policy should be set out in a Development Plan Document (DPP), not a supplementary planning document, so as to ensure examination by an independent Inspector. In doing so authorities should:-

- ensure what is proposed is evidence based and viable (having regard to the overall costs of bringing sites to the market)
- in the case of housing development demonstrate that the proposed approach is consistent with securing the expected supply and pace of housing development shown in the housing trajectory required by PPS3, and does not inhibit the provision of affordable housing: and
- set out how they intend to advise potential developers on the implementation of local requirements.

Regional Position

16. The West Midlands Regional Spatial Strategy (RSS) is currently undergoing updates and amendments. The Regional Assembly has recognised that the region is lagging behind other regions on building efficiencies and has proposed a policy that will enable local planning authorities (through their respective Local Development Frameworks) to demand higher standards.
17. This policy is currently being assessed by the EIP Panel and which is currently exploring with the Regional Assembly the following question

'What is the Regional's justification for departing from national standards, for example in requiring faster progress to high levels of the Code for Sustainable Homes'?
18. The eventually adopted regional standards will provide the context for the Council's own Local Development Framework (LDF).

Local Position

19. The currently adopted UDP does not include a policy on building efficiency. This Council has made a healthy start on the preparation of its own LDF.
20. Two areas of this progress are directly related to the issue of building efficiency. The first has been the publication of a background paper on Climate Change Policy. Initial consultation on the work took place in April/May of this year. It is intended to develop initial ideas into policies that are locally distinctive, practical and which do not simply replicate the Building Regulations. The second has been the initial scoping work on a Design Code which (when adopted in 2011) will cover the issue of building efficiency as part of design issues more generally within the County.

Options

21. On the basis of information set out in this report there appears to be three principal options for the Council to pursue:-

Option 1 – No Action

This option would in effect take no positive action on improving building efficiency in the County. It would fail to take up the opportunities that the successful incorporation of the proposed RSS policy would provide to the Council and other local authorities. All applications for new development would be assessed on their merits, and developers would have the discretion

whether or not to propose development beyond the requirements of the building regulation in operation at that time.

This course of action is not supported. It would not bring forward proposals to aspirational standards in either a national or regional level. Similarly it would not assist in the reduction of the County's carbon footprint.

Option 2 – Planned approach through development of Local Planning Policies.

This option would continue with the current planned activities as set out in para 20 above. The Core Strategy of the LDF would be adopted, and it would be supported by the various policies to come out of the consultation on Climate Change. Detailed policies/guidance would eventually be incorporated in the Design Guide.

This course of action is supported by your officers. It would allow individual discussions to take place with developers at development control stage, and innovative solutions would not be prevented from coming forward. The next phase of Building Regulation changes (2010) would naturally increase standards of building efficiency in any event. Proposals would be assessed against evolving, and eventually adopted policy.

Option 3 – Local approach outside policy context

This option would seek to raise building efficiency standards beyond those currently set-out in the Building Regulations and outside the context provided by current/existing planning policy.

This option is not supported by our officers. To do so with the uncertainty over the existing policy in the RSS, and without an adopted policy in the adopted UDP would prove to be difficult to achieve in the event that a developer was unwilling to accept this approach. This is particularly appropriate given the recent guidance in PSS1 (see para 14 of this report). In effect the Merton rule is increasingly not being followed by Government and other authorities as national policy broadens over time. Whilst this option is not supported, comments on option 2 have already indicated that a policy-led approach will not in itself prevent detailed discussion/agreement with individual developers on particular sites, nor the development of innovative solutions that could go beyond the existing building regulations.

Recommendation

It is recommended that:

- a) the Committee note this report**
- b) the Committee debate the three options, and that its findings be referred to the Cabinet Member (Environment & Strategic Housing) for incorporation into the evolving Local Development Framework and to the Chairman of the Planning Committee for information and to assist in decision making on planning applications.**

Background Papers

Appendix A

CLG Building Regulations : Energy Efficiency requirements for new buildings, July 2007

CLG PPS1 – Supplement on Planning & Climate Change, December 2007

CLG PPS22 – Renewable Energy, 2004

APPENDIX A

Current Controls on Building Efficiency

Building Regulations

Part L (Conservation of Fuel & Power) came into force 6 April 2006. This section of the Building Regulations requires seasonable provision to be made for the conservation of fuel and power in Buildings by;

- Limiting heat gains and losses,
- Providing and commissioning energy efficient fixed building services,
- Providing the owner sufficient information about the building, the fixed building services and their maintenance requirements.

These regulations include the calculation of energy performance of new buildings by the use of a TER (target emissions rate) / DER (dwelling emissions rate) or BER (building emissions rate) calculation. A SAP rating is included as part of this calculation.

Converting a building to dwellings requires a SAP rating only.

For the first time when work is carried out to existing buildings the building regulations require the consideration of additional work to the existing building by the introduction of consequential improvements such as upgrading thermal elements or heating systems.

Outlined in 'Building a Greener Future: policy statement' The Government intends to incrementally increase the standards of part L in 2010 (25% improvement), 2013 (44% improvement) and 2016. The 2016 increase should achieve a zero carbon standard for new homes.

In preparation a consultation document has recently been produced on the definition of zero carbon homes and non-domestic buildings.

EPCs

Most public buildings and dwellings for sale or rent now require an EPC (energy performance certificate). This requirement is derived from the Energy Performance of Buildings Regulations 2007. The EPC indicates the energy efficiency of the building and the environmental impact of the building in terms of carbon dioxide emissions.

Building Control is unable to issue a completion certificate unless they are satisfied that an EPC has been produced.

Enforcement of these regulations is carried out by Trading Standards.

Planning Policy Statement on Climate Change

The planning system needs to support the delivery of the timetable for reducing carbon emissions from domestic and non-domestic buildings. *Building a Greener Future* sets out a progressive tightening of Building Regulations to require major reductions in carbon emissions from new homes to get to zero carbon by 2016.

There are similar ambitions to cut carbon emissions from new non-domestic buildings.

The PPS sets out how regional and local planning can best support achievement of the zero-carbon targets alongside meeting community needs for economic and housing development.

Planning authorities should apply the following principles in making decisions about their spatial strategies:

- The proposed provision for new development, its spatial distribution, location and design should be planned to limit carbon dioxide emissions;
- New development should be planned to make good use of opportunities for decentralised and renewable or low carbon energy;
- New development should be planned to minimise future vulnerability in a changing climate;
- Climate change considerations should be integrated into all spatial planning concerns;
- Mitigation and adaptation should not be considered independently of each other, and new development should be planned with both in mind;
- Sustainability appraisal (incorporating strategic environmental assessment) should be applied to shape planning strategies and policies that support the Key Planning Objectives; and
- Appropriate indicators should be selected for monitoring and reporting on in planning authority's annual monitoring reports. Such monitoring should be the basis on which regional planning bodies and planning authorities periodically review and roll forward their planning strategies.

Code for Sustainable Homes

The Code for sustainable homes covers nine categories of sustainable design including:

- Energy and CO2 Emissions
- Water
- Materials
- Surface Water Run-off
- Waste
- Pollution
- Heath and Wellbeing

From 1st May 2008 it is mandatory for a code sustainability certificate or a nil rated certificate (where an assessment has not taken place) to be included in the Home Information Pack as information to prospective purchasers of properties in England. This applies to all new homes that are marketed for sale, although a nil rated certificate of non-assessment can be downloaded from www.bre.co.uk.

SOCIAL CARE TRANSPORT

Report By: Wendy Fabbro

Associate Director Of Integrated Commissioning

Wards Affected

County-wide

Purpose

1. To note the actions taken by Social Care Transport to ensure compliance with the Council's Environmental Policy.

Financial Implications

2. Potential financial savings achieved by reducing the miles travelled on scheduled routes, non-cashable saving to the environment by sign posting service users to their nearest appropriate day centres upon assessment.

Background

3. On 2 March 2009 Environment Scrutiny Committee considered a report on Transportation Matters when they were informed about the co-ordination of transport services including those provided by the voluntary sector. The Committee were interested in ensuring that Council commissioned vehicles were effectively used and that Carbon emissions were kept to a minimum. Arising from the debate the Committee requested that it be informed about any transport efficiencies identified through the review of day care opportunities. This report sets out the current position.
4. In 2007/2008 the Adult Social Care and Strategic Housing Scrutiny Committee reviewed day opportunities for older people commissioned by the Council. The review raised 3 main issues – (i) the lack of usage of some centres with the corresponding high unit cost, especially but not exclusively within the 30-year Shaw Healthcare contract; (ii) the quality and variety of activities on offer in many centres; (iii) the chaotic, illogical and inefficient arrangements for transporting service users to centres, which often involved inappropriately long journeys. The Review Group considered that commercial taxi firms did not offer good value for money because day services were often severely restricted by the late pick up and early drop-off times. The report was presented to the Adult Social Care and Strategic Housing Scrutiny Committee in June 2008 and a draft action plan responding to the recommendations was considered at the same time.
5. A desktop exercise showed that economies could be made within a number of day centres and travelling costs. Day service modernisation proposals could raise a £50k savings and reduce unit cost of day care by 32% of which £16K would be from transport services, this by reducing mileage by 13,455 miles per annum. Rationalisation of day services would also realise broader benefits such as less travelling, therefore less time spent in transit, more time spent attending the day centre and less impact on the environment.

Further information on the subject of this report is available from
Tracy Armstrong, Transport Officer, on 01432 261599

6. Significant progress has been made in identifying those who travel long distances and where these service users need to be relocated in order to reduce travel time and mileage and receive a full day's attendance at the day centre. If the proposed actions are approved by Cabinet, (currently scheduled for consideration 4 June) service users will be re-located to day services within their own area, thus reducing the miles travelled and ensuring that time spent on the transport meets with Herefordshire Transport Code of Practice. In addition, the Social Care Transport Team will continue to monitor and review scheduled routes to maximise efficiencies where possible and continue to look at those who would be considered for travel training, to enable them to access public transport services already available.
7. Travel Training is a service that is offered to all Adult Service Users with Herefordshire. This service was implemented June 2008 and to date the team have received 33 referrals of which 19 completed, 90% walk & bus, 10% walk, 3 on-going, 3 waiting assessments, 3 unsafe to travel train due to location and safety.

RECOMMENDATION

THAT; The Committee note the intended actions by Social Care Transport, to ensure compliance with the Council's Environmental Policy.

BACKGROUND PAPERS

- None identified.

EXECUTIVES RESPONSE TO THE SCRUTINY REVIEW OF THE TRAVELLERS' POLICY

Report By: Assistant Director (Environment and Culture)

Wards Affected

County-wide

Purpose

1. To report the Executives response to the Scrutiny Review of the Herefordshire Travellers' Policy and consider the actions arising.

Financial Implications

2. None arising from this report.

Background

3. Environment Scrutiny Committee appointed a Group to look at the Herefordshire Travellers' Policy. The Group reported back to Committee with their findings on 31 March 2008 and the resultant report was forwarded to the Executive for consideration.
4. A report detailing the work carried out by the Environment Scrutiny Committee's Review Group during 2007/08 on the draft Travellers Policy was considered by the Cabinet Member (Environment and Strategic Housing) on 25th November 2008. He was grateful for the work carried out by the Group.
5. The recommendations contained in the report were approved and the draft Travellers' Policy adopted. In addition it was agreed that an action plan was to be drawn up by the Housing Needs of Gypsies and Travellers Working Group [HNGTWG] (with input from the Traveller's Policy Review Group) who were also to be tasked with progressing it, appraising the actions, and reporting back to the Environment Scrutiny Committee and the Cabinet Member (Environment and Strategic Housing). The matters to be covered in the action plan were:

	Action	Progress/Action	Responsibility
(i)	the site at Stoney Street, Madley remain available for use until a more favourable site is secured	The site remains available	Environmental Health and Trading Standards (EHTS)
(ii)	ongoing work to secure the redevelopment of Open Fields, Linton, Bromyard, be progressed as quickly as practicable	Awaiting update	EHTS

Further information on the subject of this report is available from
Paul Nicholas, Assistant Director (Environment & Culture) tel 01432 260543

(iii)	further officer time be invested in the review of licence agreements	Discussions between EHTS and Legal have commenced. A date of has not yet been agreed to finalise such agreements	EHTS/Legal
(iv)	it be recognised that in the future there will be increased pressures to identify and provide more Traveller sites in Herefordshire	This has been recognised. These issues will be considered by the Housing Needs of Gypsy & Travellers Working Group (HNGTWG) and the Terms of reference and membership has been agreed (see Appendix 1). Next meeting 3/07/09.	HNGTWG
(v)	a protocol with the West Mercia Constabulary be agreed that clarifies responsibilities and duties primarily in the event of unauthorised encampments	Work not commenced. Is contained in team plan for 09/10 (commence 30/09/09).	EHTS
(vi)	it be recognised that there is a role for elected Members (via the Environment Scrutiny Committee) in the ongoing development of policy relating to Travellers	This has been recognised.	HNGTWG

6. It is proposed that an update on progress be presented to this Committee for information in approximately 6 months.

RECOMMENDATION

THAT; the report be noted and a further update report on progress against the actions be included in the Committee work programme.

BACKGROUND PAPERS

- None identified.

Appendix 1

Housing Needs of Gypsy & Travellers Working Group

Terms of Reference:

Purpose:	To ensure that the needs of the Gypsies & Travellers across the County are being met through partnership working at local and sub regional level by considering the outcome of the research undertaken at local and sub regional level and formulating an action plan to meet the need identified.
Accountable to:	Cabinet Member (Environment & Strategic Housing)
Membership:	<p>Strategic Housing: Housing Needs & Development Manager Housing Needs & Development Officer Homelessness Strategy Co-ordinator</p> <p>Commissioning: Senior Commissioning & Development Officer</p> <p>Environment: Environment Services Manager Environment Protection Officer Traveller Liaison Officer</p> <p>Planning: Northern Area Team Leader Forward Planning Officer</p>
Consultation / Support Group:	Housing Market Research Officer Diversity Team West Mercia Police – Regional West Mercia Police – Local Education Primary Care Trust Homelessness Strategy Implementation Group (HSIG)
Elected Members Review Group:	Cllr Tom Hunt Cllr Patricia Morgan Cllr Sabastian Bowen Cllr J Edwards
Chair:	Housing Needs & Development Manager

Admin Support:	Claire Kyle, Housing Administrator (Housing Needs and Development)
Frequency:	Flexible (as necessary and agreed at each meeting)
Venue:	Hereford (Garrick House)
Objectives:	To review the findings of the recently completed research into the needs of Gypsies and Travellers and formulate an action plan.
	To act as a contact point for providing feedback to the sub regional working groups.
	To ensure best practice is explored and implemented where appropriate across Herefordshire.
	To maximise the use of internal and external funding arrangements to meet the objectives of the agreed action plan.
	To work in partnership to identify potential land opportunities as required.
Review Date:	6 months
Circulation List:	Environment – Frank Lane, Gypsy Officer (Traveller) Peter Baines

CAPITAL BUDGET MONITORING**Report By: DIRECTOR OF RESOURCES****Wards Affected**

County-wide

Purpose

1. To advise Scrutiny Committee on the final outturn position for the 2008/09 Environment Capital Programme and the proposed Environment Capital Programme for 2009/10.

Summary

2. The final outturn for the 2008/09 Environment Capital Programme was £18.7 million and the current budget for 2009/10 is £16.8 million.
3. The Environment Capital Working Group meets regularly and keeps overall spending position under careful review.

Financial Implications**Capital Outturn 2008/09**

4. The final outturn position for the Environment Capital Programme is shown in Appendix 1, on scheme basis with funding arrangements indicated in overall terms.
5. The total of the Capital Programme reduced to £18,687,000 from the figure of £21,056,000 previously reported to this committee. This is a net underspend of £2,369,000 and the main variances were:
 - i) A net underspend of £277,000 on Local Transport Plan (LTP) schemes representing 2% of the total forecast spend of £13.2 million on LTP schemes for 2008/09.
 - ii) Hereford Transport Strategy scheme includes £248,000 underspend compared to the budget for the year on Rotherwas Access Road scheme in relation to compensation payments not yet finalised. Rotherwas Access Road opened to traffic at the beginning of June 2008 and became the main route into the Estate for vehicles over 7.5 tonnes following the introduction of the traffic order on Holme Lacy Road later in the year. Important cycle infrastructure schemes at Yazor Road and Holmer Road have been delivered this financial year with the remaining sections of the Holmer Road scheme (which links the north of Hereford City to the Great Western Way) planned over the next three financial years. A significant programme of disabled and pedestrian improvements was also implemented this year – notably disabled access improvements on footways along Whitecross Road that have been welcomed by 'Hereford Access for All' group.
 - iii) Rural Herefordshire Transport Strategy schemes underspend includes slippage on the Shaw Cycleway scheme and Symonds Yat Boat maintenance scheme. The Shaw Cycleway scheme was delayed due to planning constraints whilst the Symonds Yat works were delayed by the requirement for further design work as a

result of the additional land slippage caused by the 2008 floods. Both of these schemes are programmed for delivery in 2009/10. A significant programme of disabled and pedestrian improvements was delivered in market towns and rural location whilst the design of Shaw cycleway and Symonds Yat maintenance schemes were completed ready for implementation in 09/10. The high priority rural footway scheme at Clehonger was also completed during the year.

- iv) Venns Lane improvement scheme, funded through s106 agreement, included within the Road Safety Strategy schemes has been delayed to enable further consultation which is scheduled to take place in the summer of 2009.
- v) Additional Highways maintenance schemes on roads and footways have been completed in the year resulting in additional spend of £220,000. This reflects the response to two flood events in the autumn of 2008 and a programme of repair works as a result of the damage caused by the floods and extreme weather.
- vi) An underspend of £1.875 million against the 2008/09 forecast in relation to Ross Flood Alleviation Scheme. This reflects the pain/gain requirement against the contractor under the contract for the scheme. Costs to date total £10.5 million before the pain/gain claim and Environment Agency have currently agreed funding up to £11.04 million.
- vii) Slippage in the closed landfill site schemes at Leominster of £106,000 and Strangford of £77,000 sites which will be completed in 2009/10.

Capital budget 2009/10

6. The proposed Capital Programme for 2009/10 is attached in Appendix 2. This has increased to £17,574,000 from the original budget included in the Medium Term Financial Management Strategy of £15,350,000. This increase of £2,224,000 relates to:
 - i) Slippage in the 2008/09 Programme in relation to Enhancements to High Street, Hereford of £398,000, Closed Landfill site improvements of £183,000, Rotherwas Access Road of £248,000 and Pedestrian Improvement to Ledbury Road of £51,000.
 - ii) An increase of £442,000 in relation to unspent DEFRA grant from previous years on Waste Infrastructure. This has been earmarked to be spent in 2009/10 on the purchase of wheelie bins and vehicles relating to the new waste collection contract.
 - iii) Following the Detrunking of the A465 and A40 there is additional one-off grant funding from the Department of Transport of £220,000 towards various agreed improvements schemes.
 - iv) Additional grant funding of £120,000 from Department of Transport to assist the Council in building up its highways asset inventory and analysis capability. This work is necessary to support changes in accounting guidelines for highways assets which will be incorporated into the 2011/12 accounts.
 - v) An addition of £562,000 for various schemes programmed for 2009/10 funded through s106 Agreements, which includes the Venns Lane improvement scheme and the Shaw Cycleway scheme.

RECOMMENDATION

THAT the report be noted.

BACKGROUND PAPERS

- None identified

APPENDICES

Appendix 1 – Summary Environment Capital Programme Outturn 2008/09

Appendix 2 – Summary Environment Capital Programme Budget 2009/10

Summary Environment Capital Programme Outturn 2008/09

Scheme	Original Budget 2008/09	Revised Forecast as at 31st January 2009	Outturn 2008/09
	£000	£000	£000
Local Transport Plan (LTP) Strategy:			
Behavioural Change Countywide	75	75	68
Hereford Transport Strategy	3,060	3,140	2,844
Rural Herefordshire Transport Strategy	575	600	476
Road Safety Strategy	988	943	875
Maintaining the Transport Network	8,194	8,134	8,352
Integrated Transport Staff Contribution	301	301	301
LTP Total	13,193	13,193	12,916
Non LTP Schemes			
Ross On Wye Flood Alleviation Scheme	1,671	5,071	3,196
Hereford City Centre Enhancements	1,161	12	12
Crematorium Hereford	1,807	1,807	1,777
Leominster Closed Landfill Site Monitoring Infrastructure	287	287	181
Public Convenience improvements	273	358	358
Grafton Travellers Site	33	1	1
Waste Infrastructure	442	52	46
Butter Market Project			7
Connect 2	300	60	34
Pedestrian Improvements - Ledbury Road		40	25
LPSA2 - Road Safety	24	24	24
Stretton Sugwas Closed Landfill Site	53	53	30
Strangford Closed Landfill Site	83	83	6
Various Planning Obligations for Transport (S106 Contributions)	622	15	74
NON LTP TOTAL	6,756	7,863	5,771
Expenditure to be Financed	19,949	21,056	18,687

Funded by:	Original Budget 2008/09	Revised Forecast as at 31st January 2009	Outturn 2008/09
	£000	£000	£000
Supported Capital Expenditure (Revenue)	10,378	10,378	10,378
LTP Grant	780	780	781
Prudential Borrowing	5,558	4,161	3,825
Specific Road Safety Grant	73	73	73
LPSA 2 Funding	24	24	24
Waste Performance & Efficiency Grant	442	52	46
DEFRA	1,671	5,072	3,196
AWM Rotherwas Access Road Grant	160	168	168
Insurance Claim			7
Contribution from MH Conservators		85	85
Contributions from Parish Councils & Private Tenants			5
Contributions from Private Tenants			0
Festival Housing		40	25
Capital Receipts Reserve	33	1	
s106 Funding	830	222	74
Total Environment Capital Funding	19,949	21,056	18,687

Summary Environment Capital Programme Budget 2009/10

Schemes	Budget 2009/10
	£000
Local Transport Plan Strategy:	
Behavioural Change Countrywide	75
Hereford Transport Strategy	990
Rural Herefordshire Transport Strategy	430
Road Safety Strategy	760
Maintaining the Transport Network	9,387
Integrated Transport Staff Contribution	301
LTP TOTAL	11,943
Non LTP Schemes	
Rotherwas Access Road	258
Bridge strengthening on PRN	100
Growth Area Funding (Park & Ride schemes)	1,460
Hereford City Centre Enhancements	1,149
Hereford Crematorium	99
Leominster Closed Landfill Site Monitoring Infrastructure	273
Waste Infrastructure Capital Grant	755
Sustran Lottery Match Funding - Connect 2	393
Stretton Sugwas Closed Landfill Site)	40
Strangford Closed Landfill Site	77
Specific Road Safety Grant	74
Improvements of A40 & A465	220
Pedestrian Improvements - Ledbury Road	51
Transport Asset Management Plan	120
S106 funded schemes	562
NON LTP TOTAL	5,631
Expenditure to be Financed	17,574
Funded by:	Budget 2009/10
	£000
Supported Capital Expenditure (Revenue)	11,195
LTP Grant	748
Growth Area Grant	1,460
Specific Road Safety Grant	74
Bridge Strengthening Grant	100
Prudential Borrowing	2,289
Waste Infrastructure Capital Grant	755
Improvements of A40 & A465	220
Pedestrian Improvements - Ledbury Road	51
Transport Asset Management Plan	120
S106 funding	562
Total Environment Capital Funding	17,574

REVENUE BUDGET MONITORING

Report By: DIRECTOR OF RESOURCES

Wards Affected

County-wide

Purpose

1. To advise the Committee of the final revenue outturn position for Environment for 2008/09 and to outline the agreed budget for 2009/10, highlighting the emerging pressures.

Financial Implications

Revenue Outturn 2008/09

2. In overall terms the final revenue outturn variance for Environment was an underspend of £23,000, which represents a variance of 0.06% against the final budget.
3. A summary of the final revenue outturn variances is set out in the table below with further detail included in Appendix 1.

2008/09	Final Outturn Variance Over/ -under spend
<u>Service Area</u>	£000
Highways	1,088
Restoration Fund	<u>-429</u>
Sub-total Highways	659
Environmental Health & Trading Standards	-76
Waste Management	-824
Transportation	-38
Planning	256
Environment Total	<u>-23</u>

Highways

4. The net overspend on Highways was £1.088 million. This was assisted by the non-recurring funding available in 2008/09 with the council's £429k Restoration Fund allocation being applied to meet costs associated with the 2007 floods.
5. Following the floods in September and November 2008 Highways incurred total emergency repair work of £1.285m. The council successfully applied for funding of £726k in relation to this work under the Bellwin scheme. The first £433,000 and 15% of remaining claim amount of any claim must be funded by the council. After applying the specific reserve of £505,000 to meet the costs incurred up to the threshold, there was a net over spend of £54,000 with a further £62,000 overspend due to subsequent flood repairs.
6. There was an over spend on winter maintenance of £836,000. This reflects the additional costs for the year following a reported 'coldest December for 30 years' and on-going 'cold snap' into 2009.
7. The de-trunking of the A465 has seen a £140,000 grant allocated to the council for road maintenance in 2008/09 and this was required in full to fund additional winter maintenance costs.
8. Although parking income was expected to increase in 2008/09 following the introduction of parking fee increases on 1 June 2008, the overall income for the year was £200,000 below target. The assessment is that the economic slow down has affected the level of income. There was a further overspend of £50,000 in relation to electricity charges.
9. There was pressure on the Highways budgets in relation to contract inflation on roads maintenance and street cleansing. Whilst every effort was made to manage these pressures within budget, street cleansing over spent by £92,000.
10. A total saving of £85,000 through staff vacancy management was achieved due to the recruitment freeze pending the service delivery review. This includes savings made on employee and public liability insurance costs.
11. The net overspend was in line with predictions during the year that took account of the implications of severe weather and economic conditions as outlined above. Underspends elsewhere within the directorate were used to further mitigate any impact on the Council's budgets.

Environmental Health & Trading Standards

12. The outturn for Environmental Health and Trading Standards for 2008/09 was an under spend of £76,000.
13. Income from the Crematorium was some £110,000 above target. Earlier only a £50,000 excess had been predicted, but receipts in the last few months exceeded expectation.
14. The loss of rental income at Hereford Market Hall and budget pressures in street trading resulted in markets and fairs overspending by £135,000.

15. The Anti Social Behaviour Team over spent by £84,000 due to temporary staff costs incurred in setting up the team and on-going salary costs. A structural re-alignment across the service helped contain the level of over spend.
16. In addition to the surplus produced by the crematorium, over spends were mitigated through vacancy management within services. Income from air pollution, licensing, trading standards and commercial environmental health also exceeded targets.

Waste Management

17. The net under spend on Waste Management was £824,000. This overall position includes contract inflation increases on the Waste Collection contract of £310,000. This is mitigated by the under spend on waste disposal and increased income of £100,000 for commercial waste.
18. There is additional overspend in relation to consultation costs and project costs in relation to the renewal of the waste collection contract.
19. The final outturn from Worcestershire County Council (WCC) of the waste disposal contract costs meant an under spend of £1.14m on Herefordshire's waste disposal budget for 2008/09 and this is included in the overall outturn. This reflects the credits received for the 'Waste electrical and electronic equipment' (Weee) expenditure, following the agreement of the contract variation, and a revised forecast for tonnages which have reduced.
20. The costs associated with the variation of the Waste Management PFI Contract to meet the Council's Landfill Allowance Trading Scheme Targets will be considerably higher than at present. In addition the Council has to meet the annually increasing costs of Landfill Tax. In line with the medium term financial management strategy, £500,000 has been transferred to the Waste Management reserve to meet future financial pressures.

Transportation

21. The main variance within the services related to Public Transport contract commitments for route subsidies which resulted in an overspend of £291,000 and publication costs exceeded budget by £30,000. These pressures were reduced by an underspend of £88,000 on Concessionary travel contracts resulting in a net overspend on Public Transport of £232,000.
22. This was further mitigated by an underspend on Road Safety of £111,000 of which £70,000 was due to use of 2007/08 grant.
23. Overall the overspend on Public Transport was managed within the service and the final position of £38,000 underspend was mainly due to staff vacancies during the year.

Planning

24. The levels of income within planning fell short of budget by £340,000. This was offset by the receipt of a planning delivery grant of £193,000.

25. Additional costs above available budget remained for consultancy, IT and legal fees and resulted in an overall over spend for planning services of £256,000.

Revenue Budget 2009/10

26. The total budget for Environment in 2009/10 is £26,171,000. This is the controllable budget total before support costs are factored in. A breakdown of the budgets is set out in Appendix 2.
27. The Medium Term Financial Management Strategy approved by Council sets the broad framework for service revenue budgets for 2009/10 and onwards. Inflation was added to direct employee headings and utilities. Client and customer income budget targets were increased by 2.5%. However Parking and Planning Fee income was not inflated as the fees are dictated by statutory arrangement and in fact extra budget was allocated to reduce the income targets in 2009/10 to reflect the economic downturn. The adjustments that have also been made to the Environment budget are shown in the following table.

<u>Adjustments identified through Finance Resource Model</u>	Budget Additions £000
Waste Disposal PFI Contract - on-going pressure to meet future contract costs.	500
Share of additional funding to meet the council's liability for job evaluation costs of staff transferred to external organisations, Amey Wye Valley Ltd.	47
Car Parking fee – an additional allocation to support the reduction in Car Park income due to the economic climate.	125
The recession has impacted upon planning income and the current estimate for 2009/10 is for a shortfall of £175k. However, the Director of Regeneration indicates the directorate could suffer a higher shortfall, depending on the severity of the downturn and the current assessment will be reviewed in 2009/10.	175
One-off addition to fund the Local Development Framework.	375
Total	<u>1,222</u>

Directorate Position

28. The 2009/10 financial year presents directorates with a series of financial challenges and also a requirement that they support the council's overall budget position to deliver a balanced budget. The process going forward has seen extensive involvement of the Joint Management Team (JMT), commencing with the Performance Improvement Cycle (PIC) in autumn 2008. The proposals brought forward were subject to a process that saw Directors challenged about spend and saving proposals by the Director of Resources and the Policy and Performance team.

29. A second phase was introduced later, when the scale of the impact of the downturn was evident. This second phase saw Directors work together to further challenge the financial assumptions in directorate proposals and also to bring forward further savings. This was concluded at the end of January 2009 with the outcome reported to the Director of Resources. The detail of expenditure requirements and savings identified for Environment within the Environment & Culture and Regeneration directorates are shown in the table below. Overall, the process has made a net contribution to balancing the budget.

<u>Further items identified by Directors through PIC process</u>	Budget Additions/ -Reductions £000
Waste Collection – implementation of a new contract	500
Waste Disposal PFI Contract – increase in Landfill Tax	500
Review of Strategic Partnership with Amey Wye Valley (Service Delivery Review)	-900
Planning - Savings from introduction of document scanning	-25
Redeployment of staff to fill vacant posts (Planning Services)	-125
Reduction in number of subsidised bus services or reduction in frequency of existing services	-80
Total	<u>-130</u>

30. There has also been an adjustment to the 2009/10 service budgets in relation to ICT budgets. These are now being held centrally and will be allocated to the service at the end of the year.

31. There has also been virements from Social and Economic Regeneration in relation to Community Safety and from Highways in relation to Parking. These have both been added to the Environment Health & Trading Standards service budget in 2009/10.

RECOMMENDATION

THAT the report be noted.

BACKGROUND PAPERS

- None identified

APPENDICES

Appendix 1 – Summary Environment Revenue Outturn Variance Report 2008/09

Appendix 2 – Summary Environment Revenue Budget 2009/10

SUMMARY ENVIRONMENT REVENUE OUTTURN VARIANCE REPORT 2008/09

	Final Outturn Variance Over/ -under spend £000
<u>Summary</u>	
Highways	1,088
Restoration Fund	-429
Sub-total	659
Environmental Health & Trading Standards	-76
Waste Management	-824
Transportation	-38
Planning Services	256
ENVIRONMENT	-23
<u>Highways</u>	
Public Conveniences	2
Highways Running Costs (inc staff)	-3
Roads Maintenance	-57
NRSWA (inc staff)	25
Emergency Maintenance	116
Winter Maintenance	836
Detrunking Grant	-140
Land Drainage/Flood Alleviation	59
Bridgeworks (inc staff)	26
Shop Mobility	-7
Street Lighting (inc staff)	-45
Traffic Management (inc staff)	-64
Car parks	197
Decriminalised Parking	51
Street Cleansing	92
Sub-Total Highways	1,088
<u>Environmental Health & Trading Standards</u>	
Markets & Fairs	135
Cemetries	-5
Crematorium	-49
Commercial Environmental Health	-34
Pollution	-77
Landfill & Contaminated Land	1
Pest Control	-8
Anti Social Behaviour Team	84
Animal Health & Welfare	16
Trading Standards	-36
Env't Health Management & Support	-54
Licensing	-42
Traveller Sites	-7
Sub-Total Environmental Health & Trading Standards	-76

SUMMARY ENVIRONMENT REVENUE OUTTURN VARIANCE REPORT 2008/09

	Final Outturn Variance Over/ -under spend
	£000
<u>Waste Management</u>	
Waste Disposal	-1,142
Recycling	132
Trade Waste	-100
Domestic Waste Collection	286
Sub-Total Waste Management	-824
<u>Transportation</u>	
Accident Investigation	10
Running Costs	-34
Bus Stations	8
Design Planning	-21
New Roads S38	-11
Public Transport - Rural	-58
Public Transport	232
Road safety	-111
Searches	-2
Management and Administration	-51
Sub-Total Transportation	-38
<u>Planning Services</u>	
Building Control	87
Development Control	379
Forward Planning	-59
Conservation	53
Management	-204
Sub-Total Planning Services	256

SUMMARY ENVIRONMENT REVENUE BUDGET REPORT 2009/10

	Gross Budget £000	Income £000	Net Budget £000
<u>Summary</u>			
Highways	8,984	-1,622	7,362
Service Delivery Review Savings	-900	0	-900
Environmental Health & Trading Standards	5,670	-4,858	812
Waste Management	15,377	-2,341	13,036
Directorate Management & Support	683	-334	349
Transportation	4,726	-1,365	3,361
Planning Services	3,977	-1,826	2,151
ENVIRONMENT	38,517	-12,346	26,171
<u>Highways</u>			
Public Conveniences	378	0	378
Highways Running Costs (inc staff)	2,388	-872	1,516
Roads Maintenance	1,875	0	1,875
NRSWA (inc staff)	184	-189	-5
Emergency Maintenance	126	0	126
Winter Maintenance	786	0	786
Detrunking Grant	336	-336	0
Land Drainage/Flood Alleviation	172	0	172
Bridgeworks (inc staff)	188	-111	77
Street Lighting (inc staff)	917	0	917
Traffic Management (inc staff)	426	-33	393
Street Cleansing	1,208	-81	1,127
Sub-Total Highways	8,984	-1,622	7,362
<u>Environmental Health & Trading Standards</u>			
Markets & Fairs	273	-561	-288
Cemetries	236	-166	70
Crematorium	231	-510	-279
Commercial Environmental Health	471	-1	470
Pollution	602	-84	518
Landfill & Contaminated Land	242	0	242
Pest Control	162	-121	41
Anti Social Behaviour Team	215	-6	209
Animal Health & Welfare	308	-134	174
Community Safety	117	0	117
Trading Standards	584	-18	566
Env't Health Management & Support	232	-4	228
Licensing	350	-367	-17
Traveller Sites	161	-95	66
Car parks	721	-2,262	-1,541
Decriminalised Parking	704	-529	175
Shop Mobility	61	0	61
Sub-Total ENVIRONMENTAL HEALTH & TRADING STANDARDS	5,670	-4,858	812
<u>Waste Management</u>			
Waste Disposal	10,337	-1,350	8,987
Recycling	869	-6	863
Trade Waste	354	-841	-487
Domestic Waste Collection	3,817	-144	3,673
Sub-Total WASTE MANAGEMENT	15,377	-2,341	13,036

SUMMARY ENVIRONMENT REVENUE BUDGET REPORT 2009/10

	Gross Budget £000	Income £000	Net Budget £000
<u>Directorate Management & Support</u>			
Director Of Environment & Culture	215	-121	94
Environment Support	468	-213	255
Sub-Total Directorate Management & Support	683	-334	349
<u>Transportation</u>			
Accident Investigation	95	-12	83
Running Costs	123	0	123
Bus Stations	13	-28	-15
Design Planning	55	0	55
New Roads S38	0	-45	-45
Public Transport - Rural	329	-204	125
Public Transport	3,131	-685	2,446
Road safety	507	-364	143
Searches	0	-2	-2
Management and Administration	473	-25	448
Sub-Total Transportation	4,726	-1,365	3,361
<u>Planning Services</u>			
Building Control	624	-682	-58
Development Control	1,363	-1,141	222
Forward Planning	877	-2	875
Conservation	735	0	735
Management	378	-1	377
Sub-Total Planning Services	3,977	-1,826	2,151

**ENVIRONMENT & CULTURE AND REGENERATION
DIRECTORATES: PERFORMANCE FOR THE PERIOD
1ST APRIL 2008- 31ST MARCH 2009****Report By: Improvement Manager****Wards Affected**

County-wide

Purpose

1. To update Members on the achievement of targets for 2008-09 relevant to the Environment Scrutiny Committee and contained within the Environment & Culture and Regeneration Directorates Plans. This report continues last year's practice of adopting a similar format to that of the Integrated Corporate Performance Report for reporting performance against each indicator.

Financial Implications

2. None.

Background

3. The Council's Corporate Plan sets out its objectives, priorities, targets and key actions for each of the three years 2008-11. It includes all the indicators and targets in the new Local Area Agreement (LAA), as well as those in the Herefordshire Community Strategy (HCS). Each Directorate's plan sets out the contribution, in terms of objectives, priorities, targets and key actions, it will make to achieving the objectives of the Council's Corporate Plan as well as to the achievement of other Directorate priorities. Progress needs to be assessed regularly, together with the risks to achievement and the action being taken to address these and improve performance.
4. With a significant number of indicators where outturn data is now available the overall picture is positive. Only 8.5% of all targets are shown as Red and only 1 NI, LAA and CP indicator is shown as Red. There is a similar picture in relation to Direction of Travel, with 12 out of 16 indicators showing improvement over last year.

Progress against the Council's Corporate Plan and Directorate Plans

5. Following is an analysis of performance against target in relation to the Corporate Plan and Directorate plans. For comparison, December's figures are in brackets:

	No. of indicators	On course to achieve target (or establish baseline)	Some progress, but data not available to determine whether the target will be achieved	Not on target / no activity reported
Corporate Plan (including LAA and HCS)	10 (10)	6 (4)	3 (6)	1 (0)
of which				
Local Area Agreement (LAA)	7 (7)	5 (2)	1 (5)	1 (0)
Herefordshire Community Strategy (HCS)	8 (8)	5 (4)	3 (4)	0 (0)
All National Indicators (NIs)	26 (26)	17 (17)	8 (9)	1 (0)
All reported indicators	35 (35)	22 (23)	10 (11)	3 (1)

Direction of travel

6. Analysis of those indicators where it is possible to assess direction of travel is detailed below:

Direction of Travel				
	July	September	December	March
Improving	8	9	10	12
No real change	2	0	0	1
Deteriorating	2	3	2	3
Total	12	12	12	16

Overall performance

7. Although there are a number of indicators for which data is still awaited the overall position is positive. It should be noted that the target for many new indicators was only to establish a baseline.

8. *Highlights*

- Road and footway condition indicators showed a mixed picture for last year. Whilst the condition of principal roads and non-classified roads exceeded targets (4% compared with a target of 5% for principal roads and 20% compared with a target of 32% for unclassified roads) and improved on last year's performance non-principal roads only achieved 11% (the same as last year) compared with a target of 10% and footways only achieved 20.6% compared with a target of 11% (last year's performance).
 - Road casualty figures were below target and compared very well with last year.
 - Waste targets were exceeded.
 - Previously falling performance on planning application determination was halted and targets were exceeded.
 - Street cleanliness targets were achieved with the exception of that for detritus, although here performance overall was better than the previous measurement tranche indicated.
9. Details of the indicators reflecting each of the Corporate Plan themes are given in **Appendix A**.

Customer satisfaction

10. Some services in both Directorates have had the benefit of regular monthly customer satisfaction surveys since March 2008, with results being available from June based on the new directorate structures. Coverage has gradually increased in the Environment and Culture Directorate, but only covers the Planning and Transportation Division in the Regeneration Directorate. A detailed analysis of the data for last year is currently underway and a report will be presented to the next meeting of this Committee.

RECOMMENDATION

THAT subject to any comments which Members may wish to make, the report be noted.

BACKGROUND PAPERS

- None

Reference		Indicator		CP Theme	Lead Directorate	2007-08 Outturn	2008-09 Target	Latest Outturn			RAG rating			Direction of Travel			Reason for Judgements
NIS	LAA	HCS	CP	BVPI				July	September	December	March	July	September	December	March		
Corporate Plan theme: economic development and enterprise																	
167	7a-b				Congestion – average journey time per mile during the morning peak (Data will be available from the Data Interchange Hub, no date currently specified)	4	Regeneration		Establish baseline	Outturn available April	Awaiting data from DoT	A	G	G	G		Activity reported that should impact on the baseline
168	Yes	Yes	223		Principal roads where maintenance should be considered (Outturn data available April for submission to Data Interchange Hub)	4	Environment & Culture	6%	5%	Outturn available April	4%	A	A	A	G	Δ	Target exceeded and better than last year
169	Yes	Yes	224a		Non-principal (classified) roads where maintenance should be considered (Outturn data available April for submission to Data Interchange Hub)	4	Environment & Culture	11%	10%	Outturn available April	11%	A	A	A	R	◀▶	Target not met, performance same as last year
				224b	Non-principal (unclassified) roads where maintenance should be considered (Outturn data available April)		Environment & Culture	32%	32%	Outturn available April	20%	A	A	A	G	Δ	Target exceeded and better than last year
177	7a-b		102		Local bus passenger journeys originating in the authority area (Outturn data available April)		Regeneration	3.355M	4.017M	Outturn available April	Outturn available+K33 end of May	A	A	A	A		Activity showing progress towards target, but no outturn available
178	Yes	7a-b	Yes		Bus services running on time (Outturn data available April)	4	Regeneration	67%	69%	Outturn available April	80%	R	A	A	G	Δ	Target exceeded and better than last year
182					Satisfaction of businesses with local authority regulation services (Outturn data available April for submission to Data Interchange Hub)		Environment & Culture		Establish baseline	Due April	70%	A	R	R	G		Baseline established
183					Impact of local authority regulatory services on the fair trading environment (Outturn data available April for submission to Data Interchange Hub)		Environment & Culture		Establish baseline	Due April	data not available	A	R	R	G		data not available
184					Food establishments in the area which are broadly compliant with food hygiene law (Outturn data available April)		Environment & Culture		Establish baseline	Due April	data not available	A	R	R	G		data not available

Reference		Indicator	CP Theme	Lead Directorate	2007-08 Outturn	2008-09 Target	Latest Outturn			RAG rating				Direction of Travel			Reason for Judgements									
NIS	LAA						HCS	CP	BVPI	July	September	December	March	July	September	December		March								
					The number of days of temporary traffic controls, or road closure, on traffic sensitive roads, caused by roadworks, per km of traffic sensitive road (Data available monthly in arrears)	100	4	Environment & Culture	0	0	0	0	0	G	G	G	G	Δ	Δ	Δ	Highest possible performance and as good as last year					
					Condition of footways (Outturn data available April)	187		Environment & Culture	11%	11%	Outturn available April			20.60%	A	A	A	R			Target not achieved and performance worse than last year					
Corporate Plan theme: safer and stronger communities																										
					People killed or seriously injured in road traffic accidents (This indicator is reported to the Data Interchange Hub as a three year average. For management purposes in-year unaudited data is reported monthly at least one month in arrears)	47	Yes	52	Yes	99a	5	Regeneration	133 (2007)	129 (2008)	36 (January to June)	56 (January to August)	84 (January to November)	93	G	G	G	G	Δ	Δ	Δ	Target exceeded and better than last year
					Children killed or seriously injured in road traffic accidents (This indicator is reported to the Data Interchange Hub as a three year average. For management purposes in-year unaudited data is reported monthly at least one month in arrears)	48				99b	5	Regeneration	11 (2007)	11 (2008)	4 (January to June)	4 (January to August)	6 (January to November)	6	G	G	G	G	Δ	Δ	Δ	Target exceeded and better than last year
					People slightly injured in road traffic accidents (In-year unaudited data is reported monthly at least one month in arrears)					99c		Environment & Culture	713 (2007)	713 (2008)	301 (January to June)	395 (January to August)	572 (January to November)	632	G	G	G	G	Δ	Δ	Δ	Target exceeded and better than last year
					The average number of days taken to repair a street lighting fault, which is under the control of the Local Authority (Data available monthly)					215a	5	Environment & Culture	6.61 days	6.61 days	2.45 days	2.53 days	2.2 days	2.9 days	G	G	G	G	Δ	Δ	Δ	Latest outturn is better than last year and on track to achieve target
					The average time taken to repair a street lighting fault, where response time is under the control of a Distribution Network Operator (DNO) (Data available monthly)					215b	5	Environment & Culture	9.5 days	9.5 days	19.2 days	17 days	14.32 days	12.85 days	R	R	R	R	▽	▽	▽	Target not achieved and performance worse than last year, but it should be noted that performance exceeds DNOs own targets.

NIS	UAA	HCS	Reference		CP Theme	Lead Directorate	2007-08 Outturn	2008-09 Target	Latest Outturn			RAG rating				Direction of Travel			Reason for Judgements
			CP	BVPI					July	September	December	July	September	December	March	July	September	December	
				218a	5	Environment & Culture	94.74%	94.74%	100%	100%	No data	G	G	A		Δ	Δ	Δ	No data available for final two months
				218b	5	Environment & Culture	97.83%	97.83%	100%	100%	No data	G	G	A		Δ	Δ	Δ	No data available for final two months
Corporate Plan theme: sustainable communities																			
157				109a-c	6	Regeneration	(a) 68% (b) 80% (c) 89%	(a) 60% (b) 65% (c) 80%	(a) 63% (b) 73% (c) 85%	(a) 60% (b) 71% (c) 86%	(a) 69% (b) 72% (c) 86%	G	G	G		▽	▽	▽	Better than target but 2 out of 3 parts were worse than last year.
170						Regeneration					0.07%	A	A	G					Baseline established
175			Yes		6	Regeneration	91%	91%	Outturn known April 2009		Not available until June		A	A	A				Activity showing progress towards target, but no outturn available
176						Regeneration		Establish baseline April 2009		Awaiting data		G	G	G					Activity reported that should impact on the baseline
185			Yes		6	Environment & Culture			Establish baseline April 2009		Awaiting data		G	G	G				Activity reported that should impact on the baseline
186	Yes	58	Yes		6	Environment & Culture		13.1% less by 2010 against 2005 baseline	Outturn for 2008 known September 2010		Awaiting 2007 data (September)		A	A	A				Activity showing progress towards target, but no outturn available. Next data set not available until September

NIS	Reference			CP Theme	Lead Directorate	2007-08 Outturn	2008-09 Target	Latest Outturn				RAG rating				Direction of Travel			Reason for Judgements
	UAA	HCS	BVPI					July	September	December	March	July	September	December	March				
187					Environment & Culture			Establish baseline April 2009				G	G	G	G				Baseline established
188					Regeneration			Data supplied by Defra annually				A	A	A	A				Proforma for provision of information to Defra now received
191	Yes	56a	Yes	6	Environment & Culture	851.85 kg (2006/07)	762 kg	197.6kg to June	312.59kg to August	470.63kg (to November)	690.01kg	A	A	G	G				Target exceeded
192			82a i-ii 82b i-ii 82c i-ii 82d i-ii	6	Environment & Culture	30.26%	32%	31.12% to June	32.68% to August	34.25% (to November)	33.24%	G	G	G	G	Δ	Δ	Δ	Target exceeded and better than last year
193				6	Environment & Culture		64.92%	66.4% to June	64.37% to August	63.42% (to November)	64.61%	A	G	G	G				Target exceeded
194					Environment & Culture			Establish baseline April 2009				G	G	G	G				Activity reported that should impact on the baseline
195	54	Yes	199a-c	6	Environment & Culture		(a) 10% (b) 12% (c) 2% (d) 1%		(a) 2% (b) 10% (c) 1% (d) 0%	(a) 3% (b) 19% (c) 1% (d) 0%	(a) 5% (b) 13% (c) 1% (d) 1%	A	G	G	A				Target exceeded in all but one category
196			199d	6	Environment & Culture	Grading 3	Grading 2	Grading 3	Grading 2	Grading 2	Awaiting data	R	G	G	A	Δ	Δ	Δ	No data for final two months
197	Yes	55 57	Yes	6	Regeneration	28.70%	3.5% increase (30 sites)	Outturn known April 2009				A	A	A	G			Δ	Target achieved and performance better than last year

NIS	Reference			CP Theme	Lead Directorate	2007-08 Outturn	2008-09 Target	Latest Outturn			RAG rating			Direction of Travel			Reason for Judgements
	UAA	HCS	CP					July	September	December	July	September	December	July	September	December	
				6	Regeneration	36.40%	<36.4%	36.40%	40.00%	34%	A	R	G	<D>	▽	△	Target achieved and performance better than last year
198						33.7%	34.0%				A	A	A			△	Target exceeded and better than last year
198						4.4%	3.0%				A	A	A			△	Target exceeded and better than last year
198						23.8%	24.0%				A	A	A			▽	Target not achieved and worse than last year
198						36.5%	36.0%				A	A	A			△	Target exceeded and better than last year
198						1.6%	2.0%				A	A	A			▽	Target not achieved and worse than last year

**ENVIRONMENT SCRUTINY COMMITTEE WORK
PROGRAMME****Report By: Assistant Chief Executive - Legal and Democratic****Wards Affected**

County-wide

Purpose

- 1 To consider the Committee work programme.

Financial Implications

- 2 None

Background

- 3 As reported to Council in May, work is ongoing on the response to the findings of the external healthcheck of the scrutiny function, undertaken by the Leadership Centre, which is also looking at the Council's governance arrangements as a whole and Member Development. Members of the Strategic Monitoring Committee (SMC) have met informally to discuss the findings, some of which relate to the content of annual Work Programmes. Further informal SMC work is being programmed. Work Programmes of all the Scrutiny Committees will need to be reconsidered in the light of these discussions. The Committee should have the opportunity to consider a revised work programme at its next meeting
- 4 Pending the outcome of the above work and in accordance with the Scrutiny Development Plan a report on the Committee's current Work Programme will be made to each of the scheduled quarterly meetings of this Scrutiny Committee. A copy of the suggested Work Programme is attached at appendix 1.
- 5 The programme may be modified by the Chairman following consultation with the Vice-Chairman and the relevant Director in response to changing circumstances.
- 6 A number of other possible issues for consideration have been logged and depending on the Committee's future instruction may be added to the programme as it is further developed. The issues are listed at the foot of the programme.
- 7 Should any urgent, prominent or high profile issue arise, the Chairman may consider calling an additional meeting to consider that issue.
- 8 Should Members become aware of any issues they consider may be added to the scrutiny programme they should contact either the Director of Environment and Culture, the Director of Regeneration or the Democratic Services Officer to log the issue so that it may be taken into consideration when planning future agendas or when revising the work programme.

RECOMMENDATION

THAT subject to any comment or issues raised by the Committee the Committee work programme be approved and reported to Strategic Monitoring Committee.

BACKGROUND PAPERS

- None identified.

ENVIRONMENT SCRUTINY COMMITTEE WORK PROGRAMME
for consideration at 8 June 2009.

Monday 14 September 2009 at 9.30am	
Agenda items	<ul style="list-style-type: none"> • Good Environmental Management (GEM) – End of year report. • Councils vehicle Fleet & Fleet Management – update. • Executive response, and action plan, to the Scrutiny Review of the Planning Service. • Executive response, and action plan, to the Scrutiny Review of On-Street Parking • Capital Budget Monitoring • Revenue Budget Monitoring. • Report on Performance Indicators. • Committee Work Programme.
Reviews underway	<ul style="list-style-type: none"> •
Monday 23 November 2009 at 9.30am	
Agenda items	<ul style="list-style-type: none"> • Setting Local Speed Limits – (in relation to Circ 1/2006, delivering road safety and education, whole estate urban speed limit, financial and resource implications.) • Progress in meeting NI186 target (per capita reduction in CO2 emissions in the Local Authority area) • Capital Budget Monitoring • Revenue Budget Monitoring. • Report on Performance Indicators. • Committee Work Programme.
Reviews underway	<ul style="list-style-type: none"> •
Monday 22nd March 2010 at 9.30am	
	<ul style="list-style-type: none"> • Progress report on actions following the Scrutiny Review of the Planning Service (6 months from Sept) • Progress report on actions following the Scrutiny Review of On-Street Parking.(6 months from Sept) • Capital Budget Monitoring • Revenue Budget Monitoring. • Report on Performance Indicators. • Committee Work Programme
	<ul style="list-style-type: none"> •

Items for consideration as the programme is further developed:

- The effect on Herefordshire of changes to the Single Farm Payments system (e.g. hedge cutting, drainage ditch clearance)
- Any specific issues arising from Council Strategies or Plans.
- Contribute to policy development of LTP3.
- Consideration of revised/reviewed Flood Defence Policy.
- Safety on the A49 and A465 trunk roads – the Director will update the Committee as appropriate.

- Consider inviting the Environment Agency to discuss the environmental impact, of the Open Windrow Greenwaste composting facility at Morton-on-Lugg. (Minute 60 – Committee work programme and Minute 64)
- Highways Definitive Map – assess ongoing performance (Minute 51 of 23.3.09)
- Colwall Railway Bridge – review any traffic/pedestrian safety issues arising (see Minute 65 of 20.4.09)
- Street Cleaning – performance monitoring update report following the change to the Services Delivery Partnership with Amey. (see 20.4.09)