

A G E N D A

Environment Scrutiny Committee

Date: **Wednesday, 30th March, 2005**

Time: **10.00 a.m.**

Place: **Brockington, 35 Hafod Road,
Hereford**

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

For any further information please contact:

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**County of Herefordshire
District Council**

AGENDA

for the Meeting of the Environment Scrutiny Committee

To: Councillor J.H.R. Goodwin (Chairman)
Councillor W.L.S. Bowen (Vice-Chairman)

Councillors P.J. Dauncey, G.W. Davis, Mrs. A.E. Gray, K.G. Grumbley,
T.W. Hunt, R. Mills, J.W. Newman and Miss F. Short

	Pages
1. APOLOGIES FOR ABSENCE	
To receive apologies for absence.	
2. NAMED SUBSTITUTES (IF ANY)	
To receive details any details of Members nominated to attend the meeting in place of a Member of the Committee.	
3. DECLARATIONS OF INTEREST	
To receive any declarations of interest by Members in respect of items on the Agenda.	
4. MINUTES	1 - 6
To approve and sign the Minutes of the meeting held on 28th February, 2005.	
5. CAPITAL BUDGET MONITORING	7 - 14
To advise Members on the progress of the 2004/05 Capital Programme for Environment Areas within the overall context of the Herefordshire Council Capital Programme.	
6. ENVIRONMENT REVENUE BUDGET MONITORING	15 - 22
To advise members of Budget Monitoring the position for the Environment Programme Area budgets for the period to 31 st January 2005. The report lists the variations against budget at this stage in the year.	
7. MONITORING OF 2004/2005 PERFORMANCE INDICATORS - APRIL 2004 TO JANUARY 2005	23 - 28
To update Members on the exceptions to the targeted progress made by the Environment Directorate for the ten months April to January 2004 towards achieving the performance indicators / targets which appear in the Council's Corporate Plan and are reported bi-monthly.	

8.	BEST VALUE REVIEWS - IMPLEMENTATION OF IMPROVEMENT PLANS	29 - 32
	To report the remaining actions and the exceptions to the programmed progress in the improvement plans resulting from the reviews of Development Control, Public Conveniences, and Public Rights of Way.	
9.	ENVIRONMENT SCRUTINY COMMITTEE - WORK PROGRAMME 2005/2006	33 - 34
	To consider a new Committee work programme for 2005/2006.	

PUBLIC INFORMATION

HEREFORDSHIRE COUNCIL'S SCRUTINY COMMITTEES

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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
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- Review performance of the Council
- Conduct Best Value reviews
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COUNTY OF HEREFORDSHIRE DISTRICT COUNCIL

BROCKINGTON, 35 HAFOD ROAD, HEREFORD.

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COUNTY OF HEREFORDSHIRE DISTRICT COUNCIL

MINUTES of the meeting of Environment Scrutiny Committee held at The Council Chamber, Brockington, 35 Hafod Road, Hereford on Monday, 28th February, 2005 at 2.00 p.m.

Present: Councillor J.H.R. Goodwin (Chairman)

Councillors: G.W. Davis, K.G. Grumbley, J.G.S. Guthrie, T.W. Hunt, G. Lucas, J.W. Newman and Miss F. Short

In attendance: Councillors Mrs. P.A. Andrews, P.J. Edwards (Cabinet Member - Environment), D.J. Fleet, Mrs. J.P. French, P.E. Harling, Mrs. J.A. Hyde, T.M. James, R. Mills, Mrs. J.E. Pemberton, R.J. Phillips, Mrs. S.J. Robertson, J. Stone, J.P. Thomas, W.J.S. Thomas and R.M. Wilson (Cabinet Member – Highways and Transportation)
Highways Agency - Mr C. Mercer, Mr D. Wheeler and Mr M. Worrallo.
West Mercia Police – Chief Insp. G. Higgins and Police Constable C. Mears.

46. APOLOGIES FOR ABSENCE

Apologies had been received from Councillors W.L.S. Bowen, Mrs A.E. Gray and R. Mills.

47. NAMED SUBSTITUTES

Councillor G. Lucas substituted for Councillor Mrs A.E. Gray. Councillor J. G. S. Guthrie substituted for Councillor R. Mills. (Councillor Mills subsequently attended and was able to speak but not vote).

48. DECLARATIONS OF INTEREST

There were no declarations of interest.

49. MINUTES

RESOLVED: That the minutes of the meetings held on 8th December, 2004 and 24th January, 2005 be approved and signed by the Chairman.

50. TRUNK ROADS IN HEREFORDSHIRE

The Committee considered the management of Trunk Roads in Herefordshire by the Highways Agency (HA).

The Chairman reminded the Committee that in response to concerns, primarily about safety on the A49 in the Ashton and Wellington areas, the Committee at its meeting on 8th December, 2004, had requested the opportunity to discuss the management of trunk roads with the Highways Agency. Subsequent to that meeting the Head of Highways and Transportation had collated, and forwarded to the Highways Agency, questions or comments from Members on the issue. Copies of the questions were made available at the meeting.

The Head of Highways and Transportation reminded the Committee of the trunk roads in the County namely: M50 Motorway; A40; A49 and A465 (Welsh border to Hereford), and that these were key components in the County's highway network. He reported that while there had been a significant reduction in the number of Killed and Seriously Injured Casualties (KSLIs) on Herefordshire's roads in recent years, the Route Management Strategies (RMS) produced by the HA indicated that accident rates on several sections of the A49 were above the national average for the class of road.

He further reported that while trunk roads represented only 3% of the total County network, they accounted for approximately 23% of all personal injury accidents. The Council was not the responsible Highway Authority for this 3% of the highway network. However, national targets for casualty reduction (BVPI 99) applied to Herefordshire Council, as local highway authority, and the Highways Agency. He warned that this position may impact on the Council's targets for reducing accidents, contained in the second Local Public Service Agreement, and ultimately adversely affect the potential for performance improvement grant.

He also reported that officers of the Council and the Highways Agency had begun discussions to identify options that might be considered if the delivery of casualty reduction schemes on trunk roads in Herefordshire were to be accelerated.

The Chairman welcomed the representatives from the Highways Agency (HA) to the meeting.

Mr C. Mercer, HA Network Strategy West Midlands, gave a presentation on the "Highways Agency's Roles and Responsibilities". The following are some of the principal points from the presentation:

- That the HA were responsible for managing, operating and improving the motorway and trunk road network in England and that the strategic aims were safer roads, reliable journeys and informed travellers.
- Regional Teams in the Network Strategy Directorate were involved in Multi-Modal Studies (MMS); Road Based Studies; taking the lead with Targeted Programme of Improvement (TPI) schemes; liaising with stakeholders; advising on land use planning issues and developing their role as network operator/traffic manager.
- The HA had strategic plans, 3 covering investment areas (Maintain, Operate, Improve) and 5 investment criteria (Safety, Environment, Economy, Accessibility, Integration).
- Objectives of the HA were to deliver a high quality service to all customers by: reducing congestion and improving reliability; improving road safety; respecting the environment and seeking feedback from customers; to ensure more effective delivery through better working relationships; and to implement best practice and innovative solutions to improve service.
- The delivery of "Safer Roads, Reliable Journeys, Informed Travellers" would be delivered through working on Multi-Modal Studies; undertaking Route Management Strategies; and working with partners on various strategic initiatives e.g. Regional Planning Guidance, Regional Economic Strategy; Local Plans and Local Transport Plans.
- A Route Management Strategy was a technique developed by the HA to provide a framework for managing individual trunk routes as part of wider transport networks. These interlocked with local transport strategies within the context established by Regional Planning Guidance. Part of the process involved consulting major stakeholders and the public to establish the problems and issues.

- The RMS process had been developed to assist the HA in planning and optimising investment and delivering the Agency's strategic plans; to provide consistency, transparency and openness; enable the Agency to provide an input to strategies and plans; to maximise customer focus and improve the Agency's forward planning.
- An RMS was comprised of three elements: Policy Objectives; Route Functions and Performance and Route problems and issues.
- The Land Use and Development Control Strategy within the RMS outlined the HA approach to future land use and development issues which materially affect the route within the context established by the Regional Planning Guidance. This approach would allow the HA to contribute to the formulation of policy at all levels of the planning process.
- "Route Outcomes" set out what the HA seek to achieve for the route over a 10-year RMS period. Identified outcomes should contribute to policy objectives, improve performance of a route consistent with its future functions and seek to address route problems and issues. Outcomes may indicate further investigations and studies required as part of the development of the Route Management Plan (RMP).

Mr D. Wheeler, HA Traffic Operations MAC9, gave a presentation on the "A49 Trunk Road, Herefordshire". The following are the principal points from the presentation:

- The A49 Route Management Strategy route outcomes had been identified as:
 - To adopt a consistent, realistic and enforceable approach in the management of vehicle speeds along the route;
 - To improve overtaking opportunities and improve the safety and economic efficiency of the route;
 - To improve safety by seeking to reduce the number of personal injury collisions along the route;
 - To improve non-motorised user facilities to enhance accessibility along and across the route;
 - To improve the performance of the A49 through Hereford;
 - Seek to facilitate and support economic activity along the route through a proactive development control strategy;
 - To improve lay-by provision along the route;
 - Improve alignment to enhance the safety and economic efficiency of the route;
 - To enhance the provision of and rationalisation of signage and road markings along the route;
 - To seek to reduce the environmental impact of the route.
- Following the publication of the RMS in December, 2004, the HA would continue to develop the Studies programme, identified by the RMS, and continue to identify schemes based on the study analysis.
- A number of recent schemes had been implemented including: Peterstow traffic calming; south of Hereford extension to 30mph speed limit; Callow Hill to Hereford major road improvement; Holme Lacy Road and Ross Road pedestrian signals upgrade; Wellington footway renewal and various lining, signing, junction and drainage improvements.
- The following schemes were identified as being under development for completion in the next 2 to 3 years (subject to available finance):
 - Harewood End traffic calming,
 - Much Birch traffic calming,
 - Edgar Street pedestrian crossing upgrade,
 - Poolmill Turn, Bridstow, junction improvement,
 - Dinmore Hill vehicle restraint system,
 - Dinmore Hill 50mph speed limit,

- Major maintenance schemes for Berrington Hall, Munstone to Hereford racecourse and north of Ashton.
- A number of studies were ongoing e.g. traffic through Hereford; Tourist signing review; right turn and Village Gateway treatments and overtaking opportunities review. Studies were also underway on nine collision cluster sites that had been identified.

The Committee debated issues raised during the presentations, questions forwarded to the HA in advance of the meeting and a number of general policy issues. The following principal points were raised:

1. Reference was made to a recent BBC Radio 4 interview with the Head of the Highways Agency which called into question the maintenance priorities of the HA e.g. the Motorway network vs. trunk roads maintenance. The HA representatives assured the Committee that maintenance was based on identified need. This may be based on accident statistics from the Police to determine whether there was any pattern of accidents. Management of the M50 was defined in its own RMS, a copy of which would be supplied to the Cabinet Member (Highways and Transport).
2. Reference was also made to the BBC Radio 4 "File on 4" programme, "Hidden Menace" on UK's roads, which had questioned the use of stone mastic asphalt (SMA) road surfacing because of fears about its poor grip qualities. The Council had stopped using SMA two years ago, however, the HA continued to use it, particularly on bends. The HA commented that there was a national policy on its use. SMA provided a quieter surface and it was used in anti-skid locations where this could be justified on a business case.
3. The Council collected its accident statistics from West Mercia Police Authority. The HA collected its statistics from a number of Authorities and this caused a delay in the use of the statistics. The HA are reviewing the situation and may move to a bi-annual statistic review period. Safety was a high priority issue with both the Council and the HA and there was an apparent mismatch in statistic availability and use, particularly to meet government targets. It was suggested that this issue be highlighted to the Department for Transport Local Government and the Regions (DTLR) in the Council's revised Local Transport Plan.
4. An inconsistency was highlighted between the HA statement issued on 7th December: "A49 Trunk Road: Accidents at Ashton and A49 Route Management Strategy Between Ross-on-Wye and Shrewsbury" which reported that "Ashton had not been identified as a problem area for accidents" and the statement in the RMS at paragraph 2.5.3 which indicated that the area was above the national average (local severity ratio 0.31 compared to 0.22 nationally). The HA acknowledged that the statistics were now out of date. However, they would be looking at a number of accident cluster sites in the area and would discuss with stakeholders the local priorities, which would be based on identified need and then prioritised against other schemes.
5. A number of issues were raised concerning possible improvements to the A49/Eye Lane (Berrington Hall) junction, namely: speed reduction measures; white lining; flashing warning signs and speed cameras. The HA responded that they had to work within the criteria set by the DTLR. Speed warning signs were to be trialled at Church Stretton. Speed cameras were installed by the Safety Camera Partnership in West Mercia.
6. The DTLR, in a recent Ministerial interview broadcast by the BBC, had given the strong impression that the Local Highway Authority (the Council) was responsible for introducing speed restrictions on trunk roads. The HA corrected any misunderstanding confirming that the HA, following consultation and in accordance with national criteria, was responsible for

- implementing speed restrictions on trunk roads.
7. A number of questions were raised concerning the availability of up to date usage rate and casualty figures compared to those quoted in Section 3 of the RMS. The HA responded that the figures were not to hand but would be looked at.
 8. In relation to land development that would affect the trunk road e.g. mineral extraction at Morton on Lugg, HA guidance required the developer to adopt measures not to affect the road or to provide mitigation measures.
 9. The HA would be looking very closely at the recent incidents at Wellington Marsh.
 10. Responding to a question regarding extending the speed restriction zone down the south side of Dinmore Hill to Burghope, the HA responded that a written answer had already been provided to the questioner. Confusion over the extent of the zone may have arisen during temporary works at both north and south ends of the 50mph zone. The HA and the Police were satisfied that the speed restriction was appropriately placed.
 11. In relation to the proposed Harewood End footpath scheme it was pointed out that the new scheme needed to provide some form of pedestrian crossing to the existing footway on the other side of the road.
 12. In response to whether the road in the Harewood End area was sub-standard, indicated by the number of "Slippery Road" warning signs, the HA responded that the condition of the carriageway was regularly reviewed by undertaking mechanical surveys followed by visual inspection. If carriageway works were required then warning signs were erected and the work was programmed according to the 'value criteria'.
 13. The Committee appreciated that junction improvements at Poolmill, Bridstow would be undertaken in the next financial year. On questioning whether improvement works, particularly in relation to a pedestrian crossing at Peterstow and a school crossing at Bridstow would be undertaken, the Committee were informed that while a scheme was being looked at for Bridstow it would currently be difficult to justify.
 14. The Committee debated issues concerning Belmont roundabout. The effect that traffic had on estate roads or country lanes e.g. Haywood Lane between Belmont and Grafton, in an attempt to get from the queues in Belmont Road (A465) across to the Ross Road (A49), which had a higher priority at the roundabout, was noted. The HA reported that they had been unable to show significant benefits from implementing improvements at the roundabout under the value criteria, particularly as land acquisition would be involved. However, they were in close liaison concerning the Asda development to improve the roundabout junction in terms of traffic flow and flood alleviation. The HA stated that the Asda development would provide a greater opportunity to develop this junction than the HA alone could undertake.
 15. While safety issues on the Belmont Road (A465) would be looked at the response to a number of issues raised probably depended on whether the road was to be de-trunked. The Committee emphasised that if it were de-trunked, adequate management funding should also be transferred. It was agreed that a written response to the various issues raised would be made by the HA.
 16. It was noted that the Council had been designated as a National Centre of Excellence for Local Transport Delivery, awarded for expertise in "Road Safety and Public Transport in Rural/Urban Areas".
 17. The HA were questioned in relation to the removal of broken down vehicles; the setting up of diversions and the degree of liaison with the Council concerning the route of a diversion. The HA responded that, in the event of an accident, the Incident Support Unit attended and, diversions were set up under the direction of the Police. So far as they were aware the Unit worked closely with the Council concerning diversion routes, particularly as in the

recent past the Unit had occupied the same building as the Highways Team. The HA were not empowered to remove vehicles.

18. Litter removal from trunk roads, including the M50, was the Council's responsibility. However, for safety reasons, particularly on the M50, the Council co-ordinated this work with the HA.
19. In relation to the possibility of a by-pass for Hereford the HA stated that it was charged with making best use of the existing network. It was suggested that should the Council wish to progress the issue the matter should be taken up with the Regional Planning Body or raised through the Local Transport Plan (LTP) process. Questioned as to whether the Government sought the views of the HA in such matters the HA reported that they would be consulted. However, the current HA view was that the economic argument for a by-pass did not hold up.
20. The Director of Environment commented that the HA seemed to be rigid about implementing procedures whereas the Council was more flexible in its approach to risk management and more innovative in tackling problems. Questioned about possible HA input into the revised Herefordshire LTP the HA indicated they would be happy to discuss issues during the drafting stages.
21. The HA confirmed that temporary signs, e.g. similar to those sited on the southbound side of the Greyfriars Bridge warning of new traffic signals, should only be in place for approximately 6 months.
22. Invited to comment on how issues would now be taken forward the HA said that there was already a degree of commonality between the HA and the Council. However, while it had been the practice for regular meetings to be held, unfortunately a number of recent officer level meetings had been cancelled and the Council had been unable to provide staff to talk over a number of 'design issues'.
23. The Head of Highways and Transportation commented that the agenda for officer meetings would be expanded to incorporate the wider issues. He further commented that the Council had a slightly different approach to the HA concerning the treatment of accident sites, e.g. the ranking of sites, in that the Council used the statistics at an early stage in an attempt to be proactive in detecting accident trends, whereas the HA were more reactive to trends.

The Chairman thanked the representatives from the Highways Agency for attending and discussing the many issues concerning trunk roads in Herefordshire.

In summing up, the Chairman summarised comments made by Members of the Committee and from the wider audience, that it was a great disappointment that the HA had not been able to deal with specific problem areas on the A49, identified through questions submitted to them some two weeks before the meeting. However, he thanked the representatives of the HA for attending and giving their presentation and hoped that the improved liaison envisaged would be able to create a swifter method of actioning accident problems on the trunk roads of Herefordshire.

The meeting ended at 4.20 p.m.

CHAIRMAN

CAPITAL BUDGET MONITORING

Report By: DIRECTOR OF THE ENVIRONMENT

Purpose

1. To advise Members on the progress of the 2004/05 Capital Programme for Environment Areas within the overall context of the Herefordshire Council Capital Programme.

Financial Implications

2. Capital Budgets for the Environment Programme Areas for 2004/05 are shown in Appendix 1, on an individual basis, with funding arrangements indicated in overall terms.
3. The total of the Capital Programme has been decreased from £12,044,105 notified to the previous meeting (see Appendix 1) to £11,927,015. This is a reduction of approximately £117,000 due to a number of relatively minor changes to the Programme.

Considerations

4. The report has been largely based on the latest round of capital monitoring, which involved an examination of all schemes at the end of February 2005. Care is being taken to ensure the forecast spend accurately reflects the expected spend in 2004/05. The overall spending position is being kept under careful review by the Environment General capital-working Group.
5. The actual spend against each scheme is shown as at 31st January 2005.
6. The total spent or committed to 31st January is £10.825 million or 90.8% of the Revised Forecast. The actual amount spent is £8.236 million.

RECOMMENDATION

THAT the report be noted.

BACKGROUND PAPERS

- None identified.

ENVIRONMENT GENERAL CAPITAL PROGRAMME 2004/5

APPENDIX 1

	Original Budget 2004/5	Revised Forecast 2004/5	Change in Forecast	Total spent to 31/01/05	Total committed to 31/01/05	% spent or committed
	£000	£000	£000	£000	£000	%
LOCAL TRANSPORT PLAN						
Hereford Integrated Transport Strategy						
Walking and Access						
Pedestrian Crossing Improvements	5	5		1	2	3
Pedestrian Route & Disabled Access Imps	35	38	3	16	22	38
Cycling						
Cycle Network Development	70	70		68		68
Public Transport Minor Schemes						
Bus Priority Measures	45	15	-30	3	5	8
WyeS Moves	5	5		5		5
Passenger Waiting Facilities	30	20	-10	6	5	11
Travel Centre	20	0	-20			
Park and Ride						
Christmas Park and Ride	20	20		17	5	17
Park and Ride Sites analysis	22	22		15		20
						85.0
						90.9

	Original Budget 2004/5	Revised Forecast 2004/5	Change in Forecast	Total spent to 31/01/05	Total committed to 31/01/05	Total spent or committed at 31/01/05	% spent or committed
	£000	£000	£000	£000	£000	£000	%
Rotherwas Minor Schemes							
Rotherwas Integrated Access	15	15		0	14	14	93.3
Rotherwas Access Road							
Rotherwas Access Road	915	350	-565	298	48	346	98.9
Roman Road							
Roman Road	3100	3,270	170	2,348	832	3180	97.2
Rural Towns and Market Towns Transport Strategy							
Walking and Access							
Pedestrian and Disabled Access Imps	15	25	10	14	7	21	84.0
Rural Footway Improvements	60	60		16	61	77	128.3
Cycling							
Network of Cycle Routes and Parking	80	30	-50	16	3	19	63.3
Public Transport Minor Schemes							
Public Transport Information Access Points	35	35			35	35	100.0
Rural Bus Improvements	68	68		68		68	100.0
Passenger Waiting Facilities	40	40		10	27	37	92.5

	Original Budget 2004/5 £000	Revised Forecast 2004/5 £000	Change in Forecast £000	Total spent to 31/01/05 £000	Total committed 31/01/05 £000	Total spent or committed %
Low Floor Bus Project						
Rural Low Floor Bus Project	500	502	2	320	182	100
North West Herefordshire HGV Study (Formerly Pembridge Bypass)						
North West Herefordshire HGV Study	5	10	5	1	9	100
Countywide Strategy Hearts and Minds						
Travel Awareness	35	35		25	10	100.0
Green Travel Promotions	28	0	-28	27	0	108
School Travel Support	25	25			27	
Minor Safety Schemes						
Minor Safety Improvements	250	375	125	427	20	119.2
Traffic Calming						
Traffic Calming	110	100	-10	65	65	65.0
Safer Routes to Schools						
Safer Routes to Schools inc 20mph zones	300	400	100	422	47	117.3

Speed Control										
Safety Cameras										
Village Speed Restrictions	12	12	11	1	12	100.0				
Vehicle Activated Signs	33	67	68	19	87	87.0				
	20	-20								
Monitoring										
Monitoring	20	5	20	4	24	96.0				
Highways Maintenance										
Capitalised Maintenance of Principal Roads	1,200	25	667	82	749	61.1				
Capitalised Maintenance of Non Principal Roads	3,272	3,272	2,589	400	2989	91.4				
Footways	550	550	221	194	415	75.5				
Bridge Maintenance										
Capitalised Assessment & Strength of Bridges	500	500	376	104	480	96				
Transport Staff costs allocated over LTP	301	301		301	301	100				

	Original Budget 2004/5 £000	Revised Forecast 2004/5 £000	Change in Forecast £000	Total spent to 31/01/05 £000	Total committed spent or committed £000	% spent or committed %
Non LTP SCHEMES						
Hereford Crematorium		10	10		0	0
Leominster Closed Landfill Monitoring Infrastructure		45	45	28	28	62.2
Extension to Hereford Cemetary		100	100		0	0
Public Convenience Improvements		150	150	150	150	100.0
Stretton Sugwas Landfill Site		26	26	3	3	11.5
Legion Way Bus stop		6	6		0	0
Completing the Jigsaw		68	68	65	65	95.6
Sect 106 Friar St	38		-38			
LPSA improving road safety	7		-7		0	
LPSA improving road safety	96	60	-36		0	0
Urban Bus Challenge WyeSMoves	774		-774		0	0
TOTAL EXPENDITURE	12,644	11,927	-717	8,236	2,589	90.8

FUNDING	Original Budget 2004/5 £000	Revised Forecast 2004/5 £000	Change in Forecast £000
Supported Capital Expenditure Revenue	11,072	11,098	26
Prudential Borrowing		305	305
Safety Cameras Installation		10	10
Objective 2 Rotherwas Integrated Access	15	15	0
Cycle Network Level		50	50
Objective 2 Rural Transport Strategy	62	62	0
Objective 2 Rotherwas Access Road		170	170
Objective 2 Roman Road	490		-490
Objective 2 - SRTS	35	35	0
LPSA	103	60	-43
Private Developers	93	58	-35
Urban Bus Challenge	774	0	-774
Completing the jigsaw		68	68
TOTAL FUNDING AVAILABLE	12,644	11,931	-713

ENVIRONMENT REVENUE BUDGET MONITORING**Report By: DIRECTOR OF ENVIRONMENT****Purpose**

1. To advise members of Budget Monitoring the position for the Environment Programme Area budgets for the period to 31st January 2005. The report lists the variations against budget at this stage in the year.

Financial Implications

2. It is expected that all budget variances will be contained within the overall 2004/05 revenue budget for Environment.

Considerations

3. The detailed report on Budget Monitoring is attached at Appendix 1 for Members' consideration.
4. The total Environment Budget for 2004/05 is the amount reported to the last meeting of the Committee which was £24,015,000.
5. A net underspending of £1,515,000 is anticipated during 2004/05 from Environment General (£1,055,000), Regulatory (£40,000) and Planning (£420,000). With the exception of any underspending on the Waste Management PFI contract any underspendings would be carried forward into 2005/6. In addition it is expected that approximately £100,000 of the Planning Development Grant will be carried forward into 2005/06.

Environment General

6. Spending on some areas, including road maintenance, looks low but this is largely owing to the timing of the payments to Herefordshire Jarvis Services. Spending on these areas is expected to be at or slightly below budget.
7. The Waste Disposal P.F.I contract budget is expected to be underspent by at least £900,000 largely due to the sums included for additional costs following renegotiation not being required until 2005/06 and 2006/07. In addition the costs for the existing contract are anticipated as being lower than the budget assuming existing volumes are maintained. Any underspending will be transferred to the Council's General Reserves in line with current policy.
8. Several income budgets look likely to exceed their income targets including car parking (£60,000), new street works (£15,000) and cemeteries and crematorium (£80,000).

Environment Regulatory

9. The spending on these services looks very much in line with the budget at present. It is expected that staff vacancies will generate underspendings of at least £40,000 during the year.

Environment Planning

10. During the first ten months, building control and development fee income is above budget by approximately £270,000. The income continues to be very buoyant. Staff savings owing to vacancies have led to an underspending during the period of approximately £150,000. A net underspending of at least £420,000 can be anticipated during 2004/05. Any additional fee income during the remainder of the year will increase this figure.
11. It has been assumed that approximately £100,000 of the 2004/5 Planning delivery grant will be carried forward into 2005/06.

RECOMMENDATION

THAT the Revenue Budget Monitoring Report for 2004/05 be noted subject to any comments which Members may wish to make.

BACKGROUND PAPERS

- None identified.

Appendix 1

Summary

	2004/05 Budget	Actuals to Period 10	Estimated Outturn
	£'000	£'000	£'000
Environment Regulatory	2,519	1,997	2,479
Environment General	17,589	13,035	16,534
Environment Planning	2,753	1,864	2,333
Central Support Costs	1,154		1,154
	<hr/>	<hr/>	<hr/>
	24,015	16,896	22,500
	<hr/>	<hr/>	<hr/>

	2004/05 Budget £'000	Actuals to Period 10 £'000	Estimated Out- turn £'000
<u>Environment Regulatory:</u>			
Operational Budgets			
Air Pollution	-32	-22	-32
Landfill and Contaminated Land	143	107	145
Water Pollution	10	8	8
Pest Control	-18	-18	-18
Dog Control	22	20	22
Animal Health and Welfare	2	2	2
Licensing	-135	-100	-135
Street Trading	-73	-74	-73
	<hr/>		
Total Operational Budgets	-81	-77	-81
Staffing Budgets	2,014	1,664	1,987
Staff Related Running Costs	473	340	470
Support Service team recharge	113	70	103
	<hr/>		
Total Staff related budgets	2,600	2,074	2,560
	<hr/>		
<u>Environment Regulatory:</u>	2,519	1,997	2,479
	<hr/>		

Areas of Activity	2004/05 Budget £'000	Actuals to Period 10 £'000	Estimated Out- turn £'000
<u>Environment General</u>			
Operational Budgets			
Highways - Roads Maintenance	3,422	2,553	3,422
Highways - NRSWA	-115	-114	-130
Highways - Winter Maintenance	451	444	451
Highways - Drainage/Flood Alleviation	135	105	135
Highways - Street Lighting	758	595	758
Highways - Bridgeworks	66	62	66
Highways - Public Rights of Way	218	209	218
Highways - Shopmobility	16	12	16
Highways-Car Parking	-1,170	-1,008	-1,230
Highways-decrim of Parking enforcement	-483	-400	-483
Highways Cleansing	781	776	781
Public Conveniences	295	331	295
Total Operational Budgets	4,374	3,565	4,299
Staffing Budgets	2,314	1,907	2,300
Staff related running costs	645	481	659
Support Service Team Recharge	284	0	284
Total Staff Related Budgets	3,243	2,388	3,243
Total Highways	7,617	5,953	7,542

	2004/05 Budget £'000	Actuals to Period 10 £'000	Estimated Out- turn £'000
Transportation:			
Operational Budgets			
Transport - Public Transport (incl. Rural)	806	606	806
Transport - Design/Planning staff	28	-5	28
Transport - Traffic management	80	62	80
Transport - Road Safety	1	1	1
Transport - School Crossing Patrols	2	2	2
Transport - Bus Stations	-14	-21	-14
Transport - Concessionary Travel	303	177	303
Transport - Searches	-2	10	-2
Highways - S.38 Fees	-41	-16	-41
Operational Budgets	1,163	816	1,163
Staffing Budgets	1,108	923	1,108
Staffing Related running Costs	-191	-170	-191
Total Staff Related Budgets	917	753	917
Total Transportation	2,080	1,569	2,080

	2004/05 Budget £'000	Actuals to Period 10 £'000	Estimated Out- turn £'000
Waste Management/Other:			
Operational Budgets			
Waste Collection (Domestic)	2,767	2,368	2,767
Waste Collection (Trade)	-93	-70	-93
Waste Management	52	40	52
Waste Disposal	4,751	2,786	3,851
Recycling	140	186	140
Travellers Sites	-65	-29	-65
Cemeteries	55	6	25
Crematorium	-258	-214	-308
	<hr/>		
Total Operational Budgets	7,349	5,073	6,369
Staffing Budgets	417	340	417
Staff Related Running Costs	126	100	126
	<hr/>		
Total Staff Related Budgets	543	440	543
	<hr/>		
Total Waste/Other	7,892	5,513	6,912
	<hr/>		
<u>Environment General:</u>	17,589	13,035	16,534
	<hr/>		

Planning	2004/05 Budget	Actuals to Period 10	Estimated Out- turn
	£'000	£'000	£'000
Operational Budgets			
Building Control:			
Building Control Fees	-610	-648	-740
Building Control Staff	14	8	14
Development Control:			
Development Control Fees	-851	-848	-991
Development Control Staff	20	20	20
Forward Planning	84	68	84
Conservation Grants	64	48	64
Conservation Management	45	40	45
Total Operational Budgets	-1,234	-1,312	-1,504
Staffing Budgets	2,951	2,300	2,801
Staff Related Running Costs	945	876	945
Support Service Team recharge	91	0	91
Total Staff Related Budgets	3,987	3,176	3,837
Total Environment Planning	2,753	1,864	2,333
Central Support costs	1,154		1,154
Total Environment	24,015	16,896	22,500

**MONITORING OF 2004/2005 PERFORMANCE
INDICATORS – APRIL 2004 TO JANUARY 2005****Report By: Director of Environment****Wards Affected**

County-wide

Purpose

1. To update Members on the exceptions to the targeted progress made by the Environment Directorate for the ten months April to January 2004 towards achieving the performance indicators / targets which appear in the Council's Corporate Plan and are reported bi-monthly.

Financial Implications

2. All expenditure in respect of performance indicators / targets is from approved budgets.

Content

3. The report of exceptions to the targeted performance is attached at Appendix 1 for Members' consideration.
4. Performance against all other indicators is within 10% of target. In addition performance, where ascertainable, against those indicators which are reported annually also appears to be on target.
5. Also included, for comparative purposes, are the targets and out-turns for 2003/4, the targets for 2004/5 and the performance from April to July, September and November 2004. In addition, where possible estimated out-turn for the full year have been included.

RECOMMENDATION

THAT the exceptions monitoring report in relation to the 2004/2005 local and national performance indicators be noted, subject to any comments which Members may wish to raise.

BACKGROUND PAPERS

- None identified.

ENVIRONMENT

National:

Ref	Target/Indicator	Target 2003/4	Actual 2003/4	Target 2004/05	Perf Apr-Jul	Perf Apr-Sept	Perf Apr-Nov	Perf Apr-Jan	Est. outturn 2004/5	Comments
	Strategic objective									
BV82b	Percentage of the total tonnage of household waste arisings which has been composted	5.74%	5.94%	6.6%	9.30%	8.78%	8.07%	7.16%	7.00%	
BV84	Kg of household waste per head per annum	524.6kg	497.81kg	515kg	186.40kg	282.75 kg	368.87kg	449.03kg	545kg	Equates to 538.84kg per annum

Local:

Ref	Target/Indicator	Target 2003/4	Actual 2003/4	Target 2004/05	Perf Apr-Jul	Perf Apr-Sept	Perf Apr-Nov	Perf Apr-Jan	Est. outturn 2004/5	Comments
	Average number of missed bin calls per week – all rounds (not including trade) based on 2 per round per week	46	32.1	44	30.57	33.31	33.32	31.57	31.50	

HIGHWAYS AND TRANSPORTATION

National:

Ref	Target/Indicator	Target 2003/4	Actual 2003/4	Target 2004/05	Perf Apr-Jul	Perf Apr-Sept	Perf Apr-Nov	Perf Apr-Jan	Est. outturn 2004/5	Comments
BV100	Local authority road works per kilometre of traffic sensitive road	0.1	0.4125	0.2	0.2	1.4826	1.4826	1.4826	1.8612.	Works at Folly lane

Local:

Ref	Target/Indicator	Target 2003/4	Actual 2003/4	Target 2004/05	Perf Apr-Jul	Perf Apr-Sept	Perf Apr-Nov	Perf Apr-Jan	Est. outturn 2004/5	Comments
	Percentage (Number) of Penalty Charge notice appeals cases "lost" at appeal as a percentage of those taken to adjudication	<50%	30% (17 out of 56)	<50%	20%	14.29%	2 out of 15	3 out of 18	Less than 20%	
	Network Serviceability									
	The percentage of major roadwork schemes that over-run the published completion date.	0%	0%	0%	0%	6.7%	6.7%	6.7%		Two projects overrun Folly Lane and Newtown Crossroads. Both traffic signals schemes required re-programming to accommodate greater complexity than envisaged when completion dated were first published.
	Street Lighting									
	The average length of time in repairing street light faults compared with the authorities policies and objectives	4.5 days	3.9 days	4.0 days	2.1 days	2.6 days	2.6 days	2.41 days	2.41 days	
	Bridges									
	Number of bridges inspected to safeguard structural integrity (two year rota).	463	463	395	90	314	428	428	428	Years allocation complete.

PLANNING

National:

Ref	Target/Indicator	Target 2003/4	Actual 2003/4	Target 2004/05	Perf Apr-Jul	Perf Apr-Sept	Perf Apr-Nov	Perf Apr-Jan	Est. outturn 2004/5	Comments
	Service delivery outcome									
BV109a	Determine major commercial and industrial applications within 13 weeks	60%	53%	60%	58%	56%	52%	48%		Performance being monitored on a weekly basis
BV109b	Determine minor commercial and industrial applications within 8 weeks	65%	67%	65%	60%	54%	50%	49%		
BV109c	Determine other applications within 8 weeks	80%	76%	80%	72%	66%	61%	62%		

Local:

Ref	Target/Indicator	Target 2003/4	Actual 2003/4	Target 2004/05	Perf Apr-Jul	Perf Apr-Sept	Perf Apr-Nov	Perf Apr-Jan	Est. outturn 2004/5	Comments
	Percentage of applications invalid on receipt (919 out of 3686)	<25%	24.9%	<25%		30%	30%	30%		Based on sampling undertaken in September 2004
	Percentage of appeals where the Council's decision was overturned	<40%	29%	<40%		21%	20%	26%		

ENVIRONMENTAL HEALTH AND TRADING STANDARDS

National:

Ref	Target/Indicator	Target 2003/4	Actual 2003/4	Target 2004/05	Perf Apr-Jul	Perf Apr-Sept	Perf Apr-Nov	Perf Apr-Jan	Est. outturn 2004/5	Comments
BV166a	Score against a checklist of enforcement best practice for environmental health	56%	55.3%	56	55.3%	55.3%	55.3%	90%	90%	
BV166b	Score against a checklist of enforcement best practice for trading standards	72%	68.3%	72	68.3%	68.3%	68.3%	86.6%	86.6%	

BEST VALUE REVIEWS – IMPLEMENTATION OF IMPROVEMENT PLANS

Report By: Performance Officer

Wards Affected

County-wide

Purpose

- 1 To report the remaining actions and the exceptions to the programmed progress in the improvement plans resulting from the reviews of Development Control, Public Conveniences, and Public Rights of Way.

Financial Implications

- 2 There has been no variation to the financial implications identified in the individual Improvement Plans.

Background

- 3 In response to comments from Members and Officers, the reporting arrangements have been developed by consolidating the reports and only reporting on exceptions to the programmed actions. That is, where actions have been completed earlier than programmed or where the timetable has not been met.
- 4 Appendix 1 of this report covers the following improvement plans:
 - Development Control.
 - Public Conveniences.
 - Public Rights of Way.

RECOMMENDATION

THAT Members note and comment on, where appropriate, the implementation of the improvement plans.

BACKGROUND PAPERS

- None identified.

DEVELOPMENT CONTROL

Priority	Outcome	Action	Milestones	Officer(s)	By When	Progress	Indicator for Improvement
High	Improved quality and accessibility of highways design advice Improved speed of applications processing and responsiveness of service	Review and update current Highway Design Guide	Adopt Manual for Streets when published by DfT in November 2005	Team Leader Transportation	December 2003 Date revised to March 2005	In progress by Owen Williams	BV109 – Determine applications within 8/13 weeks

PUBLIC CONVENIENCES

Priority	Outcome	Action	Milestones	Officer(s)	By When	Progress	Indicator for Improvement
High Priority – 2003/5	Improved provision of facilities	Refurbishment programme in progress	Tenbury Road, Bromyard and minor works in East Street	HOS Property	To be completed 2004/5	Refurbishment of Tenbury Road and East St scheduled for March/April 2005.	Public perception indicator

PUBLIC RIGHTS OF WAY

Priority	Outcome	Action	Comment	Officer(s)	By when Revised Dates	Progress	Indicator for Improvement
High	Improved focus of resources	Write policy and strategy for future delivery of the service to include: <ul style="list-style-type: none"> Where resources should be focussed How to meet the requirements of the Disability 	Resource Implications - Identify funding to pay for consultancy work, DDA cost implications, promotion of network,	SO/MJ / and others	December 2002 Date revised to December 2004	Final report to go to full cabinet March 2005	BV178 Ease of use of Rights of Way

Priority	Outcome	Action	Comment	Officer(s)	By when Revised Dates	Progress	Indicator for Improvement
		Discrimination Act <ul style="list-style-type: none"> • Business plan with targets • An enforcement policy and strategy • The creation of an Asset Register • How to promote PROW 	creation of asset register.				
High	Increase throughput of Diversion Orders	Research, devise and write a fast-track method for determining applications for Diversion Orders	Staff time – possible offset through income generation. Now part of strategy.	RH/MM	1/7/02 – Date revised to November 2004	Procedures are at draft stage.	

ENVIRONMENT SCRUTINY COMMITTEE WORK PROGRAMME 2005/6

Report By: Director of Environment

Wards Affected

County-wide

Purpose

- 1 To consider a new work programme.

Financial Implications

- 2 None

Background

- 3 The 2004/5 work programme has now been completed and Environment Scrutiny Committee are requested to consider the proposed work programme for the period to the end of March 2006. Members are reminded that guidance for developing an effective work programme is contained in the Scrutiny Handbook previously issued to Members.

6 June 2005	
Officer Reports	<ul style="list-style-type: none"> • Human Resources • Capital Budget 2005/6 • Revenue Budget 2005/6 • Best Value Reviews Improvement Plans • Report on Performance - Year 2004/5 • Good Environmental Management (GEM) • Local Transport Plan (LTP) • Biodiversity • The Environment Strategy. • Best Value Review – Commercial Enforcement Stage 3.
Scrutiny Reviews	<ul style="list-style-type: none"> •
26 September 2005	
Officer Reports	<ul style="list-style-type: none"> • Capital Budget 2005/6 • Revenue Budget 2005/6 • Best Value Reviews Improvement Plans

Further information on the subject of this report is available from Bob Barker, Performance Officer on 01432 260985

	<ul style="list-style-type: none"> • Report on Performance including Commitments - April to June 05 • Contribution to Herefordshire Ambitions • Update position regarding the Agricultural use of Polytunnels.
Scrutiny Reviews	<ul style="list-style-type: none"> •
5 December 2005	
Officer Reports	<ul style="list-style-type: none"> • Human Resources • Capital Budget 2005/6 • Revenue Budget 2005/6 • Best Value Reviews Improvement Plans • Report on Performance Commitments - April to Sept 05. • Good Environmental Management GEM • Impact of the proposed pedestrianisation of Widemarsh Street.
Scrutiny Reviews	<ul style="list-style-type: none"> •
27 March 2006	
Officer Reports	<ul style="list-style-type: none"> • Capital Budget 2005/6 • Revenue Budget 2005/6 • Best Value Reviews Improvement Plans • Report on Performance Commitments - April to Dec 05. • Contribution to Herefordshire Ambitions • Update on the impact of the Public Rights of Way Strategy.
Scrutiny Reviews	<ul style="list-style-type: none"> •

- 4 In addition Members may wish to consider including in the programme, at an appropriate time that a special meeting to discuss flooding issues with the Environment Agency.

RECOMMENDATION

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

BACKGROUND PAPERS

- Scrutiny Handbook "A practical handbook for Councillors." Dec 2003.