

A G E N D A

Environment Scrutiny Committee

Date: **Monday, 8th August, 2005**

Time: **10.00 a.m.**

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, Members' Services, Tel:01432
260 460 Fax:01432 260286*

e-mail pjames@herefordshire.gov.uk

**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, K.G. Grumbley, J.G.S. Guthrie,
T.W. Hunt, J.W. Newman, Miss F. Short and J.B. Williams

	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 - 10
To approve and sign the Minutes of the meeting held on 6th June, 2005.	
5. PRESENTATION BY CABINET MEMBER (HIGHWAYS AND TRANSPORTATION)	11 - 26
To receive a presentation by the Cabinet Member (Highways & Transportation) informing the Committee of policy issues affecting this programme area and the main priorities.	
6. PRESENTATION BY CABINET MEMBER (ENVIRONMENT)	27 - 40
To receive a presentation by the Cabinet Member (Environment) informing the Committee of policy issues affecting this programme area and the main priorities.	

PUBLIC INFORMATION

HEREFORDSHIRE COUNCIL'S SCRUTINY COMMITTEES

The Council has established Scrutiny Committees for: Adult Social Care and Strategic Housing; Children's 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

The Public's Rights to Information and Attendance at Meetings

YOU HAVE A RIGHT TO: -

- Attend all Council, Cabinet, Committee and Sub-Committee meetings unless the business to be transacted would disclose 'confidential' or 'exempt' information.
- Inspect agenda and public reports at least five clear days before the date of the meeting.
- Inspect minutes of the Council and all Committees and Sub-Committees and written statements of decisions taken by the Cabinet or individual Cabinet Members for up to six years following a meeting.
- 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.
- Copy any of the documents mentioned above to which you have a right of access, subject to a reasonable charge (20p per sheet subject to a maximum of £5.00 per agenda plus a nominal fee of £1.50 for postage).
- Access to this summary of your rights as members of the public to attend meetings of the Council, Cabinet, Committees and Sub-Committees and to inspect and copy documents.

Please Note:

Agenda and individual reports can be made available in large print. Please contact the officer named on the front cover of this agenda **in advance** of the meeting who will be pleased to deal with your request.

The Council Chamber where the meeting will be held is accessible for visitors in wheelchairs, for whom toilets are also available.

A public telephone is available in the reception area.

Public Transport Links

- Public transport access can be gained to Brockington via the service runs approximately every half hour from the 'Hopper' bus station at the Tesco store in Bewell Street (next to the roundabout junction of Blueschool Street / Victoria Street / Edgar Street).
- The nearest bus stop to Brockington is located in Old Eign Hill near to its junction with Hafod Road. The return journey can be made from the same bus stop.

If you have any questions about this agenda, how the Council works or would like more information or wish to exercise your rights to access the information described above, you may do so either by telephoning the officer named on the front cover of this agenda or by visiting in person during office hours (8.45 a.m. - 5.00 p.m. Monday - Thursday and 8.45 a.m. - 4.45 p.m. Friday) at the Council Offices, Brockington, 35 Hafod Road, Hereford.



Where possible this agenda is printed on paper made from 100% Post-Consumer waste. De-inked without bleaching and free from optical brightening agents (OBA). Awarded the Nordic Swan for low emissions during production and the Blue Angel environmental label.

COUNTY OF HEREFORDSHIRE DISTRICT COUNCIL

BROCKINGTON, 35 HAFOD ROAD, HEREFORD.

FIRE AND EMERGENCY EVACUATION PROCEDURE

In the event of a fire or emergency the alarm bell will ring continuously.

You should vacate the building in an orderly manner through the nearest available fire exit.

You should then proceed to Assembly Point J which is located at the southern entrance to the car park. A check will be undertaken to ensure that those recorded as present have vacated the building following which further instructions will be given.

Please do not allow any items of clothing, etc. to obstruct any of the exits.

Do not delay your vacation of the building by stopping or returning to collect coats or other personal belongings.

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, 6th June, 2005 at 10.00 a.m.

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

Councillors: P.J. Dauncey, G.W. Davis, K.G. Grumbley, J.G.S. Guthrie, J.W. Hope MBE, J.W. Newman, Ms. G.A. Powell and Miss F. Short

In attendance: Councillors Mrs. P.A. Andrews, J.W. Edwards, T.M. James, R. Mills, R.J. Phillips and D.B. Wilcox (Cabinet Member – Highways and Transportation).

1. APOLOGIES FOR ABSENCE

Apologies were received from Councillors Mrs A.E. Gray and T.W Hunt. Apologies were also received from Councillor P.J. Edwards (Cabinet Member – Environment).

The Committee noted that Councillor J.G.S. Guthrie had replaced Councillor R. Mills as a member of the Committee.

2. NAMED SUBSTITUTES (IF ANY)

Councillor Ms G.A. Powell substituted for Councillor Mrs A.E. Gray and Councillor J. Hope substituted for Councillor TW. Hunt.

3. DECLARATIONS OF INTEREST

Councillor Ms G.A. Powell declared a personal interest in agenda item 5 – Herefordshire provisional Local Transport Plan 2006/7 to 2010/11, due to her involvement in “WyeS Moves” Community Transport initiative.

4. MINUTES

RESOLVED: That the minutes of the meeting held 30th March, 2005 be approved and signed by the Chairman.

5. HEREFORDSHIRE PROVISIONAL LOCAL TRANSPORT PLAN 2006/7 TO 2010/11

The Committee considered the draft Herefordshire Provisional Local Transport Plan (LTP) 2006/7 – 2010/11.

The Head of Highways and Transportation reported that the provisional Local Transport Plan had to be submitted to Government by 29 July 2005 and the quality of the Plan contributed to the overall future capital funding allocated by Government for Highways and Transportation in the County. This would be Herefordshire’s second Local Transport Plan (LTP2) and would constitute the Council’s transportation policies and strategies for the five year period 2006/7 to 2010/11.

He further reported that the Plan would include a costed programme of transport improvement schemes for the period which had been developed with the aim of delivering key outcomes including: improved accessibility; safer roads; reduced congestion and a safeguarded environment. An Executive Summary of the draft Local Transport Plan 2006/7 to 2010/11 was provided at Appendix 1 to the report. Progress in working towards the previously identified objectives was summarised in the report. The development of the strategy had been informed by a number of studies that had been carried out to develop key areas of policy. The provisional LTP2 also needed to take into account developing areas of national transport policy.

After submission of the Plan in July, 2005, Government would undertake a detailed assessment, which would be published late in 2005 at which time the financial settlement would also be announced

The Cabinet Member (Highways and Transportation), the Head of Highways and Transportation and the Team Leader (Transportation Planning) were questioned by the Committee. The following is an outline of the principal questions asked by the Committee and responses given by officers:

- How does the Herefordshire LTP compare with LTPs of other authorities? Is there any method of comparing how well we do?

The Council is rated by government on its Annual LTP progress reports. Last year the Council's performance had been rated as above average and in the previous year as Well Above Average, resulting in a supplementary 'Performance Grant' which was utilised to support the Roman Road improvement scheme. Highway maintenance had also received a good rating but caution was needed, as this element of funding was formula based.

- How does the LTP2 compare with national approaches – e.g. congestion charging? What degree of Government constraint is there?

The LTP process was becoming more restrictive. The process had a number of mandatory indicators/requirements, however, three related to local conditions. While congestion charging did not apply to Herefordshire, LTP2 contained proposals to set a local target concerning congestion in the City in the hope that additional funding would be forthcoming to help meet the target. Local need would be emphasised wherever possible. The LTP scheme dealt with predominantly highway maintenance and capital projects whereas local issues were usually met from revenue funding.

- The agenda covering report and the Executive Summary indicated that Herefordshire did not achieve all that was set out in LTP1. Why was this and have lessons been learned and translated into the LTP2?

The first LTP contained a list of schemes to the value of approximately £20m. The government in its funding round had allocated approximately £10m to Herefordshire and consequently the schemes had had to be prioritised. LTP2 would seek to progress those schemes that had been postponed and move forward a number of new schemes. 86% of the first LTP was on track for completion as indicated in the latest LTP Annual Report. The funding mechanism since the first LTP had changed in that for Herefordshire a base line allocation of £11m was already known. This base line would, however, change according to the quality and various elements within the LTP2 bid.

- LTP2 builds on the success of first LTP. How sure are we of the data / information used in compiling LTP2. How robust is it bearing in mind LTP2 takes us to 2011?

Data used for the first LTP is already in place. Through monitoring or undertaking further studies, additional, or updated data, would be added to the database and therefore there was a reasonable level of confidence in its robustness. Costed elements to be included in LTP2 were difficult to predict but national indicators for the type of schemes included were used to give a reasonable indication of the likely cost. Cost management procedures would be put in place when schemes progressed.

- Have the targets in the first LTP been met and were they sensible targets/achievable. How have these outcomes been translated to the targets for LTP2?

The LTP Annual progress report indicates that 86% of the achievable schemes have been met or are on track to be completed within the LTP period. The Directorate believe that, while challenging, the LTP2 targets should be achievable.

- The increased use of sustainable transport is a key outcome that will contribute to all four Government/Local Government shared priorities. However, given its high profile it's not clear what aspect of sustainable transport usage will increase. The Corporate Plan target for 2007-8 only shows an increase in bus usage of 2,000 journeys over the 2003-4 figure. This equates to only 38 extra journeys per week. Where will the increase in usage be and what will be the cost of this increased usage?

2004/5 saw a decrease in bus usage, which had been outside the control of the Council. Proposals were being considered to change the concessionary bus fare from 50% to free. Park and Ride and the Intelligent Transport System would contribute to the change in bus usage patterns. A study undertaken following the reduction in bus availability in the City had indicated no appreciable subsequent increase in car usage. It was speculated that people who would have used the bus were now walking or cycling.

- In the absence of any significant increase in bus usage how will traffic congestion in the medium term be reduced?

In the City, increased partnership working with the Highways Agency will be needed. The introduction of an Intelligent Transport System will optimise traffic signals; speed up bus movements and improve traffic flow. Structuring the introduction of such a system will necessitate discussions with, for instance, bus operators to ensure that the computerised equipment is installed in buses. In the short term, depending on revenue finance, upgrading works will be undertaken to the existing SCOOT traffic system. It was hoped that year on year improvements could be made to improve congestion problems.

- Without disclosing contractual issues, what is the pace of progress on Park and Ride? Two priorities to be addressed for Hereford in LTP 2 are - improving and extending the cycle network and permanent park and ride. Will the park and ride sites provide safe and accessible cycle provision to the main areas for employment, shopping and leisure? When developing these sites will the Council be using "joined up thinking" to encourage maximum use?

A progress report on park and ride is shortly to be submitted to the Cabinet Member – (Highways and Transportation), for consideration. Detailed work on bus routing from/to the proposed site is still to be completed. The Edgar Street Grid development may provide the opportunity to create a circular route. Links to the Hospital and railway station will be looked into. The use of the park and ride car parks by cyclists had not so far been considered but access and security will be looked at.

- There's an assertion that permanent park and ride sites will reduce traffic congestion in the central area, does this mean that car parking spaces in the central area will be reduced by a similar number to those being provided for by park and ride? If there is a reduction in city centre parking what impact will this have on income? If there is no reduction in city centre parking how will congestion be reduced?

There will be a net cost to the Council in operating a Park and Ride scheme, however, as a Unitary Authority the Council was better placed to balance the overall parking provision. On the introduction of park and ride a management system will be put in place to ensure the best use of all the parking facilities.

- The Council doesn't operate any buses. Will we have to rely on existing operators?

The Executive was aware of the limited number of bus operators in the area, which would provide limited competition for the provision of the services. A major capital investment would be necessary should the Council wish to operate bus services.

- What is the position regarding the Air Quality Strategy particularly at the A49 corridor in Hereford and Bargates in Leominster.

The Hereford Transport Strategy includes health monitoring. Data collected is used to model the impact assessment to be included in the LTP2. Any improvements at the A49 would need to be implemented with the co-operation of the Highways Agency. Any improvements at Bargates would be subject to funding availability.

- Reference is made to improving the health of the County through increased cycling, walking and air quality etc. Does the LPT2 pick-up and reflect all the health benefits. Has this been cross-checked with the Primary Care Trust (PCT).

Key service providers, including the PCT, have provided input and this will be further developed over the course of the LTP2 period.

- Accessibility – can you give examples of schemes implemented in the first LTP? How successful have they been and how does the LTP2 continue this work.

Examples of schemes implemented are the introduction of low floor buses and the up grading of the Hereford and Leominster bus stations. This work will be continued by improvements to: rural footways; pedestrian signal crossings and the introduction of Internet accessible bus timetables. Area Highway Teams are investigating the possible provision in rural areas of a number of bus passenger waiting areas, rather than the more costly provision of bus shelters.

- A Hereford Intelligent Transport System would provide traffic control; bus priority; traffic and traveller information. Assuming the "exceptional scheme" funding bid was successful what would the likely timescale be for its

implementation and what happens if we don't get the funding?

A case would be built up for the system over the next two years. If the funding bid were insufficient to implement all the schemes proposed in the LTP2 then schemes would have to be prioritised. In the meantime other sources of funding would be explored.

- The summary emphasises the importance of behavioural change contributing to the achievement of the Strategy's objectives and refers to school and work travel plans. How will the impact of these on modes of travel and congestion be measured? Is there evidence from other parts of the country that the proposed method has worked?

Mandatory targets are set by government, however, these don't link directly to traffic congestion. At the moment it is difficult to show what contribution any improvements might make. Data will be collected from Hereford and the market towns to inform the indicators rather than the targets.

- The rail travel sections in the LTP2 refer to the various rail franchises. What incentives are there for the rail companies to work with the Council to deliver better services? What are the chances of adding further proposals for stations with car parks e.g. at Woofferton.

While the LTP2 looks at improving rail services in the County there are no firm proposals for improvements to local stations. There are no proposals for new stations. It is thought that the redevelopment of New Street Station, Birmingham, is likely to divert finance away from rural schemes.

- Reference is made in the Executive Summary to rail services to London, does the full LTP2 mention that there are bus services to London?

Bus services to London are mentioned and encouraged in the LTP2.

- It is proposed that a comprehensive review of the supported bus network be undertaken. What is the likely timescale for this review? Will the review be wide ranging to explore for instance changing from big buses to smaller dial-a-ride services?

It is proposed that new computer software be obtained that will enable a desktop modelling exercise to be undertaken. This will enable a variety of bus use scenarios to be explored. Economy of scale often meant that bus operators operated large buses to cater for the peak time requirement.

- In relation to the road network, the Executive Summary referred to "the efficient movement of goods and services to help sustain the local economy". Will the LTP2 also highlight the importance of the Herefordshire network in the regional and national network? Had the Secretary of State responded to the Cabinet Member (Highways and Transportation) letter concerning safety and maintenance of the A49?

No specific bid had been made for additional de-trunking of highways in Herefordshire. The A40 (Gloucestershire boundary to Ross) is likely to be de-trunked in the near future, subject to negotiations currently in progress between the Highways Agency and Gloucestershire County Council. The A465 from the Welsh border to Hereford was designated for de-trunking but negotiations with Herefordshire Council had stopped pending clarification of the future status of this

route in Wales. The previous Cabinet Member (Highways and Transportation) had written to the Secretary of State for Transport suggesting that consideration should be given to a more innovative form of management for the A49 in Herefordshire and Shropshire. On the day of the meeting a response had been received from the Highways Agency but no comment had been made about the future management arrangements. No response had been made directly by the Secretary of State.

Members were reminded that the provisional LTP would be considered by Cabinet and then by Full Council as part of the Council's Policy Framework.

RESOLVED: that the report be noted and any further comments by Members be forwarded directly to the Cabinet Member (Highways and Transport).

6. CORPORATE ENVIRONMENT STRATEGY & REVISED POLICY

The Committee considered: 1) the consultation draft of the Corporate Environment Strategy, summarising the policy aims, objectives and action plans the Council have adopted and 2) the proposed revision of the Council's current environmental policy.

The Environmental Sustainability Officer reported that the Corporate Environment Strategy provided partners and managers across the Council with an overview of major environmental commitments that had already been made by the Council. Some were mandatory while others were led by the need to control costs. All were linked through the agreed ambitions of the Herefordshire Plan and the Corporate Plan (2005/08), which states that one of the Council's top eight priorities for the period of the Plan is, "to protect the environment, including recycling much more waste and significantly reducing carbon emissions".

She further reported that the revision of the policy took account of: the certification to ISO 14001; of the numerous Council services and functions and changes to the initial focus and revisions to the ISO 14001 standard. Copies of the consultation draft "Corporate Environment Strategy", together with the "draft Strategy Action Plan" were appended to the report.

The Director of Environment commented that the policy brought together the various environmental policies, updates and action plans into one document.

The Committee were complementary about the format and content of the policy document but thought reference should be included to convey a positive attitude towards the receipt of feedback to the commitments detailed in the policy.

The Committee debated whether local standards could be imposed in relation to increasing the specification for building insulation. While legally this would be extremely difficult to impose, the Director of Environment suggested this could be kept in mind when negotiating development contracts.

On questioning the inclusion in the policy of the "development of appropriate sources of renewable energy" (4th bullet point on agenda page 23) the Environmental Sustainability Officer confirmed that the Council would look at various energy options for the County, and this would include wind farms.

In response to comments regarding schools being encouraged to recycle, and yet being charged trade waste fees to dispose of the waste, the Head of Environmental Health and Trading Standards reported that he was investigating the issue but, as yet, there seemed to be no easy solution.

RESOLVED: That the Corporate Environment Strategy and Revised Policy be noted.

7. BIODIVERSITY

The Committee considered the actions taken in relation to biodiversity conservation and proposals for the development of a related strategic framework to direct the future work of the Council upon this activity.

The Conservation Manager reported that one of the key Council objectives was to enhance the quality of life and conserving biodiversity made a considerable contribution to this. The report highlighted a number of important factors that needed to be taken into account which influenced the Council's activities in relation to biodiversity conservation and a number of recent achievements in this area.

He further reported that the Council had a number of roles and responsibilities in relation to biodiversity conservation and that these now needed to be brought together in the form of a strategic framework. The strategic objectives to be used as a basis for developing such a framework were set out in the report at paragraph 7.

The Committee agreed that it would be wise to have a strategic framework and noted the intention to report on further developments to the next meeting.

RESOLVED:

That

- a) the report be noted and a further report be presented to a future meeting and;**
- b) the proposed objectives for a strategic framework, as set out in paragraph 7 of the report, be noted.**

8. CAPITAL PROGRAMME 2005/06

The Committee was advised of the latest position with regard to the Environment Capital Programme for 2005/06.

The Assistant County Treasurer reported that the programme was largely based on the capital allocations in the 2004/05 Local Transport Plan. The Capital Programme for 2005/06 was set out in appendix 1 to the report and detailed the individual schemes. This indicated that the total amount available for the Capital Programme was £13,460,610.

RESOLVED: That the report confirming the Environment 2005/6 Capital Budget be noted.

9. ENVIRONMENT REVENUE BUDGET 2005/06 AND OUTTURN 2004/05

The Committee was advised of the latest position with regard to the Environment Revenue Budget for 2005/06 following the formal approval of the Council's budget.

The Assistant County Treasurer reported that in addition to the effects of inflation, Council had also approved a number of adjustments to the budget for 2005/06. This had resulted in a 2005/06 budget of £32,892,000 for the Environment Programme area. This would be adjusted to take account of any carry forward when the 2004/05 budget closing position was confirmed.

The Director of Environment confirmed that a further revenue budget report would be presented in the autumn.

RESOLVED: That the report confirming the Environment Revenue Budget 2005/06 be noted and a further report be presented in autumn 2005.

10. BEST VALUE REVIEW OF COMMERCIAL ENFORCEMENT - STAGE 3 REPORT

The Chairman had invited Councillor R. Mills to attend for this item in his role as a member of the Best Value Review Team.

The Committee considered the Stage 3 report of the Best Value Review of Commercial Enforcement.

The Head of Environmental Health and Trading Standards reported that a summary of the conclusions from the review were detailed in the agenda report. He highlighted various aspects of the review, particularly that meaningful statistics and benchmarking data had been difficult to obtain and that developments arising from the "Hampton Review" would still need to be taken into account. The review team, having considered the information gathered and the options available, detailed in Options Appraisal at section 7 of the Stage 3 report, had concluded that Environmental Health (Commercial Enforcement) Trading Standards and Licensing should be re-engineered to deliver a more efficient service.

On questioning various aspects of the review the Committee noted that consideration had been given to: current trends in the service; staffing and pay levels; the need for further integration of sections within the service; the potential for externalising the service or the opportunities to take on work from other authorities (expand the service). Improvements to IT, both within the service and available to the public 'on-line' would improve the level of service and help to maximise its capacity. However, the IT improvements must meet the 'corporate' and proposed 'contact centre' requirements.

RESOLVED: That the Stage 3 report be noted and the recommended preferred option contained at Section 8 in the report namely: that the Environmental Health (Commercial Enforcement), Trading Standards and Licensing be re-engineered to deliver more efficient services, be supported and recommended to Strategic Monitoring Committee.

11. GOOD ENVIRONMENTAL MANAGEMENT (GEM) REPORT FOR 2004/05

The Committee considered the Council's environmental management/ISO 14001 system for 2004/05 to ensure that it continued to be suitable, adequate and effective and delivered improvement in environmental performance.

The Environmental Sustainability Officer reported that a summary of information on the Council's performance against its nine environmental objectives was set out in the appendix to the agenda report. The report also set out progress with the ISO 14001 certification, developments during the year and plans for 2005/06. Also attached to the report at Appendix IV were the proposed Good Environmental Management (GEM) objectives and targets for 2005/06. Other appendices to the report set out more detailed information on performance against each target for 2004/05 and corrective actions raised internally and externally during the year.

The Committee appreciated the work undertaken in compiling the report, particularly the establishment of baseline data. This data now needed to be used to show reduced usages or financial savings being made. The increase in recycled paper

usage was noted together with the shift from desktop printers to networked photocopiers.

The Committee also appreciated that more work needed to be done concerning energy usage following the Council's formal adoption of the Carbon Management Action Plan (CMAP).

RESOLVED: That the Good Environmental Management (GEM) 2004/05 report, including the objectives for 2005/6, be noted.

12. BEST VALUE REVIEWS - IMPLEMENTATION OF IMPROVEMENT PLANS

The Committee received a report on the remaining actions and exceptions to the programmed progress in the improvement plans resulting from the reviews of Development Control, Public Conveniences and Public Rights of Way.

The remaining programmed actions in the improvement plans were detailed in Appendix 1 to the report.

RESOLVED: That the report on Best Value Reviews – Implementation of Improvement Plans be noted.

13. MONITORING OF 2004/2005 PERFORMANCE INDICATORS - APRIL 2004 TO MARCH 2005

The Committee was updated on the exceptions to the targeted progress made by the Environment Directorate for the full year April 2004 to March 2005 towards achieving the performance indicators / targets which appear in the Council's Corporate Plan.

The Committee noted a number of additional figures namely that on agenda page 121, BV86 "Target 2004/5" was £42.59 and that BV87 "Actual 2004/5" was £58.51. Agenda page 124 relating to 'Network Sustainability' the "Actual 2004/5" was 18%.

RESOLVED: That the exceptions to the targeted progress, indicated in the report, as amended by the inclusion of the above figures, be noted.

14. TRUNK ROADS IN HEREFORDSHIRE

The Committee considered the written response from the Highways Agency to the issues raised at the Committee meeting held on 28th February 2005.

The Head of Highways and Transportation reported that replies to the questions and issues raised by Members, both prior to and raised at the meeting held 28th February 2005, had been received from the Highways Agency and these were reproduced in appendix 1.

While a minority of Members expressed a degree of satisfaction with the progress on improvement schemes in their area, other Members were dissatisfied with the responses. The Committee agreed that outstanding issues be referred through the Head of Highways and Transportation for discussion at officer meetings with the Highway Agency. The Committee agreed to keep the position under review and, if necessary, extend a further invitation for the Agency to appear before the Committee.

The Director of Environment reported that following personnel changes in the Highways Agency both he and the Cabinet Member – (Highways and

Transportation), would ensure that future discussions with the Agency would be held at senior management level.

RESOLVED:

That

- a) **the Trunk Roads in Herefordshire report be noted and Members refer outstanding issues to the Head of Highways and Transportation for further discussion at officer meetings with the Highways Agency; and**
- b) **a further meeting between the Committee and the Highways Agency be held in abeyance.**

The meeting ended at 12.57 p.m.

CHAIRMAN

PRESENTATION BY CABINET MEMBER (HIGHWAYS & TRANSPORTATION)

Report By: County Secretary and Solicitor

Wards Affected

County-wide

Purpose

1. To receive a presentation by the Cabinet Member (Highways & Transportation) informing the Committee of policy issues affecting this programme area and the main priorities.

Background

2. A report from the Cabinet Member is attached.

BACKGROUND PAPERS

- None

Further information on the subject of this report is available from
Paul James, Committee Officer (Scrutiny) on 01432 260460

Cabinet Member Report Highways and Transportation

In response to the invitation from the Environment Scrutiny Committee I am pleased to present the following report.

Overview

The Highways and Transportation Service was reorganised during 2004/5 to deliver services on an area basis. Managers for the North, South and Central areas have responsibility for maintaining the highway network, delivering road transport schemes and providing street and toilet cleansing services. As part of this reorganisation the area teams were collocated at Thorn Depot, Rotherwas alongside Hereford Jarvis Services.

The Department for Transport gives authorities a score in relation to their annual Local Transport Plan (LTP) performance based on an assessment of the Annual Progress Report. Herefordshire Council has been graded "Above Average" and given a score of 86%, an improvement on last year's score (scores for other authorities range from 36% to 96%). This score has also contributed to the Council's continuing Comprehensive Performance Assessment score of "Good".

The authority has been named as one of just 17 new centres of excellence for local transport delivery, including public transport and road safety, by the Local Transport Minister. The Minister commented that the hard work and implementation of improvements by the new centres of excellence for transport has resulted in improvements in the condition of local roads through to better buses and safer streets.

Herefordshire Council's proactive approach has seen the establishment of a Transport Ambition Group to oversee the development and implementation of local transport strategy. This has flowed out of the development of the Local Transport Strategy through the Herefordshire Partnership – itself having received national recognition as a pathfinder.

Examples which impressed the Government included:

- Herefordshire Rural Transport Partnership - one of the first and most successful in the country, delivering, with the voluntary sector, many successful community-based projects.
- St James and Bartonsham Community Travel Plan working with community members to deliver behavioural change through measures such as individualised marketing and innovative street design, drawing upon the significant expertise in this field of Ben Hamilton-Baillie, specialist in urban design and movement.

The Draft Enforcement Strategy for Public Rights of Way was finalised.

The service delivery partnership between Herefordshire Council, Herefordshire Jarvis Services and Owen Williams has been developing and strong links have been forged.

Service Delivery 2004/5

Delivering the Programme

In 2004/5, following an increase in funding of £1.25M from the previous year, the Council, once again, stepped up delivery of the Local Transport Plan programme, investing over £11M capital and over £7M revenue funding in a wide range of transport improvements which are delivering important outcomes for the people of Herefordshire. See Appendix 1 for further details.

Cycling – New cycle parking facilities have been installed at Leominster Rail Station providing ease of access and greater security for cyclists. New cycle tracks have been implemented as part of the Roman Road improvement scheme and the Leominster Industrial Estate Access Road scheme. A new cycleway installed in the South Wye area Of Hereford has provided an important link between two schools and the Great Western Way cycle route.

The English Regions Cycling Development Team, an organisation established by the Government, has recently assessed the Council for the standard of the work we do to promote and improve conditions for cyclists. The Council was identified as one of the top twelve authorities in the country, in relation to improved performance in this area and received a commendation for this work.

Pedestrian Access Improvements – A number of pedestrian access schemes consisting of new footways and dropped crossings have been completed at various locations in Hereford, (such as the Lift Scheme in Belmont), Leominster, Bodenham, Bridstow, Burghill, Colwall and Leintwardine. A toucan crossing was also installed in Leominster as part of the Leominster Industrial Estate Access Road Scheme, and Pelican crossings have been installed at two new locations in Hereford.

Public Transport and Accessibility – The complete refurbishment of Leominster Rail Station forecourt has improved the safety and quality of the environment. Completion of the innovative Low Floor Bus Project was achieved with the addition of a further 10 new buses. There are now 50 low floor buses in operation within the county fleet. To complement the investment in vehicles new wheelchair accessible bus stops were provided at 10 locations around the County. The introduction of such vehicles has led to average increases in passengers being carried on these services by 8 per cent. Temporary Park and Ride schemes also operated for the Hereford City over the Christmas period in advance of the proposals for developing permanent facilities.

Significant changes to the local bus network took place in September 2004 and new bus timetables were published to inform passengers of the changes to services. The Council has again received a

commendation for the quality of the timetable information produced by a national independent review.

School Travel – Safer Routes to School Schemes included the installation of dropped crossings and cycle parking at John Kyrle High School and a new footway link at John Masefield High School. Cycle parking facilities have also been provided for a number of schools, and 22 more Schools adopted travel plans during the year.

Promoting Sustainable Transport – A further 13 businesses signed up to implementing the Rotherwas Travel Plan, and the Hereford Mini Map was launched which aims to encourage sustainable travel by highlighting 10 minute walking and cycling zones on a map of Hereford City. The continued promotion of the www.twoshare.co.uk website has proved a success with over 250 people now registered.

Road Safety – Improvements were undertaken at 9 accident cluster sites where there had been 78 road traffic accidents over the previous five year period, and 15 reduced or extended speed limits were introduced in rural areas. An important scheme during the year was the introduction of traffic signals on the A4103/A417 Newtown Crossroads in a bid to reduce road casualties.

Maintenance - Significant highway network maintenance and improvement works including resurfacing, surface treatment and some reconstruction work was undertaken.

The condition of local roads in the County continued to improve, achieving the Local Public Service Agreement (LPSA) target of no more than 10% of non-principal roads exceeding the prescribed deterioration threshold.

Bridges - The replacement of the bridge at Bridge Sollers in 2004 was a considerable achievement and this has been reflected in the gaining of two prestigious awards during the year. In addition the replacement of Greytree Road Culvert, Ross-on-Wye has minimised the risk of flooding and ensured continued full access to adjacent serviced accommodation for the elderly.

A4103 Roman Road – the improvement of Roman Road between the C1095 Tillington Road and the A480 Credenhill road has been substantially completed. This has brought considerable benefits for vehicular traffic through widening and surface reconstruction, and also for pedestrians and cyclists through the introduction of a new footway and cycleway.

Leominster Industrial Estate Access Road – This new access road was completed in October 2004. This road plays a vital role in opening up a £20 million enterprise park, and also provides for pedestrians and cyclists by creating a new access route into Leominster town centre from the estate.

Meeting and Stretching Targets

Performance against targets is good and the following have been achieved;

- 15% increase in cycling;
- 7.9% increase in the numbers of cycles parked at public cycling parking facilities in the centre of Hereford;
- 7.2% increase in the number of rail passengers;
- 17 employers adopting Employer Travel Plans; and
- 22 schools adopting School Travel Plans.

90% of targets are on track. Appropriate action is being taken to address the one target not on track, reduction in slight casualties, to bring it in line with overall performance.

Other Achievements:

- The Public Rights of Way Service in partnership with Tourism, Parks and Countryside Service, Public Relations and Archaeology ran the 3rd Walking Festival in June 2004. The festival was well received with excellent feedback from both walks leaders and participants alike.
- Transportation as the service joined the scope of ISO 14001, the international standard for environmental management, at the end of July 2004. Transportation exceeded their target for children walking and cycling to school and increasing the use of public transport.
- Improvement Plan for Public Rights of Way as specified in the CROW Act, commenced implementation in 2004.
- Achieved LPSA targets for accident reductions and the condition of local roads in March 2005
- Transportation has been involved in a variety of activities, such as, the Winter Walking Festival, and the Christmas Anti-Drink Drive Campaign.

Service Delivery 2005/6 (April 05 – May 05)

The Department of Transport announced on the 3 December 2004 the Local Transport Capital Funding Allocations for 2005/6. This funding provided through the Local Transport Plan forms a major part of the overall budgets for Highways and Transportation.

The funding allocation is as follows:

	2005/6 Allocation	Notes
Highway Maintenance Indicative Allocation	£7.560 million	£1.318 million increase on 2004/5 allocated by formula. The letter also includes an indicative maintenance allocation of £7.802 million for 2006/7.
Integrated Transport Indicative Allocation	£2.900 million	In accordance with previously notified indicative allocation. However, this represents a reduction on funding compared to 2004/5 primarily as a result of the completion of Roman Road and Low Floor Bus schemes.
Total	£10.460 million	

The Council was required to submit a revised provisional Local Transport Plan (LTP2) in July 2005 with the final version being deposited by April 2006. The final version of the Government guidance was published just before Christmas and the work is underway to prepare a document that complies with the guidance and sets out a comprehensive transport strategy for Herefordshire. This is a major piece of work and is being supported by a number of detailed studies and policy reviews including a feasibility evaluation of Park and Ride for Hereford, an HGV study in relation to North West Herefordshire and the development of an Accessibility Strategy. In addition a review of the Parking Strategy was undertaken by Environment Scrutiny Committee,

Herefordshire Council and Herefordshire MIND have received national recognition after a transport scheme aimed at helping people in isolated communities was short listed and received the top honours at an award ceremony in London in June 2005.

The 'Out and About Transport Project' has provided buses, cars, advice and support to people with mental illnesses across the county. Under the scheme, which has received funding from Advantage West Midlands, Herefordshire Primary Care Trust and Lloyds TSB Foundation, people with mental illness can access mini-buses, cars, travel tokens and support services.

Around 180 people from Hereford, Leominster, Ledbury and Bromyard regularly benefit from more than 600 passenger journeys a month.

Work started in the first week of May on the initial phase of a major enhancement project to revitalise the City centre. The project started with the refurbishment of Eign Gate with the initial phase being completed on 8 June; the entire completed project will be finished by the end of September 2005. The refurbishment of Eign Gate will include new paving, street lighting, seating and the replanting of trees.

The beginning of June also marked the start of the experimental pedestrianisation of Widemarsh Street. The road is closed to vehicular traffic between 10.30am and 4.30pm daily until the end of December 2005. During that period extensive surveys are being conducted and evidence collected to help the Council gain a clear insight into the long-term impacts of a permanent closure before a decision is made.

The Way Forward

The Council has agreed an Annual Operating Plan. This plan is in place to show what and how the Council, and its Directorates will achieve throughout the year, in line with the Corporate Plan targets. The Operating Plan is being reviewed on a regular basis and progress will be reported to Chief Executives Management Team and Cabinet Member.

The actions from the Operating Plan include;

- Implement traffic & road safety schemes, deliver safer routes to schools & highways maintenance programmes / Road Safety Education & Awareness (School Travel Plans) / Traffic Management Act Powers / Prioritise Accident Sites / Prioritise Accident Works / Develop protocols for a Joined Up Approach with Area Teams
- Implement Integrated Transport Plan / LTP (Park & Ride Progression)/ Review Bus Strategy
- Implement LTP Programme / Subsidised Bus Services

See Appendix 2 below for further details of the contribution to the Operating Plan.

As well as the operating plan, the Highways and Transportation Service is supported by a suite of strategies and policies which include the LTP, Highway Maintenance Plan and PROW Strategy. A Transport Asset Management Plan and Winter Maintenance Plan are under preparation.

LPSA2G Priorities, which are being negotiated, include making Herefordshire's Highway network safer and in better condition, and the streets cleaner.

Other changes and projects for Highways & Transportation are:

- The development of Quality Assurance through the rollout of ISO9001.
- The progression of the Rotherwas Access Road
- The monitoring and proposed implementation of Widemarsh Street Pedestrianisation
- Public transport services e.g. securing South Wye services through Wyes Moves

- Flood alleviation scheme in Ross-on-Wye with an estimated cost of £6.5m and a provisional start date of 2006.
- Flood alleviation scheme at the Belmont Roundabout in Hereford assisted through planning gain
- Completion of the Roman Road Improvement Scheme;
- The development of proposals for a permanent Park and Ride sites for Hereford.
- Implementation of Traffic Regulation Orders

Continued investment in our programme of behavioural change measures to encourage a shift to more sustainable modes of travel.

The performance of the Highways Agency in improving safety on trunk roads in Herefordshire continues to be a matter that will be a cause of concern for the Council if their rate of progress does not match that of the Council.

Councillor D. B. Wilcox

Cabinet Member – Highways and Transportation

28th July, 2005

Appendix 1

Local Transport Plan Strategies and Major/Minor Schemes	2004/5 planned LTP spend*	2004/5 Outturn
Transport Strategies		
Hereford Integrated Transport Strategy	237	179
Rural Areas and Market Towns Integrated Transport Strategy	236	195
Countywide (Includes Local Road Safety Strategy)	751	1,157
Major/minor' Schemes		
Rotherwas Access Road	425	450
Roman Road Improvement	3,100	3,835
Low Floor Bus Project	500	501
Managing the Highways Network		
Highway Maintenance	5,022	5,488
Bridge Maintenance	500	482
Capitalise Transport Staff	301	300
Local LTP Capital	11,072	12,587

All figures £000's

*Programme as reported in Annual Progress Report July 2004

Appendix 2

Extract from the Annual operating Plan 2005-06

Ambition: Develop an integrated transport system for Herefordshire

Council Priority	Indicator	Target 2004/05	Actual 2004/5	Target 2005/6	Milestone	Action	By When
Improve transport and the safety of roads	Number of people killed or seriously injured in road traffic collisions	<209	146	LPSA2G indicator & target under negotiation currently <187	6 Monthly - Current Performance / 2	Implement traffic & road safety schemes, deliver safer routes to schools & highways maintenance programmes / Road Safety Education & Awareness (School Travel Plans) / Traffic Management Act Powers / Prioritise Accident Sites / Prioritise Accident Works / Develop protocols for a Joined Up Approach with Area Teams	Jun-05
	Local bus services (passenger journeys per year) (000's)	3,820	3,447	3,928	Annual / 3 month review of the JUP	Implement Integrated Transport Plan / LTP (Park & Ride Progression)/ Review Bus Strategy	Jul-05
	Change in Annual Average Daily Traffic (AADT) volumes (index)	103		104	Annual / 3 Monthly review of JUP	Implement LTP Programme / Subsidies Bus Services	Ongoing

Council Priority	Indicator	Target 2004/05	Actual 2004/5	Target 2005/6	Milestone	Action	By When
	No. of cycling trips (index)	115		118	Delivery against the JUP (quarterly)	Deliver LTP programme	In accordance with the programme
Sustain vibrant and prosperous communities, provide more efficient, effective and customer-focused services and clean streets	% of the non-principal road network where structural maintenance should be considered	51%	29.05%	26%	Delivery against the JUP (quarterly)	Deliver LTP programme	In accordance with the programme
	% of the local authority principal road network where structural maintenance should be considered	Indicator amended for 2004/5	55.38%	3 target to be revised - set on previous indicator			

Appendix 3 National: Best Value Performance Indicators

Ref	Target/Indicator	Target 2004/05	Actual 2004/5	Target 2005/6	Target 2006/7	Target 2007/8	Comments
BV96/223 Corp PI	Condition of principal roads - % worse than condition threshold	Indicator being amended	55.38				Targets not required by Audit Commission
BV97a/224 Corp PI	Condition of non-principal roads - % worse than condition threshold - classified	51%	29.05%				Targets not required by Audit Commission
BV97b/224b	Condition of non-principal roads - % worse than condition threshold – unclassified	44%	19.9%				Targets not required by Audit Commission
	Road safety						
BV99a(i) Corp PI	Number of Casualties All KSI	<209	146	<197	<187	<177	Actual figures relate to Calendar Year 2003.
BV99a(ii)	Percentage Change over previous year - All KSI	-6%	-3%	-6%	-5%	-5%	Targets for casualties are “no more than”.
BV99a(iii)	Percentage Change over 1994-8 average All KSI	-16%	-41%	-21%	-25%	-29%	The percentage increases in slight injuries are less than the anticipated increase in traffic volumes.
BV99b(i)	Number of Casualties Children KSI	19	6	<18	<17	<15	
BV99b(ii)	Percentage Change over previous year Children KSI	-6%	-25%	-6%	-6%	-7%	
BV99b(iii)	Percentage Change over 1994-8 average Children KSI	-15%	-73%	-20%	-25%	-30%	
BV99c(i)	Number of Casualties All Slight Injuries	738	719	<744	<750	<756	
BV99c(ii)	Percentage Change over previous year All Slight Injuries	+1%	-15%	+1%	+1%	+1%	
BV99c(iii)	Percentage Change over 1994-8 average All Slight Injuries	+3%	0%	+3%	+4%	+5%	
BV100	Number of days of temporary traffic controls or closures per kilometre of traffic sensitive road – local authority works only	0.2 days	3.1861 days	1.1 days	1.0 days	0.9 days	Target missed due to Folly Lane works. Target for 2005/6 in line with Joined Up Programme

Ref	Target/Indicator	Target 2004/05	Actual 2004/5	Target 2005/6	Target 2006/7	Target 2007/8	Comments
BV102 Corp PI	Local bus services (passenger journeys per year)	3,820,500	3,447,528	3,928,000	3,938,000	3,948,000	Survey of operators currently underway – results due to be available end of May.
	Fair Access						
BV165	The percentage of pedestrian crossings with facilities for disabled people.	96%	93.1%	65%	75%	85%	PI amended – revised targets for 2005/06 2004/05 out-turn lower due to expected works on Commercial road not taking place thus kerb heights not altered.
BV178	The percentage of the total length of footpaths and other rights of way that were easy to use by members of the public – CSS/CA Methodology used to measure	46%	45%	47%	48%	49%	Surveys already completed therefore this is actual outturn.
BV186a	Percentage of principal road network not needing major repair by cost per km	168	103				PI Deleted
BV186b	Percentage of non-principal road network not needing major repair by cost per km	237	269				PI Deleted
BV187	Condition of footways	34.5%	32.35%	34%	33%	32%	
BV215a	The average number of days taken to repair a street lighting fault, which is under the control of the local authority.						New Indicator – Targets not required
BV215b	The average time taken to repair a street lighting fault, where response time is under the control of a DNO.						New Indicator – Targets not required

Local: To be reported to Members

Ref	Target/Indicator	Target 2004/05	Actual 2004/5	Target 2005/6	Target 2006/7	Target 2007/8	Comments
Corp PI	Change in Annual Average Daily Traffic (AADT) volumes - 1% growth p.a.	103	102.1 Hereford 99.8 Rural	104	105	106	Data for 2004/5 more robust following improved collection methods. Targets to be revised in LTP 2.
Corp PI	No. of cycling trips (index) based on 12 hour week-day cycle movements	115	128	118	120	123	
	Percentage of subsidised bus services operated with disabled accessible vehicles	75%	79%	80%	80%	80%	Revised target due to Low-Floor Bus Project completed in 2004/5. No further existing contracts can be converted. The expected above-inflation increase in tender prices over the next two years will lead to some existing low-floor contracts not being renewed.
	Kilometres of rural footways constructed	1.25 km	1.5km	1.0km	1.0km	1.0km	
	% of days public conveniences facilities closed	1.15%	2.15%	1.1%	1.0%	1.0%	Last quarter increase due to problems with water management systems
	Number of Penalty Charge Notices issued – amended indicator	23,000	23,562	23,000	23,000	23,000	
	Percentage (Number) of Penalty Charge notice appeals cases “lost” at appeal as a percentage of those taken to adjudication	<50%	17%	<50%	<50%	<50%	
	Network Serviceability						
	The percentage of major roadwork schemes that over-run the published completion date.	0%		0%	0%	0%	Two projects overrun Folly Lane and Newtown Crossroads. Both traffic signals schemes required re-programming to accommodate greater complexity than envisaged

Ref	Target/Indicator	Target 2004/05	Actual 2004/5	Target 2005/6	Target 2006/7	Target 2007/8	Comments
							when completion dated were first published.
	Network Sustainability						
	The annual expenditure for reactive maintenance to running surfaces compared with the annual expenditure for programmed structural maintenance	17%	18%	16%	15%	15%	
	Bridges						
	Number of bridges inspected to safeguard structural integrity (two year rota).	395	428	395	395	395	

PRESENTATION BY CABINET MEMBER (ENVIRONMENT)

Report By: County Secretary and Solicitor

Wards Affected

County-wide

Purpose

1. To receive a presentation by the Cabinet Member (Environment) informing the Committee of policy issues affecting this programme area and the main priorities.

Background

2. A report from the Cabinet Member is attached.

BACKGROUND PAPERS

- None

Cabinet Member Report - Environment

In response to the invitation from the Environment Scrutiny Committee I am pleased to present the following report.

Overview

The Environment Directorate is now acknowledged as a high performing part of the Council. The Service CPA score improved from a 1 to 3 out of a possible 4. This was more than the target and reflects the determination of the Directorate to provide high quality cost effective services.

December 2004 and January 2005 saw several Environment Services relocated to new offices. Kemble House closed in December leading to Waste Management and Environment Support Service moving to the ground floor in Plough Lane.

As part of the process of maintaining more effective use of the Planning Services existing office accommodation, Building Control vacated its area offices in Corn Square, Leominster and Swan House, Ross. In mid November they relocated to the main office at Blueschool House, Hereford. Surgeries are held in the Info centres so that a local service is maintained.

The majority of Highways officers co-located from Bath Street to Rotherwas to become the 'hub' of our Streetscene approach to services, and the Construction Team took their place by moving back to Bath Street.

Service Delivery 2004/5

Streetscene

A new staff structure was consulted on, developed and implemented in July / August 2004. One of the outcomes has been a sharper focus on the management of the whole street environment ("Streetscene") working in Partnership with Herefordshire Jarvis Services (HJS).

Streetscene began with the introduction of the Graffiti Hotline in November 2003 operated by Highways & Transportation Service. Since the implementation of the hotline, it has now become the Streetscene Hotline for reporting all environmental concerns, dog fouling, potholes and discarded 'Sharps' (needles / syringes) etc. In 2004 Streetscene grew in other ways too, including the refurbishment of public conveniences and more focussed street cleaning and litter patrols.

Environmental Health & Trading Standards(EHTS)

The High Court ruling on the Estech Europe Ltd judicial review, delivered on February 18, 2005, found no problems with the proposed Madley site but did find that clearer environmental information was required before planning permission could be granted. The Council has decided not to appeal the decision and Estech Europe Ltd has decided to continue with its planning application, which remains to be determined.

EHTS successfully implemented the Directorate restructure and there has been positive feedback on the restructure through the Quality Audit of February 2005.

Herefordshire Council's EHTS joined 170 other Councils in signing up to the ENCAMS (formerly Tidy Britain) initiative "Unwanted Vehicle Amnesty". During this period the Pollution Team removed 87 vehicles.

The implementation of the Licensing Act 2003 transferred the administration of liquor licensing from Magistrates to Local Authorities and introduced new licensing conditions for other licences. This also impacted on other services within the Directorate e.g. street cleansing and public conveniences.

The newly formed Licensing Section has developed a licensing policy for Herefordshire. The Licensing Section has also been giving presentations to all parties who are going to be affected by the new Act. The Chair of Regulatory Committee and senior staff held public meetings in April which were welcomed by those attending. The section is leading on the response to the 24 hour economy and also took on the responsibility for Taxi Licensing in August 2004.

EHTS was accredited in February 2004 with ISO 9001 the international standard for environmental management covering our Good Environmental Management system (GEM), Waste Management were included at the end of July 2004 and Bereavement Services in February 2005.

Waste Management were praised by the external certifiers for their robust systems for tracking and following up complaints, and for their programmes to increase recycling levels.

The Kerbside / backdoor collection of recyclables was expanded with 60.28% of Herefordshire population covered by the scheme.

The ReBox Scheme for the Ross-on-Wye area has been introduced and is being rolled out to rural areas around Ross-on-Wye.

Planning

There have been many Information Communication Technology (ICT) improvements. Some improvements are the MVM software reconfiguration, server upgrades, software upgrades; network improvements and historic data capture have now been completed. Improvements to the functionality of the MVM planning and building control information management system have progressed to the point where the system is now fully integrated with the MapInfo Geographical Information System (GIS). The improvements undertaken over the last 12 months formed the basis for the development of a fully Implementing Electronic Government (IEG) compliant planning service.

Improvements in Development Control performance – Following the imposition of performance targets by the Office of the Deputy Prime Minister (ODPM) in early 2002, significant improvements to development control performance have continued to be achieved. These continued improvements have been recognised through the award of a grant from the Planning Delivery Grant Programme (PDG) to fund further planning service improvements. The last 12 months have seen a decrease in performance improvement due to increased staff turnover and a continuing high level of vacant positions. This situation has now been rectified and performances against statutory performance indicators has improved to exceed targets from April 2005. The PDG allocations for 2005/06 is £101,354 but this excludes any further allocation for plan making activity that will be announced later in the year.

The revised draft Unitary Development Plan completed the deposit stage on 24th June 2004 with 1,400 representations being made in respect of the proposed changes. The Unitary Development Plan's Public Local Inquiry commenced on 8th February 2005.

Following the distribution of the first Parish Plan packs in 2002 a total of nine completed parish plans have now been adopted by the Council as Supplementary Planning Guidance. Draft Supplementary Planning Guidance covering Re-use and Adoption of Traditional Rural Buildings, Design and Development Requirements, Biodiversity and Landscape Character Assessments have now been revised in the light of UDP Objections and proposed changes were adopted by the Council in July 2004.

The programme of commercial partnerships between the Building Control Service and external companies now stands at four, comprising Leominster Construction, Border Oak, Kingspan and Collins Engineering. The Cabinet Member for the Environment has endorsed the principle that the Partnership scheme be further developed when staff resources permit.

Other achievements:

- Major projects are now underway to deliver e-government compliant planning service, for example, the ability to submit planning applications on-line.
- Planning Delivery Grant – the total receipts have helped towards developing an e-enabled planning service.
- The Edgar Street Area Regeneration Project was progressed by providing a land use framework in the Unitary Development Plan (UDP)

Service Delivery 2005/6 (April 05 – May 05)

Streetscene

The Clean Neighbourhoods and Environment Act was published at the end of April 2005 and is a key part of the Department for the Environment, Food and Rural Affairs' five-year environmental strategy to clean up people's immediate environment, boost sustainable development, increase energy efficiency and care for rural communities.

The Act increases the powers of local authorities to tackle anti-social behaviour and environmental crime e.g., graffiti, fly posting, dog fouling, litter, abandoned cars and noise nuisance including the discretion to set charges for, and issue, Fixed Charge Penalty Notices.

One of the ways in which Herefordshire Council is tackling the problems of litter, graffiti, fly tipping etc is to use their enforcement powers.

The introduction of the 'Lay-by Safari' anti-litter signs in 20 of the worst lay-bys across Herefordshire has proved so successful that the animals (plus some new ones) are being used again to help promote "Streetscene".

In 2005/6 Streetscene is moving into its next phase, which combines environmental actions with awareness raising, educational campaigns and lots of promotional publicity – hence the animals. The 'Safari' Gang' of animals will be seen prominently displayed on all Herefordshire Jarvis Services vans and lorries e.g the litter collection lorries have large signs on the sides of the vehicles with both the main brand and a specific animal e.g. the litter lion or the fly-tip frog. Individual members of the gang will be introduced, month by month focusing on different issues, for example, Claude 'the Chewing Gum' Cheetah and Jemma 'the Graffiti Giraffe'.

Part of this publicity was the successful launch of one of the animals at the Public Rights of Way "Walking Festival" on the 18 June in High Town, Hereford.

Environmental Health and Trading Standards

Until a Waste Manager can be appointed, the Waste Management Section is employing an Interim Waste Manager. The Waste Manager's position has been vacant for some time and to date it has not been possible to appoint someone to the post. The position of Recycling Officer, which has also been vacant for some time, has now been filled and the successful applicant officially started at the beginning of May.

The charges for the collection and disposal of trade waste throughout the county have been increased by approximately 7%. This is largely a result of the increase in landfill Tax from £15 to £18 per tonne.

Planning

The UDP Public inquiry opened in early February and finished on schedule a year after the deposit on 24 June 2005. The Forward Planning team and other witnesses attended the Inquiry on a daily basis to speak for the Council against a wide range of opposition, from national developers to local environment groups. Most of the hearings were concerned with housing sites, which have been proposed by landowners and developers for inclusion in the Plan. The Inquiry programme was regularly updated on the Council's website. The Government Planning Inspectors are due to report at the end of the year.

The Way Forward

The Council's Corporate Plan sets out the Council's contribution to the Herefordshire Plan, with the Annual Operating Plan setting out what the Council is going to do in the coming year to achieve the targets in the Corporate Plan.

The Operating Plan is going to be reviewed on a regular basis and progress will be reported to Chief Executives Management Team and Cabinet Member.

Included in the Operating Plan are actions which will aim to;

- Reduce the percentage of 11-15 olds smoking
- Increase the percentage of council owned land managed for biodiversity
- Increase the percentage of new homes built on brownfield sites
- Reduce the CO2 emissions across the county

- Roll out ISO14001 across the council
- Increase the number of eco-schools
- Increase the percentage of waste recycled
- Decrease the tonnage of waste collected

See appendix 1 for further details.

The CPA inspection in September 2005 will have resource and service implications as well as a major revision of the CPA service block scoring criteria.

Measures and outcomes for the holistic approach to street cleansing through 'Streetscene' etc are being developed.

Progress will be made on the replacement of the existing crematorium in Hereford.

Waste Management is working on diverting biodegradable waste from landfill and detailed targets have been drawn up as part of the Joint Municipal Waste Management Strategy with Worcestershire County Council.

Other changes that will affect Environmental Health & Trading Standards are:

- Establishment of a Call Centre for the Environmental Health and Trading Standards Service.
- Completion of Best Value Review of Commercial Enforcement
- Draw up, agree and implement policies and procedures within the Quality Assurance system.
- Issue licences under the new Licensing Act 2003.

Lifescapes Project - The Lifescapes project that will end in September 2005 has played a key role in identifying environmental enhancement opportunities in the 5 main river valleys of Herefordshire. This work will be further developed through the Mapping Opportunities for Habitats and Landscape (MOHL) resource as the basis for steering programmes of community led habitat improvement and restoration.

The Council is engaged in two issues which may have implications outside of its boundaries i.e. polytunnels and accommodation for seasonal workers.

Councillor P.J. Edwards

Cabinet Member – Environment

28th July, 2005

Appendix 1 Corporate Plan - Operating Plan

Council Priority	Indicator	Target 2004/05	Actual 2004/5	Target 2005/6	Milestone	Action	By When
Reducing deaths from heart disease, stroke and cancer by reducing the number of people smoking	% of 11-15 year olds smoking 1+ cigarettes per week	Survey carried out in 2000. Information for 2004/5 not available.		Reduce to 12%	Number of presentations, number of test purchases	Establish future basis for measuring aim. PCT are appointing a Smoking Cessation Officer	Programme for April to March
						Investigate traders, carry out test purchases %	
To identify, protect and enhance the County's environmental assets	% of Council-owned or managed land without a nature conservation designation, managed for biodiversity	Baseline established as 2.49%		2.6%	Baseline Assessment	Set up liaison group	May 2005
						Measurement system Define management regimes for commons / open spaces to be established and IT resource secured	31st March 2006
To achieve sustainable development by integrating environmental issues into Herefordshire's	% of all new homes built on previously developed (brownfield) land	60%	68%	60%		Control development of the built environment through UDP	
		Publicise available sites					
	CO2 emissions in tonnes of carbon dioxide equivalent per head of	Figures not available		13.7	1) Set Partnership Targets 2)	1) Annual Emissions Comparison (Oct each year) 2) Energy Services (ESCO) through West Mercia Supplies	

Council Priority	Indicator	Target 2004/05	Actual 2004/5	Target 2005/6	Milestone	Action	By When
Herefordshire's strategies	equivalent per head of population/year				Public Consultation 3) Final Strategy & Action Plan Adopted 4) Adoption of Council Part of Carbon Management Plan	Raise awareness of Herefordshire County Performance	
					6 services over next 9 months	Implement GEM Action Plan	
To foster an understanding of the impact of individual and collective actions upon the environment and encourage positive measures	EMAS / ISO14001 Certification			Roll out ISO14001 across other activities			
	No. of eco-schools	35%	60%	65%		Extend takeup of scheme through promotional events	Sep-05
	% of all household waste that is recycled and composted	21%	21.7%	21.8%		Expansion of Kerbside collection	Jul-05
						Improve performance of household waste sites	Ongoing
						Variation of current waste PFI contract to enable new facilities for waste diversion and recycling	Apr-05
Household waste collected per person, per year (kg)	515kg	528kg	530kg	Increase to 75% participation	Increase participation in kerbside collection through ongoing promotion. Eg WRAP, Mission Impossible		
					Assess other methods of promotion	Sep-05	
					Address waste challenge by adopting "Waste Hierarchy", home composting etc.		
					Increase joint working with Worc CC		

Council Priority	Indicator	Target 2004/05	Actual 2004/5	Target 2005/6	Milestone	Action	By When
Making it happen through greater customer focus and organisational improvement	The % of citizens satisfied with the overall service provided by their authority					Carry out Streetscene survey in order to establish public perception of quality of services.	

Appendix 2
Environment Best Value Performance Indicators

Ref	Target/Indicator	Target 2004/05	Actual 2004/5	Target 2005/6	Target 2006/7	Target 2007/8	Comments
	Strategic objective						
BV82a(i) Corp PI	Percentage of the total tonnage of household waste arisings which has been recycled	14.4%	15.03%	14.95%	15.50%	17.14%	
BV82a(ii)	Tonnage of household waste arisings which has been recycled			14,109 tonnes	14,688 tonnes	16,306 tonnes	New Indicator
BV82b(i) Corp PI	Percentage of the total tonnage of household waste arisings which has been composted	6.6%	6.69%	6.85%	7.10%	7.86%	
BV82b(ii)	Tonnage of household waste arisings which has been composted			6,465 tonnes	6,728 tonnes	7,478 tonnes	New Indicator
BV82c(i)	Percentage of the total tonnage of household waste arisings which has been used to recover heat, power and other energy sources	0%	0%	0%	0%	0%	
BV82c(ii)	Tonnage of household waste arisings which has been used to recover heat, power and other energy sources			0 tonnes	0 tonnes	0 tonnes	New Indicator
BV82d(i) Corp PI	Percentage of the total tonnage of household waste arisings which has been landfilled	79.0%	78.28%	78.2%	77.40%	75.00%	
BV82d(ii)	Tonnage of household waste arisings which has been landfilled			73,801 tonnes	73,348 tonnes	71,352 tonnes	New Indicator
BV84a	Kg of household waste per head per annum	515kg	528.03kg	530kg	530kg	530.8kg	
BV84b	Percentage change from the previous year of Kg of household waste per head per annum			+2.9%	0%	0%	New Indicator
	Cost/efficiency						
BV86	Cost of waste collection per household	£40.93	£42.59	£42.99	£45.19	£47.55	Targets updated to take into account 2003/4 actuals
BV87	Cost of waste disposal per tonne for municipal waste	£62.19	£58.51	£65.30	£68.57	£72.00	

Ref	Target/Indicator	Target 2004/05	Actual 2004/5	Target 2005/6	Target 2006/7	Target 2007/8	Comments
	Fair access						
BV91a	Percentage of population resident in the authority's area which area served by a kerbside collection of recyclables	59%	60.28%				Targets not required
BV91b	Percentage of population resident in the authority's area which area served by a kerbside collection of 2 recyclables						New Indicator – Targets not required
BV199a	The proportion of relevant land and highways (expressed as a percentage) that is assessed as having combined deposits of litter and detritus that fall below an acceptable level	33%	27%	31%	29%	27%	Targets being negotiated in LPSA2G
BV199b	The proportion of relevant land and highways (expressed as a percentage) from which unacceptable levels of graffiti are visible.						New Indicator – Targets not required
BV199c	The proportion of relevant land and highways (expressed as a percentage) from which unacceptable levels of fly-posting are visible.						New Indicator – Targets not required
BV199d	The year-on-year reduction in total number of incidents and increase in total number of enforcement actions taken to deal with fly-tipping'.						New Indicator – Targets not required

Local Indicators

Ref	Target/Indicator	Target 2004/05	Actual 2004/5	Target 2005/6	Target 2006/7	Target 2007/8	Comments
Corp PI	CO2 emissions in tonnes of carbon dioxide equivalent per head of population/year			13.7 tonnes	12.9 tonnes	11.4 tonnes	Actual figures only available 12 months in arrears
Corp PI	Percentage of eco-schools	35%	60%	65%	75%	80%	

Planning Best Value Performance Indicators

Ref	Target/Indicator	Target 2004/05	Actual 2004/5	Target 2005/6	Target 2006/7	Target 2007/8	Comments
	Strategic objective						
BV106 Corp PI	Percentage of new homes built on previously developed land	60%	68.3%	60.00%	60.00%	60.00%	
	Service delivery outcome						
BV109a	Determine major commercial and industrial applications within 13 weeks	60%	46%	60.00%	60.00%	60.00%	Action plan to address issues has been formulated and in progress.
BV109b	Determine minor commercial and industrial applications within 8 weeks	65%	51%	65.00%	65.00%	65.00%	
BV109c	Determine other applications within 8 weeks	80%	64%	80.00%	80.00%	80.00%	
	Quality						
BV200a	Plan Making – Have a development plan	Indicator may change – targets not required yet	No				Targets not required
BV200b	Plan Making – Milestones		Yes				Targets not required
BV200c	Plan making – monitoring report						New Indicator – Targets not required
BV204	Percentage of appeals allowed against authorities decision to refuse planning application		21%	<25%	<25%	<25%	
BV205	Quality of service checklist		89%	90%	92%	94%	
BV219a	Total number of conservation areas in local authority area						New Indicator – Targets not required
BV219b	Percentage of conservation areas with an up-to-date character appraisal						New Indicator – Targets not required

Ref	Target/Indicator	Target 2004/05	Actual 2004/5	Target 2005/6	Target 2006/7	Target 2007/8	Comments
BV219c	Percentage of conservation areas with published management proposals						New Indicator – Targets not required

Local Indicators

Ref	Target/Indicator	Target 2004/05	Actual 2004/5	Target 2005/6	Target 2006/7	Target 2007/8	Comments
Corp PI	Percentage of Council land without a nature conservation designation but managed for Biodiversity purposes	Scoping complete	Baseline of 2.49%	2.6%	2.8%	3.1%	
	Percentage of applications invalid on receipt (919 out of 3686)	<25%	30%	<25%	<25%	<25%	Based on sampling undertaken in September
	Percentage of appeals where the Council's decision was overturned	<40%	21%				Deleted as a local indicator – replaced by BV204

Environmental Health And Trading Standards Best Value Performance Indicators

Ref	Target/Indicator	Target 2004/05	Actual 2004/5	Target 2005/6	Target 2006/7	Target 2007/8	Comments
BV166a	Score against a checklist of enforcement best practice for environmental health	56%	90%	90%	90%	100%	
BV166b	Score against a checklist of enforcement best practice for trading standards	72%	86.6%	90%	90%	100%	
BV216a	Number of 'sites of potential concern' [within the local authority area], with respect to land contamination.						New Indicator – Targets not required
BV216b	Number of sites for which sufficient detailed information is available to decide whether remediation of the land is necessary, as a percentage of all 'sites of potential concern'.						New Indicator – Targets not required
BV217	Percentage of pollution control improvements to existing installations completed on time						New Indicator – Targets not required

Ref	Target/Indicator	Target 2004/05	Actual 2004/5	Target 2005/6	Target 2006/7	Target 2007/8	Comments
	installations completed on time.						required
BV218a	Percentage of new reports of abandoned vehicles investigated within 24hrs of notification.			85%	85%	85%	New Indicator – Targets not required
BV218b	Percentage of abandoned vehicles removed within 24 hours from the point at which the Authority is legally entitled to remove the vehicle.						New Indicator – Targets not required

Local Indicators

Ref	Target/Indicator	Target 2004/05	Actual 2004/5	Target 2005/6	Target 2006/7	Target 2007/8	Comments
Corp PI	% of 11-15 year olds smoking 1+ cigarettes per week			12%	11%	Reduce to 10%	New Indicator
	Customer Satisfaction levels – overall satisfaction with service	80%	81%	82%	84%	86%	PI collected annually