

A G E N D A

Environment Scrutiny Committee

Date: **Monday, 24th November, 2008**

Time: **9.30 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:

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Herefordshire Council

AGENDA

for the Meeting of the Environment Scrutiny Committee

To: Councillor RI Matthews (Chairman)
Councillor KG Grumbley (Vice-Chairman)

Councillors CM Bartrum, WLS Bowen, JW Hope MBE, MAF Hubbard, TW Hunt, PM Morgan, A Seldon, NL Vaughan and PJ Watts

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.

GUIDANCE ON DECLARING PERSONAL AND PREJUDICIAL INTERESTS AT MEETINGS

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

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

Whether an interest is prejudicial is a matter of judgement for each Councillor. What Councillors have to do is ask themselves whether a member of the public – if he or she knew all the facts – would think that the Councillor's interest was so important that their decision would be affected by it. If a Councillor has a prejudicial interest then they must declare what that interest is and leave the meeting room.

4. MINUTES

To approve and sign the Minutes of the meeting held on 15 September 2008.

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To consider suggestions from members of the public on issues the Committee could scrutinise in the future.	
6. CARBON MANAGEMENT PERFORMANCE	9 - 24
To update the committee on information requested at the September 2008 meeting of Environment Scrutiny. This includes:-	
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7. REDUCING ENERGY CONSUMPTION - STREET LIGHTING	25 - 30
To seek the views of Members on the options for reducing the energy consumed and carbon dioxide generated through street lighting.	
8. SERVICE DELIVERY REVIEW - UPDATE	
The Director of Environment will give an oral update on progress with the Service Delivery Review.	
9. ON-STREET PARKING SCRUTINY REVIEW - UPDATE	
The Chairman of the Review Group, Cllr MAF Hubbard, will give an oral overview of progress with the review.	
10. CAPITAL BUDGET MONITORING	
To advise Members on the progress of the 2008/09 Capital Programme for Environment Programme Area within the context of the Herefordshire Council Capital Programme. (Report to Follow)	
Late Report - Capital Monitoring	
The attached report and appendix was issued to Committee with the agenda.	
11. REVENUE BUDGET MONITORING	31 - 38
To advise members of the financial position for the budgets covered by Environment and Regeneration Programme Area budgets for the period to 30 September 2008.	
12. ENVIRONMENT AND CULTURE AND REGENERATION DIRECTORATES: PERFORMANCE FOR THE SIX MONTH PERIOD TO SEPTEMBER 2008	39 - 50
To update Members on the progress towards achievement of targets for 2008-09 relevant to the Environment Scrutiny Committee and contained within the Environment & Culture and Regeneration Directorates Plans.	
13. COMMITTEE WORK PROGRAMME	51 - 54

To consider the Committee work programme.

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PUBLIC INFORMATION

HEREFORDSHIRE COUNCIL'S SCRUTINY COMMITTEES

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

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

The principal roles of Scrutiny Committees are to

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

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

PUBLIC INFORMATION

Public Involvement at Scrutiny Committee Meetings

You can contact Councillors and Officers at any time about Scrutiny Committee matters and issues which you would like the Scrutiny Committees to investigate.

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

1. Identifying Areas for Scrutiny

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

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

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

Remits of Herefordshire Council's Scrutiny Committees

Adult Social Care and Strategic Housing

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

Children's Services

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

Community Services Scrutiny Committee

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

Health

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

Environment

*Environmental Issues
Highways and Transportation*

Strategic Monitoring Committee

*Corporate Strategy and Finance
Resources
Corporate and Customer Services
Human Resources*

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COUNTY OF HEREFORDSHIRE DISTRICT COUNCIL

BROCKINGTON, 35 HAFOD ROAD, HEREFORD.

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HEREFORDSHIRE COUNCIL

MINUTES of the meeting of Environment Scrutiny Committee held at The Council Chamber, Brockington, 35 Hafod Road, Hereford on Monday, 15 September 2008 at 9.30 a.m.

Present: Councillor RI Matthews (Chairman)
Councillor KG Grumbley (Vice Chairman)

Councillors: WLS Bowen, MAF Hubbard, TW Hunt, PM Morgan,
AT Oliver, A Seldon, NL Vaughan and PJ Watts

In attendance: Councillors PJ Edwards, JG Jarvis (Cabinet Member Environment and Strategic Housing), J Stone and DB Wilcox (Cabinet Member Highways and Transportation)

15. APOLOGIES FOR ABSENCE

Apologies were received from Councillor CM Bartrum.

The Chairman announced that Councillor JHR Goodwin had stepped down from the Committee and had been replaced by Councillor NL Vaughan. The Committee recorded its thanks to Councillor Goodwin for his service to the Committee.

16. NAMED SUBSTITUTES

Councillor AT Oliver substituted for Councillor CM Bartrum.

17. DECLARATIONS OF INTEREST

Councillor P J Edwards declared a personal interest as a former Cabinet Member.

18. MINUTES

RESOLVED: That the minutes of the meeting held 9 June 2008 be approved and signed by the Chairman.

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

No suggestions were received from members of the public.

20. ENVIRONMENT: PERFORMANCE FOR THE FOUR-MONTH PERIOD TO JULY 2008

The Committee considered the progress towards the achievement of targets for 2008-09 relevant to the Environment Scrutiny Committee and contained within the Environment and Culture Directorate and the Regeneration Directorate.

The Improvement Manager reported that a significant number of the performance indicators were new (from the National Indicator set) and therefore a different format had been chosen, for this report only, to enable a more detailed description of each indicator to be provided.

Overall performance by the Environment and Culture Directorate was considered to be on track for all Local Area Agreement, Community Strategy and Corporate Plan indicators on which the Environment and Culture Directorate took the lead or towards which it is making a significant contribution. There was a similar picture for other indicators, including those from the National Indicator set. In general there were fewer indicators in the Council's Corporate Plan with a number of those being reported annually or by external agencies.

On scrutinising the performance indicators the following principal points were noted:

- In relation to customer satisfaction (paragraph 9 bullet points 4 and 5) the Committee congratulated the staff, and acknowledged the good management, in achieving the good levels of customer satisfaction.
- Continuing the above point the Committee expressed an interest in comparing the satisfaction levels with similar authorities also affected by flooding and requested details from comparable authorities.
- Questioned on the collection of data for principal roads the Committee noted that data was collected by a specialist contractor on behalf of a number of authorities in the region. However, efficiencies may be made in that this survey work could be included in the revised Service Delivery Contract with Amey. The Cabinet Member, Highways and Transportation (H&T) commented that he had to balance highway maintenance expenditure between the various categories of road. A number of initiatives were underway e.g. the Watchman Scheme with the Parish Councils. Following the recent floods in various parts of the County, unplanned works, and therefore unbudgeted, had been necessary. While a claim would be made under the Belwin Scheme the Council would still need to fund the initial expenditure up to the Belwin threshold.
- Questioning the 'Amber' rating for the indicator 'people slightly injured in road traffic accidents' (agenda page 38) the Committee were informed that, while current performance had not met last year's profile, it was expected that the target would be met.
- It was requested that the appropriate date be included in the report where data was collected annually.
- Responding to comments on the indicator for litter/detritus/flyposting/ graffiti the Director of Environment and Culture (E&C) acknowledged that there was always room for improvement. However, he highlighted that due to the increase in fuel costs the street cleaning contract was likely to cost an additional £90,000 for the same level of service, a cost that would have to be supported from other budgets.
- Questioned on the level of flytipping the Cabinet Member Environment and Strategic Housing (E&SH) acknowledged that more needed to be done. However, whenever possible, cases were taken to court.
- Responding to a claim that the Council was not following the national guidance for cleaning 'dirty streets' the Director E&C agreed that if there was national guidance then it should be followed. In response to comments regarding streets not being cleaned due to inclement weather or machine breakdown the Director E&C reported that cleaning should be in accordance with the contract, however, greater flexibility over the use of resources would be sought under a revised contract to ensure that, for example, grass cutting

was only carried out when and where necessary.

- The Cabinet Member H&T commented that responding to previous criticism the number of days taken to repair 'a street light under the control of the authority' was now 2.45 compared to the target of 6.61. In view of earlier comment concerning under resourcing in street cleaning the Committee questioned whether resources could be reallocated to the service from street lighting. In view of light pollution, rising electricity costs and the need to meet carbon emissions targets (NI185) it was asked whether street lights could be turned off e.g. after midnight, light levels reduced or low energy light bulbs used. The Director E&C reported that a number of authorities did turn off street lights and this option could be investigated. The Head of Highways reported that street lighting was only installed as part of a developer scheme. However, the Council had a street light upgrade programme using more environmentally friendly equipment. The Committee acknowledged that the suggestion would have to be balanced against other social expectations e.g. personal security and crime levels. The Committee requested a report to the next meeting.
- Questioned why a proposal to introduce a 20mph speed limit on East Street (East), Hereford, had been delayed, the Head of Highways reported that there were stringent criteria governing such an introduction. The scheme may require physical adaptations and would therefore be considered against other priorities. In relation to road safety the Cabinet Member H&T commented that various schemes were underway e.g. Young Driver training and Back on your Bike training, including the continuation of the safer routes to schools and school travel plans.
- Under the indicator 'level of air quality' (agenda page 43) the Committee questioned why the Council didn't already have a full inventory of vehicles in its fleet. The Director E&C reported that no central inventory was held because there was no central fleet manager and each Directorate was responsible for its own vehicles. The Committee expressed concern over the economic and environmental implications of this and requested that a report, together with the inventory, be submitted to a future meeting.
- Also in relation to air quality it was suggested that in view of the traffic volumes on the A465 Belmont Road, Hereford, that this road should be included in the air quality monitoring surveys.
- The Sustainability Manager reported that once the data had been collected on the impact that past extreme weather events had had on the delivery of Council services, a report would be made to the various service managers. Any actions identified would be included in directorate action plans which were due to be revised in April 2009. The Committee requested a report on any actions to be undertaken.
- The Committee noted that every 1% change in household waste collected affected the contract by £300,000. In relation to the 'performance to date' it was noted that the collection performance (197.6kg to June) was not linear and it was anticipated that the performance would be close to target. Responding to questions on the possibility of introducing household food waste collection, similar to that in South Shropshire, the Committee were informed that the scheme at Ludlow had to be supplemented by food waste from supermarkets.
- It was suggested that trade waste accounted for between 80 – 90 % of waste sent to landfill. The collection of trade recycling by the Council was limited by government constraints and private sector competition and could prove costly to set up as there were private sector businesses already in operation in this area. It was thought greater incentives to recycle trade waste would come about following the increase in landfill tax.
- The Cabinet Member E&SH reported that progress under the current waste

PFI was holding up well and discussions were moving ahead. He commented the review of the waste collection contract was already taking a broad view of waste reduction and collection. In relation to trade waste, discussions were ongoing with the Blue Box scheme at Ross-on-Wye concerning their future involvement, particularly in trade waste recycling, and he hoped they could run a pilot scheme in the near future.

- In relation to inspecting food establishments the Committee noted that over 47,000 hits had been recorded on the Herefordshire 'Scores on the Doors' web site. The Scores on the Doors scheme rates all food manufacturing businesses on their standards of hygiene, five stars being excellent and no stars being very poor. A decision was awaited from the Food Standards Agency concerning what level was considered an acceptable rating.

RESOLVED: that

- a) the position as set out in the performance report for the four month period to July 2008 and further described above be noted;**
- b) the Committee be informed of customer satisfaction levels with other comparable authorities as described above;**
- c) where data is collected annually then the collection date be indicated in the report;**
- d) the Director of Environment and Culture confirm that national guidance is being followed concerning cleaning dirty streets.**
- e) a report setting out the options concerning the possible reduction of energy/environmental impact of street lighting be presented to the next meeting.**
- f) A report on the Council's vehicle fleet, including an inventory of vehicles, be presented to a future meeting.**
- g) A report on the impact past extreme weather events had had on the delivery of Council services, together with any actions identified for inclusion in Directorate Plans, as they relate to the remit of this Committee, be presented to a future meeting.**

At this point the Committee adjourned for 5 minutes and reconvened at 11.04 am.

21. ENVIRONMENT STRATEGY AND CARBON MANAGEMENT PERFORMANCE

The Committee reviewed the Council's performance against the corporate Environmental Strategy targets and received an update on the Council's targets in relation to climate change and carbon management, with particular reference to the Council's own carbon emissions.

The Sustainability Manager reported that the Environmental Strategy report for 2007/08, (Appendix 1 to the agenda report), showed strong performance overall on the targets, particularly in the areas of waste management, air pollution control, biodiversity, supporting environmental management within the Council and local businesses, provision of planning services, and EcoSchools. Areas where objectives were not met included the number of reported cycle trips and use of buses by the public and dealing with abandoned vehicles. She further reported that the Council's ISO 14001 triennial renewal visit in July went well and the Council had retained corporate certification for all unitary council functions to the international management standard. Options for rolling ISO 14001 out to the PCT were being explored. However the Council's external certifiers had raised one non-conformity. For the second visit in a row this related to the Council's approach to reducing its own carbon emissions.

The agenda report set out the background to the Council's carbon management

including commentary on recent increases in utility prices, initiatives to increase carbon awareness and to reduce carbon emissions.

On scrutinising the report the following principal points were noted:

- The Council's current carbon emissions inventory for its own operations (Appendix 2 to the report) showed a small reduction in emissions (1.25%) from March 2005 to March 2008. However this was below the target set in 2005 and included in the Corporate Plan 2007-10. There were considerable fluctuations from year to year in the extensive data set which underpinned this calculation and further work was being undertaken to clarify the position.
- While Herefordshire's Local Area Agreement had set 3 year targets for reducing carbon emissions, the Committee were concerned to hear that resources had yet to be allocated to achieve the targets. The Director of Environment and Culture responded that by the time of the next Committee meeting a report would have been made to the Joint Management Team setting out the current position and a way forward.
- A key element in the Council's carbon reduction target related to the Council's property and the Committee requested a report setting out where the Council currently was with its Accommodation Strategy. It was also questioned whether the Council should have photovoltaic units on its properties to generate power. The Chairman of Strategic Monitoring Committee reported that his committee was due to receive a report on the Strategy in October.
- While works had been undertaken at Stretton Sugwas landfill site to reduce methane emissions further investigations would be undertaken into the greenhouse gas reduction this was achieving and possible use of the flare for electricity generation.
- In relation to the County's energy usage, questions were asked whether more could be done to promote energy efficient housing development through the planning system. Energy efficiency in social housing was also questioned. The Cabinet Member Environment and Strategic Housing commented that efforts were being made in relation to housing, however, a pragmatic approach was needed.
- Questioned whether officers in each Council building were still appointed as premises energy officers the Director of Environment and Culture undertook to provide the Committee with a list of such officers.
- Questioning whether there was an action plan to achieve the 200 tonne carbon reduction required to meet the Council's own target the Committee were informed that a Council-wide Carbon Action Group had been formed to compile and analyse data by directorate and formulate plans on how each directorate would respond. The Committee requested to see the resultant action plan.
- The Committee acknowledged that the Council was the custodian of a number of historic buildings and while these may not be carbon efficient these would need to be maintained.
- On debating waste objectives (agenda page 18) the Committee noted from earlier debate that further waste reduction work was on-going.
- Asked whether video conferencing could be used in an effort to reduce the number of business miles incurred, the Director of Environment and Culture responded that this could be possible, however, it would probably necessitate modifications or upgrades to the IT systems.
- The Committee acknowledged that possible actions to achieve carbon management targets could have adverse consequences for other areas of service.

RESOLVED: that:

- a) the position as set out in the report be noted;
- b) the outcome of the report on the allocation of resources to meet the Local Area Agreement carbon reduction targets be reported to the next meeting.
- c) a report setting out the current position with the Council's Accommodation Strategy be presented to a future meeting;
- d) The Director of Environment and Culture provide the Committee with a list of Premises Energy Officers; and
- e) the resultant carbon reduction action plan by the Council-wide Carbon Action Group be reported to Committee.

22. SCRUTINY REVIEW OF PLANNING SERVICES - UPDATE

The Committee considered a request from the Chairman of the Planning Services Scrutiny Review Group for an extension of time to report their findings from the Review.

RESOLVED: That the findings of the Review be reported to the meeting scheduled for 23 March 2009.

23. ENVIRONMENT COMMITTEE WORK PROGRAMME

The Committee considered the work programme.

The Committee noted that Local Transport Plan issues would normally be highlighted via the capital budget monitoring report.

A Member questioned the control of injurious weeds, namely ragwort, which is toxic to animals. The Director of Environment and Culture reported that responsibility for injurious weeds was under the control of the Secretary of State through DEFRA. If it was found in highway verges it was dealt with either by the Highways Agency or by the Council under the verge cutting programme.

The following information, previously identified during the meeting, be provided to the Committee in the form of a briefing note:

- Minute 20 b) - customer satisfaction levels compared to other authorities;
- Minute 20 d) - confirmation that national guidance is being followed concerning cleaning dirty streets;
- Minute 21 d) - list of premises energy officers.

The following issues identified during the meeting to be added to the Committee work programme:

- Minute 20 e) - report setting out the options concerning the possible reduction of energy/environmental impact from street lighting;
- Minute 20 f) - report on the Council's vehicle fleet including an inventory;
- Minute 20 g) - a report on extreme weather events and resultant actions identified for inclusion in Directorate Action Plans within the remit of this Committee.
- Minute 21 b) - report on the allocation of resources to meet the LAA carbon reduction targets be reported.
- Minutes 21 c) - the Current position with the Council's Accommodation Strategy be reported
- Minute 21 e) - the resultant carbon reduction action plan by the Council-wide

Carbon Action Group be reported

- Minute 22 – The findings of the Scrutiny Review of the Planning Service be reported to the 23 March 2009 meeting.

RESOLVED: that subject to the inclusion of the previously identified issues the work programme be noted. And reported to Strategic Monitoring Committee

The meeting ended at 12.15 p.m.

CHAIRMAN

CARBON MANAGEMENT PERFORMANCE

Report from: Director of Environment & Culture

Wards affected

County-wide

Purpose

1. To update the committee on information requested at the September meeting of Environment Scrutiny. This includes:-
 - Progress on carbon management and in particular progress in reducing emissions to meet the Council's Nottingham Declaration target of a 20% reduction in carbon emissions by 2020 (1.25% per year)
 - Current position in relation to fleet management of Council owned vehicles
 - Responsibilities for reading meters in council buildings
 - Update on progress in relation to the Local Area Agreement target (NI186) to reduce per capita carbon emissions by 4.9% (13.1% including national measures) by 2010

An update on work undertaken in relation to adaptation to the changing climate (NI188), principally the Local Climate Impact Profile and the response of managers to the need to consider the impacts of adverse weather on their services, is programmed for the February meeting of this committee.

Financial Implications

2. There is a strong link between ongoing costs and carbon emissions, which mainly relate to use of fuel, electricity and gas. The Council spends significant amounts of money on energy and fuel. In 2007/08 (before the price rises) just under £2.4 million was coded to electricity, gas, oil, solid fuel, LPG and vehicle fuel for direct expenditure in council buildings (including schools) and vehicles. The major contributors were electricity £1.569million, gas £571K, vehicle fuel £114K, heating oil £110K. This is just under 1% of annual budgeted gross expenditure. In 2007/08 the council received £590K profit share from its utility partner, WMS, in relation to total spend, calculated as a percentage of all council and schools' expenditure with WMS (stationery and energy). This income is used to support the Council's overall financial position.

There is strong upward pressure in prices which puts pressure on budgets across the Council during the coming and future years. This affects all council directorates and schools. On September 1st 2008 the Council's electricity prices rose by 25-35% and gas prices will be up to 50%¹ more costly than last year. Higher prices will thus be in force for more than half

¹ This is a capped price. WMS will review gas prices on a termly basis and will pass savings on to customers if they are able to secure lower gas prices on the energy markets.

the current financial year, including the winter months, at a cost expected to be around £200K. An additional £325K has been factored into next year's provisional budgets to cover the increased costs to be incurred in 2009/10.

3. Reducing carbon emissions by the council's current target is estimated to cost £230,000 to £345,000 per year- a sum very similar to the figure we will be paying year on year for the increased cost of energy. The amount available for investments in energy saving is currently about £40K per year. Increasing spend on increasing fuel and energy efficiency would enable ongoing year on year savings.
4. The council also spends significant amounts indirectly on utilities and fuel via contractors working directly on our behalf: these sums have not yet been quantified but are likely to have a significant impact on future prices. An example is the current FOCSA contract, where costs rise £30K per year for every 1p increase in diesel prices.
5. The Carbon Reduction Commitment comes into force next year for the public sector. If street lighting go to half hourly metering when their current contract expires this will put us into this carbon trading scheme, which has financial implications. See para 8.3.1 and separate report to this meeting.

Risk Management

6. The Council leads on the Herefordshire Partnership Local Area Agreement target to cut county carbon emissions by 4.9% over 3 years. This means that there is likely to be increasing public interest in the council's management of its own emissions and its performance against its 2005 Nottingham Declaration target of a 20% reduction by 2020. This internal target works out at an average of 1.25% per year for its own emissions: this is lower than the reduction set by leading local authorities and lower than the LAA target for Herefordshire (average 1.6% a year). As the Council prides itself on taking a lead it would be more appropriate for the internal reduction target to be greater than the county target. However not meeting the target set is also a risk to our reputation.

There is increasing international and national pressure to act swiftly to reduce carbon emissions because of the scientific consensus that deep cuts in carbon must be made urgently to avoid irreversible changes to our climate and environment. The Government is committed to achieving a 60% carbon emissions cut by 2050 and is actively considering stretching this target to 80%.

Considerations

7. Progress on carbon management and in particular planned actions to reduce emissions

The action plan to reduce council carbon emissions for the current year is shown at Appendix 1. The first meeting of Carbon Board has been held. The Carbon Management Action group meets quarterly and will be meeting again in January 2009.

Overall, counting reductions from both buildings, transport and landfill, the Council expects to meet this year's target of a 500 tonne reduction as quantified reductions of 600 tonnes of CO₂ have been identified.

8.1 Emissions reduction from Council buildings & services due 2008/09

The Council's Carbon Emissions Inventory (Appendix 3) shows the council, including its major contractors, is emitting around 17,000 tonnes of carbon dioxide per year, made up of 3,000 tonnes from transport and 14,000 tonnes from street lighting and property including schools. The 2007/08 figures are still an underestimate as some figures, eg those relating to emissions Council owned vehicles, are still not included. Our 1.25% reduction target requires a reduction of 219 tonnes per year on this figure. Further reductions beyond the target are of course beneficial as they reduce costs year on year.

The council has a £200K revolving Salix fund² for energy improvements to Council property, all of which has now been invested or programmed in various schemes. The action plan shows that we anticipate saving 200 tonnes of carbon dioxide from these Salix funded works in a full year. However these were not installed until well into the current year, so only about 100 tonnes of this will be realised in 2008/09. A further 100 tonne reduction is expected from the virtualisation programme for ICT servers, reducing power consumption and cooling requirements. Expected quantified savings for the current year for property and transport are thus slightly below the 1.25% target.

Other actions that should reduce consumption within the Council are also underway, although the carbon dioxide reductions have not yet been calculated. These are summarised in the action plan. An extra £50K recently made available to the Carbon Board for works in the current year has not yet been allocated.

Additionally works undertaken through Salix funding in HALO centres, which are owned by the council, are expected to reduce carbon dioxide emissions from HALO's operations by 200 tonnes. Energy use is a major cost for HALO so this investment has been helpful. HALO carbon emissions are not currently included in our Carbon Inventory.

8.2 Landfill emission reductions due 2008/09

The three major closed landfill sites for which we are responsible are estimated to be emitting 22,000 tonnes of carbon dioxide per year, a figure that is gradually declining as the waste in the sites decomposes. A 1.25% reduction in this figure is 275 tonnes per year. Consultants have been asked to review this emission figure to allow us to calculate the effect of the improved flare at Stretton Sugwas in reducing overall emissions more accurately. Landfill gas is not included in the new national indicator for Councils on reducing council carbon emissions, NI185. However landfill gas remains the biggest single source of council greenhouse gas emissions and was included in the Council's 2005 Carbon Reduction plan.

Calculations based on the first few months of operation show that the new flare at Stretton Sugwas is expected to save over 4000 tonnes of carbon dioxide equivalent a year. This is because the new flare is burning methane, a greenhouse gas 21 times more powerful than carbon dioxide, more effectively than before. This reduction is well above the target for the landfill reduction (275 tonnes) and is extremely encouraging. Additionally the new flare provides much more accurate data. This will enable Environmental Health to find out if the flow is sufficient to allow energy generation from the gas in the coming year. Consideration will also need to be given as to whether further reductions in landfill emissions (beyond those from the natural decline) are feasible for future years.

² This fund is made up of £100K contributed by Salix and a matching £100K provided by the Council.

8.3 Work relating to carbon emissions in 2009/10

Next year there will be a different format for the Council's Carbon Emissions Inventory, as we will be using the new National Indicator, NI185. This will produce a nationally comparable baseline next summer for emissions in 2008/09. At this point it would be advisable to review the Council's own reduction target.

The rigour required from this reporting will help us to pick up

- Whether specific savings expected are actually being achieved (1.25% of total)
- Moves in the size and make up of overall emissions (98.25% of the total)

Even if all quantified savings predicted are achieved as planned, it is important to remember that the target will not be met if other developments are pushing overall energy use up, eg extended opening hours, additional electrical appliances, increased miles driven and so on.

The council has budgeted an additional £325K for 2009/10 to cover the rise in gas and electricity prices for Council occupied buildings. The aggregate increase in school bills will be a similar amount, as schools make up 43% of our spend with WMS. Schools will have to meet these increases entirely from their own budgets: £325,000 is the equivalent of 28 teaching assistant posts.

8.3.1. Carbon Reduction Commitment

Many local authorities will become part of the Carbon Reduction Commitment carbon trading scheme in 2009/10. Participants are required to buy credits at £12 a tonne for all energy use. This would cost the Council between £100-200K in the coming financial year, depending on which elements of the portfolio are included. The council would reclaim these funds after a period if it makes savings at or above the target set. If savings targets were not met then credits would have to be purchased on the carbon market. Participants are also required to make detailed returns on energy use of their portfolios – and consumption figures are inflated by 10% for any building that does not have 6 actual meter reads.

It is not yet clear whether the council will cross the 6GWH threshold that would mean its inclusion in the current CRC round - but the fact that other authorities will be taking part means there will be a step change in the standard of energy reporting and monitoring by Councils.

8.4 Managing carbon emissions in 2009/10 and beyond

A strategic programme of ongoing and co-ordinated action is needed to continue to drive down overall emissions and reduce exposure to energy price rises for ourselves and our schools over the next decade and beyond. This requires a strategic approach to early identification of the carbon costs of options being considered for council services and buildings, looking at implications both for the council and in the wider county.

Denominational transport provides an example of the need to take county carbon emissions into account when looking for council carbon reductions. A worked example concerning the provision of denominational transport from the South Wye area to St Mary's RC High School in Lugwardine shows that while withdrawing this bus service would save the council both money (£28,500 per annum) and a relatively small amount of carbon dioxide (7.4 tonnes), it would contribute considerably to the overall carbon dioxide emitted in the county (by 46.5 tonnes) because the miles driven by parents would rise. This emission could potentially be reduced by active work to support, for instance, car sharing.

Several proposals have been put forward to reduce carbon emissions next year and further into the future. These include the possibility of renewables at Model Farm Ross, looking at the feasibility of a CHP plant for a cluster of public buildings in Leominster, adding further buildings onto the TREND energy management system and an extension of the Pedicabs routes. These will require active management to ensure that their feasibility is checked and that the most effective projects are followed through.

However some increases in emissions are already expected in the coming year and others may become apparent as a result of changes in service delivery. The most obvious one is that refuse collection emissions are likely to rise when recycling is extended across the county – though collection vehicles are likely to be more fuel efficient than the current fleet. No figures which enable calculation of carbon emissions are currently available but tenderers will provide figures which will enable these carbon calculations to be undertaken later in the contract letting process.

8.5 Achieving carbon savings – the current situation

In order to reduce long term energy costs, the imperative to develop solutions that minimise carbon use must be clearly identified early in project developments right a cross the council. It is important to develop a framework to ensure this happens. Otherwise we will continue to be locked into long term payments for buildings that are not as carbon efficient as they could be, at the same time as the UK is seeking a sustained fall in energy use for decades to come.

Some opportunities for increasing specifications to improve energy efficiency are currently lost because the relatively small capital sums required needed are not available and there is no process or requirement to compute whole life carbon costs currently in place. During the current year the opportunity to use a carbon neutral fuel for the new Minster College has not been taken and no heat recovery is currently fitted to the new crematorium. Installing carbon efficient infrastructure – which is much cheaper at installation stage - needs to have a higher priority if we are to achieve our targets.

The need to identify potential carbon savings early on does not just relate to buildings but to planning wider service delivery. A major consultation at present relates to changes in delivery of social care. Herefordshire PCT have commissioned the Health Services Management Centre at Birmingham University to work with them in the strategic review of provider services. Different models for care delivery put forward will undoubtedly have markedly different impacts on carbon use, and its ongoing costs, for many years to come – yet environmental considerations do not appear to be included in the review paper and the heading on sustainability in the shortlist criteria contains no references to energy costs or the environment.

Based on the national figures from the SALIX programme, the estimated cost of reducing CO₂ emissions by 220 tonnes each year is around £115,000. However the SALIX programme has been extremely difficult to operate, as it has been almost impossible to find projects that meet their multiple criteria for persistence, cost of saving carbon etc. For example it would not be possible to replace an old gas boiler with a wood fired unit under the scheme due to the constraints imposed. The easily justified projects are from Halo and can meet the criteria due to the longer daily operating times of the Halo sites.

Property Services estimate that in order to realise CO₂ savings to meet our targets we will need a capital spend of 2 to 3 times the Salix figure i.e. a spend of around £230,000 to £345,000 each year for the next 3 years. This is not currently available. The current Salix pot will provide around £40K per year for new projects that meet its criteria.

8.5.1 The Council's Procurement Strategy, passed earlier this year, sets out a commitment that should enable such considerations to be put in place. See extracts below:-

'In procurement optimising value for money calls for the choice of the bid that offers the best combination of whole life costs and benefits to meet the Council's requirements. This is not necessarily the lowest initial price option and an assessment of the ongoing revenue, resource and disposal costs, as well as the capital investment and financing costs. The Council's requirements relating to social, environmental, sustainability and other strategic objectives should be defined at the earliest stages of the procurement cycle.'³

'There is a compelling business case for making procurement spend more "sustainable". There are financial benefits for the council. Savings can be realised through the design and construction of buildings with lower through-life operating costs, better management of demand (including re-use, recycling and standardisation) and the acquisition of products that are more efficient in their use of energy, water and material resources. The environmental imperative is clear, particularly the need to reduce CO2 emissions and the amount of waste going to landfill.'⁴

However there is currently no mechanism in place to achieve this wider look at whole life costing for carbon.

8.6 Achieving carbon savings – options for improvement

In order to provide certainty that our carbon reductions targets can be met over a sustained period, we need to put these statements into effect. In particular it would be helpful to require calculation of lifetime costs, including carbon costs, in all major projects and briefs to consultants. We also need to ensure contractors are required to provide us with data for our carbon inventory. These measures would have a major effect on our ability to manage the overall size and trajectory of overall council emissions over the next 10-30 years. They would also improve our knowledge of changes in the pipeline – which are currently only picked up through end of year returns relating to fuel and energy use.

A proposal to set up an Invest to Save mechanism in partnership with West Mercia Supplies to enable investment in energy efficiency works was recently developed and tabled. However the WMS Board (5/11) did not wish to progress this proposal at present.

Other possible sources of finance for energy improvements/carbon reductions are:-

- Applying for more Salix funding: this requires match funding from the council and for beneficiaries to pay back loans for works undertaken over a period. The challenge of identifying schemes that meet Salix criteria would remain.
- Entering a long term arrangement with a commercial outside body that would finance improvements in return for a substantial share of the financial savings achieved. This would be a major change.
- Schools are eligible for some national funding streams and considerable effort has gone into publicising these by both Regeneration's Home Energy Conservation Act (HECA)

³ Council Procurement Strategy 2008, section 6.1.3.

⁴ Council Procurement Strategy 2008, section 6.2.2-4.

team and the new Project Development Team, whose remit now includes schools. However school buildings are the responsibility of the council and so excluded from many grant schemes. Grant schemes also change frequently so it would not be sensible to rely entirely on the availability of grants to meet our energy improvement targets. Current in-house resource to support applications is also limited.

All these options pose some difficulties – but access to funding to improve energy efficiency is needed to reduce both carbon emissions and ongoing costs for the Council.

8. Current position in relation to fleet management

The Council currently has no centralised responsibility for vehicles it owns. Vehicles are administered by the services that own them and there is no corporate guidance on selection of vehicles or records of mileage. Many vehicles are serviced by Amey as part of the contract. Over 200 vehicles have currently been identified and over 500 cars owned by staff are thought to be used on council business. See Appendix 2 for more information.

The Energy Saving Trust (EST) has offered to undertake a fleet review for us of vehicles below 3.5 tonnes in the current year: this could potentially save money and help inform future purchases. Fleet Manager Posts often generate sufficient savings to cover the cost of their posts. This review can only be undertaken when further information on the vehicles and their mileage has been entered into a database: this date entry is programmed for completion by Christmas.

9. Responsibilities for reading meters in council buildings

Accurate readings of consumption in our properties are key to effective energy management. At a corporate level it is the role of Property Services to manage the global property estate. To complement this and provide immediate local property management the role of the Officer in Charge of Buildings has been introduced. A nominated officer, undertakes this role in each Council run building, assisted by a Deputy.

In essence the Officer in Charge role provides vital local input on a daily basis to operate the Council's valuable property assets so that they support Council operations effectively and meet legal requirements. Training is run from time to time for new Officers in Charge. There is an annual meeting for Officers in Charge and their deputies to keep them up to date with developments in requirements relating to buildings.

Each council building has a nominated Officer in Charge &/or custodian. One of their duties is:-
'To prevent the waste of resources and monitor the use of energy and water and to contribute to the council's targets of improving energy efficiency.'⁵

As part of this the Officers in Charge have a duty to "Monitor the use of energy and water by recording the monthly reading of each individual meter. A copy should be sent to Property Services and / or entered directly onto the West Mercia Supplies website."⁶

West Mercia Supplies send out email reminders to submit meter readings to the majority of our buildings. Submitting readings via the WMS website saves double entering and enables bills to be completely accurate. Improvements to their website currently underway will make it easier to

⁵ Property Management File introduction

⁶ Property Management File index

identify and target sites who are submitting readings. The WMS website also enables customers to access a graph showing their energy use in the last year. Improvements to the website will make it easier to compare use with the same period in the previous year.

The vast majority of our several hundred sites do read their meters and notify these to WMS. A recent report showed that 39 sites had no readings for the 6 months till July 2008 - but many of these were extremely small, eg feeder pillars.

During 2007/08 the Sustainability Unit ran MY Energy (Manage Your Energy) with Severn Wye Energy Agency to encourage people to make low cost and no-cost changes in their offices to reduce energy use. Forty staff volunteers in 16 council buildings signed up and participated actively in working with their colleagues to encourage behaviour such as switching off appliances not in use. The project has now formally ended, but it is hoped that the behavioural changes will persist. The final report of the project is due in late November.

10. Update on progress in relation to the Local Area Agreement target (NI186) on county per capita carbon reduction

A successful launch meeting for this ambitious target to reduce emission from homes, businesses and transport was held on September 24th. The target is to achieve a 4.9% reduction in carbon dioxide emissions from Herefordshire homes, transport and businesses, as measured by DEFRA. National measures are scheduled to bring the total reduction to 13.1% by April 2010 – a very short timescale. However the present post holder, Ben Boswell, has now left for a more responsible position with Telford and Wrekin council. The post is not being readvertised immediately because of budget constraints but the financial position will be re-evaluated in the New Year.

The Sustainability Unit have successfully accessed some funding from the Energy Saving Trust to increase public awareness and a series of events will take place between now and the end of March 2009 in the council and the wider community. These include a Members' briefing session on February 10th. Strong joint working arrangements are in place with colleagues in various council directorates and the launch meeting showed there is considerable support for work with partners outside the authority. The Regeneration Directorate are seeking external funding for a dedicated Renewables post to support local and new businesses to increase use of renewable energies. The HECA team and Transport teams are also playing an important role in publicising and supporting this target.

Discussions about the allocation of the Area Based Grant in 2009/10 in order to meet LAA targets are currently underway. There is no new money. However it has been indicated in principle that we can expect that some allocation will be made to NI186.

RECOMMENDATION

THAT: The report be noted, subject to any comments members may wish to make to the Cabinet Member, Environment.

Attachments

- Appendix 1: **Council Carbon Management Action Plan 08/09**
- Appendix 2: **Council fleet: vehicles known at November 2008**

Leased cars	54
Vans	50
Pool cars	11
4x4s	26
Minibuses	48
Mopeds	28
Plant various	Not known
Grey fleet (cars owned by staff and used on council business)	Not currently known: but expected to be in excess of 500

- Appendix 3: **Council Carbon Emissions Inventory 2005/08**

Consultees

- Colin Eldridge, Andrew Blackwell, Ben Boswell, Richard Carter, Clive Hall, Colin Birks, Heather Foster, Karen Morris, Dean Hogan, Peter Cross, Chris Smith, WMS Utilities Team

Background papers

- Report to Environment Scrutiny: September 2008

Herefordshire Council Carbon Management Action Plan 2008/09 Last update Sustainability Unit 10/11/08

Target	Action planned	Lead service	Contact officer	Effect on climate change	CO2 reductions anticipated in tonnes of CO2	Other benefits	X Ref to more info eg Service/ Team plan	Timescale	Cost implications
	Corporate commitments								
To protect the environment, including ... significantly reducing carbon emissions...		Corporate					Corporate Plan Sustainable Communities objective		
Improve the carbon footprint of operational buildings	New crematorium to come on stream in 2008	Env & Culture			Reductions predicted by the manufacturers but not yet quantified.	One of a number of new buildings due for completion this year. Reduce cost & contribution to climate change.	Corporate Plan Actions to implement the plan (p66)		
Reduce council carbon emissions (NI 185)	Establish baselines for new indicators to enable targets to be set for future years. Also agree targets for new national indicators	Env & Strategic Housing	Sadie Reade		To be determined once baseline set - current target 1.25% a year	Reduce cost & contribution to climate change	Corporate Plan: Council KPI (p17)	Mar-09	
NI 186: reduce per capita carbon emissions by 4.9% over 3 years		Various. SU to co-ordinate	Ben Boswell		See DEFRA 2005 baseline	Reduce contribution to climate change & save residents/businesses money	Local Area Agreement Target: Council lead (Corporate Plan p18)		
NI 188: adaptation to climate change	Aim to move from level 0 to level 1 on matrix. Local Climate Impact Profile (LCLIP) in preparation will underpin this.		Michael Hainge		None	Increased resilience of services to extreme weather events. Reduce risk of disruption.	National Indicator	Feb-09	
Target	Action planned	Lead service	Contact officer	Effect on climate change	CO2 reductions anticipated in tonnes of CO2	Other benefits	X Ref to more info eg Service/ Team plan	Timescale	Cost implications
	Service initiatives to reduce Council carbon emissions (185)								
Reduce emissions from Council owned & managed buildings 185	Improved lighting in Maylords car park and PowerPerforctors in 2 county high Schools	Property	Colin Birks		80 tonnes per year (estimate derived from Salix model) - not installed till 1/2 year		Salix fund		
Reduce emissions from Council owned & managed buildings 185	Replace outdated Transmission systems in Schools & other buildings with TREND Building Management Systems	Property	Colin Birks		128 tonnes per full year (estimate derived from Salix model) - not installed till half year	Better information about energy use to target improvement measures	Salix fund	Mar-09	
Reduce emissions from Council owned & managed buildings 185	Virtualisation of 133 servers by ICT, reducing server power consumption and associated cooling by reducing number of servers from 200 down to 10	ICT	Richard Carter		104 tonnes per annum (estimate of reduction in power)		Cabinet report: http://intranet/vm/inter/Published/C00000251/M00002393/AI00015322/\$FinalAppendix2CorporateICTStrategyUpdateOct08.docx .ps.pdf	Due complete April 09	Expected savings of £20K pa
Reduce contractor transport emissions 185	Use of pedal powered delivery service for moving council files - Planning & Modern Records				1.1 tonne (vehicle displaced for 2600 miles)	Service forms basis for extension to other local businesses.			
Reduce emissions from Council owned & managed buildings 185	Move to data centre will reduce need for cooling ICT equipment and may offer chance to utilise hot air so displacing heating costs	ICT	Richard Carter		To be determined by end of 12/08				
Reduce emissions from contractors	Works on Halo run premises and to LEA pool	HALO/ Property Services			200 tonnes per full year (estimate derived from Salix model) - not installed till half year			Jan 08 to Jan 2010	

worked figures back to carbon dioxide from 160 tonnes carbon based on 800gms/kwh (given in email) x 0.523 (factor for electricity)

Herefordshire Council Carbon Management Action Plan 2008-09		Last update Sustainability Unit 10/11/08		Reduced greenhouse gas emissions - though CO2 emissions will increase		4162 tonnes of CO2		Potential for energy/income generation to be assessed.	
Reduce emissions from closed landfill sites Council (not in 185)	Effect of better flare at Stretton Sugwas in Environmental Health	Bruce Chartres	Property	Carbon Board	Reduced electricity use from the service's 14500 lighting units. Inventory update near completion will form the basis for a rolling replacement programme and allow this reduction to be quantified.	Clive Hall	Highways	Reduced energy use by Half Night dimming schemes are estimated to realise a saving of approx 54hrs of energy per column per year.	Ongoing and subject to establishing funding.
Reduce emissions from Council owned & managed buildings 185	Continue to replace street sign lamps with a more efficient replacement (1x 13w bulb and electronic control) rather than the 2 x 11w bulb and mechanical switch). Replace Beisha Beacons and School Flashers as they fail with LED lights.All new lights installed are fitted with more efficient electronic control gear and selected to be converted to Half night electronic cells that activate at darkness and switch off at 0100hrs. Routes are also to be identified for introducing light dimming schemes. Consideration is being given to converting continuous lit bollards with an electronic cell to switch off during daylight hours.	Children & Young People	Andrew Blackman	Andrew Jones	Reduce CO2 emissions	T.B.A -but figures likely to be below 20 tonnes and may add to county wide emissions through increasing parental miles	Need to ensure wider picture considered- mileage to less efficient private cars thus increasing overall emissions	Sept '08 & Jan '09	There will be an initial cost for implementing the Half night cells and light dimming. This should reduce the energy used and will break even at approx 3 years. Light dimming a column costs approx £70 per column and Half night cells approx £18 per light
Reduce number of dedicated school transport vehicles by 10% at 3 High Schools 185	Improved routing of Home to School Transport vehicles	Highways	Andrew Jones	Andrew Jones	Reduced electricity use from the service's Traffic Signals	Not known but will be relatively small.	Reduced material required, bulbs, packaging leading to lower maintenance costs	Ongoing and subject to establishing funding.	
Reduce emissions from Highways 185	Convert existing Traffic Signal lights to LED units as well as installing LED units on all new work	Highways	Andrew Jones	Andrew Jones	Effect on climate change	CO2 reductions anticipated in tonnes of CO2	Other benefits	X Ref to more info: eg Service/ Team plan	Cost implications
Target	Action planned	Lead service	Contact officer	Effect on climate change	CO2 reductions anticipated in tonnes of CO2	Other benefits	X Ref to more info: eg Service/ Team plan	Timescale	Cost implications
N1186: Raise awareness or climate change in county	Service initiatives to reduce county carbon emissions (186) Museum on the Move on Climate change	Heritage Services Learning Team	Elizabeth Pimblett	Increased knowledge from 3000 school children and 4000 public visits to the bus (over 7,500 visitors to date)	None directly.	Steps to Sustainability material provided, giving practical ways the public can reduce their carbon footprint	May 08 - Jan 09		
N1186: Control growth in emissions from transport	Transportation : Staff Travel Plan, Sustainable Travel Promotions, Employer Travel Plans, School Travel Plans, Safer Routes to School, Cycle schemes, Access to Rail Stations, Public Transport promotions	Planning and Transportation, Plus Highways	Amanda Barton	County wide reduced domestic car use, reduced travel for work and at work, or reduced car use to/at work	Some county wide - ask DEFRA. Some internal- Council Staff Travel Plan monitored three yearly. Business car use at HC via payments records for business mile claims	Reduce congestion and air pollutants	Local Transport Plan, Integrated Transport Team Plan	Ongoing	

Herefordshire Council Carbon Management Action Plan 2008/09 Last update Sustainability Unit 10/11/08

<p>NI186: Reduce Domestic Energy Use</p>	<p>Cavity and loft insulation now available to Strategic Housing over 70's free of charge through increased funding from energy suppliers. Also the council energy efficiency scheme is offering a £500 grant towards renewable energy so uptake of solar expected to be approx 50 households. Finally , it is anticipated that there will be an increase in energy efficiency referrals from external organisations as links and partnerships are developed through implementing the action plan of the</p>	<p>Env/ICT/Housing</p>	<p>Ben Boswell/ Ashley Tucker/ Harry Fitch</p>	<p>Decrease in greenhouse gas emissions from households</p>	<p>Will be measured in next HECA report (14040000 kgs carbon dioxide saved in 06/07)</p>	<p>Save money for householders and reduce fuel poverty</p>	<p>HECA report and NI 186</p>	<p>July 08/end March 09</p>	
<p>NI186: Raise public awareness</p>	<p>Promoting carbon calculator on myherefordshire.com</p>	<p>Env/ICT/Housing</p>	<p>Ben Boswell/ Ashley Tucker/ Harry Fitch</p>	<p>Reduced emissions from households</p>	<p>Increased awareness and better information on which to base reductions</p>	<p>Aim for 1000 users in 3 years</p>			
<p>Target</p>	<p>Action planned</p>	<p>Lead service</p>	<p>Contact officer</p>	<p>Effect on climate change</p>	<p>CO2 reductions anticipated in tonnes of CO2</p>	<p>Other benefits</p>	<p>X Ref to more info eg Service/ Team plan</p>	<p>Timescale</p>	<p>Cost implications</p>
<p>Total reduction in kgs CO2</p>									

		CO2 emissions (tCO2)						2007/08 full	Notes
Activity	Service Area	2003/04	2004/05	2005/06	2006/07	2007/08 comparable	2007/08 full	Cost	Carbon factor applied
Transport Emissions	Social Care transport (in-house)	57	51	49	48	50	50		Miles x 1.609 (miles/kms) x 0.27 CO2 Factor (medium diesel van)
	Social care: contracted out & ad hoc					201			Kms x large petrol car 0.3
	Schools transport	1004.805	970.681	791.428	771.256	790	790		Litres x 2.63 (diesel/litre)
	HC Business mileage	9.668	11.792	10.576	11.039	11.039	11.039		Miles x 1.609 (miles/kms) x 0.21 Average petrol car (fav diesel car is 0.2)
HC Rail warrants								Assuming round trips, half to London & half to Birmingham: trips (row 16) x 200 miles x 1.609 x 0.06	
In-house fleet								Green fleet review, underway from EST	
Major Contractors									
Subtotal		1,071	1,034	851	830	851	851	2,012 @ £250,000	
Street lighting	Highways								Street lighting is included in NI 185. Not included in the total because inventory only updated this year. Street lighting energy use is calculated as an Unmetered supply (estimated rather than read) because of the dispersed pattern of the c.11983 lights, 9775Signs, 373 Bollards and 2607 traffic Light Heads = Total 13593 units. Price of supply per unit expected to increase to over 10p when contract is relet in 2009.
Property gas & electricity use	Property		11,138.85	10,247.75	11,001.56	10,301.06	10,301.06		Data produced by WMS and analysed by EDS. Full assumptions on separate worksheet in this file. 100% Renewable energy purchased between Nov 03 & Nov 07
Property electricity half hourly	Property		760.6799	760.6799	1,427.57	1615.1344	1615.1344		Standard grid factors used: electricity, 0.523 and gas 0.185
Plough Lane gas & elec	Builms								Standard grid factors used: electricity, 0.523 and gas 0.185
Subtotal			11,899.5299	11,008.43	12,429.13	11,916.19	14,194.22	266.49	Calendar year figures supplied by WMS: see also Property assumptions tab
Courtyard									Consumption data provided by Scottish & Newcastle. Gas x0.313 to convert from cubic feet to kWh (Digest of UK Energy Stats 2003)
HALO									
Shaw Homes									SMART 1/2 hour meter installed May 08. Spend under £50K.
Subtotal									
Estimated overall emissions		1,071	12,933	11,859	13,260	12,768	22,183		2007/08 full column remains an underestimate: does not include social care contracted transport or emissions from vehicles owned by council or contractors
% change from 2004/05 baseline				-8.30%	2.75%	-1.25%	72.45%		1.25% reduction on 04/05 baseline would be 194 tonnes CO2 pa
Saving required to meet target						193 tonnes CO2 pa	219 tonnes CO2 pa		

		CO2 emissions (tCO2)						2007/08 full	Notes
Activity	Service Area	2003/04	2004/05	2005/06	2006/07	2007/08 comparable	2007/08 full	Cost	Carbon factor applied
Carbon Benefits	HECA	8333	10,500	8147	14040				Reductions in emissions from measures taken by households. Not included in NI185 or CMAP 2005.
	HC Cycle Mileage	0.10	0.17	0.54	0.37				Same as HC business mileage as assumption is that each mile cycled saves a mile driven
	Subtotal	8333.10	10500.17	8147.54	14040.37				

		CO2 emissions (tCO2)						2007/08 full	Notes
Activity	Service Area	2003/04	2004/05	2005/06	2006/07	2007/08 comparable	2007/08 full	Cost	Carbon factor applied
Emissions not included in NI 185	Smallholdings								
	Major closed landfill sites								Carbon footprint for tenanted agricultural land owned by the council including energy, fuel, methane from livestock and nitrous oxides. Not included in NI185 or CMAP.
	Leonminster	9,325	8,466	7,792	7,117	6,503	6,503		LA has a responsibility for these sites though it does not manage them all. In assessing the potential scale of emissions from the site, it has been assumed that the waste inputs comprised 70% domestic waste, 20% commercial waste and 10% inert waste.
	Strangford	2,383	2,270	2,147	2,025	1,902	1,902		Methane has a Global Warming Potential (GWP) which is 21 times that of carbon dioxide
	Straiton Sluiceway	20,491	18,528	16,749	15,031	13,497	13,497		Flare installed in early 2008 should reduce methane emissions.
Landfill subtotal		32,209	29,264	26,688	24,173	21,902	21,902		Included in 2005 CMAP but not included in NI185. Excluded from total as figures are reducing as a result of natural decay only.
Subtotal		64,418.00	56,528.00	53,376.00	48,346.00	43,804.00	43,804.00		

REDUCING ENERGY CONSUMPTION - STREET LIGHTING

Report By: The Director of Environment and Culture

Wards Affected

County-wide

Purpose

1. To seek the views of members on the options for reducing the energy consumed and carbon dioxide generated through street lighting.

Financial Implications

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

Background

3. At their meeting of the 15th September 2008 the Environment Scrutiny Committee raised the following question 'In view of light pollution, rising electricity costs and the need to meet carbon emissions targets (NI185) it was asked whether street lights could be turned off e.g. after midnight, light levels reduced or low energy light bulbs used?' They acknowledged that 'the suggestion would have to be balanced against other social expectations e.g. personal security and crime levels.' and the Committee requested a report to the next meeting.
4. The energy currently used to illuminate our street lights is supplied from a green source and at a very favourable rate of approximately 6.5p a unit. This arrangement expires on the 1st April 2009 and in the current economic climate our supply is likely to significantly increase in cost, particularly if we are able to continue with a green energy source. This represents a pressure on the revenue budget of £250,000.
5. Street lighting energy is traded through two methods, half hour (HH) and non-half hour (NHH) trading. The Council's existing supply contract trades on the NHH method. HH trading generally offers saving over the NHH method and these can be up to 12%. To move from NHH to HH trading we must seek approval from the Distribution Network Operator (DNO) that our inventory is accurate and appoint an accredited meter administrator to calculate the energy consumption using a combination of our inventory data and software owned by the unmetered supply operator. Most suppliers, including the existing supplier can provide this service, and we are overhauling our inventory to ensure that it can be approved by our host DNO.
6. Our estimated annual energy consumption in street lighting totals 4 gigawatt hours and this will push us above the Carbon Reduction Commitment (CRC) threshold, which has financial implications if street lighting goes onto half hourly metering. Being above the

Further information on the subject of this report is available from

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CRC threshold will cost the Council an estimated minimum of £150,000 in carbon credits during the coming financial year.

7. The Institution of Lighting Engineers (ILE) reports that Britain's energy consumption per annum is 317,832 gigawatt hours, yielding 560 million tonnes of carbon dioxide. Some 19% of this is attributable to lighting in general and only 0.6% is actually created by exterior lighting (predominantly street lights).
8. Whilst greater energy savings can be found through controlling unnecessary domestic lighting, switching off street lighting is a very visible measure that can be employed to promote energy saving policies in the community. But it is not necessarily the safest way of securing change.
9. The ILE does recognise that switching off lighting in a planned way can have a long term and positive effect on street lighting budgets. They do however suggest that in the short term there is little overall saving in energy, or costs, in adopting a part-night or switch-off policy for street lighting. This is because the cost of removing a street light (they estimate at £400 per column) equates to ten years' running costs, or converting to part night running (at about £100, per column) equates to 2.5 years running costs. However such measures would reduce carbon emissions and so contribute to our carbon reduction targets.
10. The presence of street lighting is often cited as a deterrent against crime, disorder and anti-social behaviour. These issues are not necessarily intrinsically linked at all locations. Similarly, the link between road safety and street lighting is not necessarily direct, and is highly dependant on the circumstances of each site.
11. However, the links between the perception of safety and street lighting are more direct in the minds of the public and it is this that has led to many 'alarmist' headlines in reaction to other authorities' proposals to switch off street lights.

Current initiatives by other authorities.

12. Recently there have been a number of reports in the press in reaction to Powys County Council's 10 week trial which began in mid October 2008. The objective of this trial is to switch off two out of three street lights in non-sensitive areas and save £225,000 in the process. Powys is responsible for 14000 street lights, a figure that is comparable to our own. We await with interest the results of this trial, which has been undertaken by disconnecting each lighting column at its cut out and leaving the lamp in situ. This is obviously not a long term approach, and street lighting engineers do have concerns over the deterioration of street light, even over such a short period, and the resulting need to replace many components in the event of recommissioning.
13. Powys is not alone in undertaking trials, most notable are Buckinghamshire County Council, who commenced a two phased trial in August 2007. This trial, which is set to last for three years saw 300 street lights being switched off at 7 semi-rural and rural sites as part of phase 1, and a further 1700 being switched off at 39 rural and semi-rural sites as part of phase 2, which took place between May and August 2008. Their initial consultation revealed 62% support for the principles of switching off street lights to save energy and reduce carbon emissions. They predict that phase 1 will save £15,000 a year in energy costs and 90 tonnes of carbon dioxide; phase 1 and 2 combined will save £100,000 in energy and a 10% saving in their total carbon emissions of 590 tonnes of carbon dioxide. As part of their approach a safety audit is undertaken at each site and

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improvements in signing, road studs, road markings and foliage are completed before switching the lights off. Buckinghamshire CC has yet to draw their conclusions from the trial, but they have felt confident enough in the findings of phase 1 to progress to phase 2. Clearly this approach requires investment in highway improvements to be undertaken in advance of any savings being realised.

Potential options.

14. There are alternatives to simply switching lights off and the ILE have produced an advice note which aims to suggest alternative proposals which will keep street lighting lit whilst helping to reduce costs and the impact of street lighting on the environment, through reduced discharge of greenhouse gasses and reducing the effects of light pollution. They conclude that the cost of electrical energy can be reduced, but the measures needed generally require authorities to 'invest to save'. The cost of converting to part night lighting is less than variable level (dimming) control gear. Careful choice of lamp type is important and they recommend that when replacing control gear or luminaires the opportunity is taken to replace the control gear with full electronic control gear.
15. The range of possible options, an initial view on the potential level of advantage/disadvantage to Herefordshire, together with an indication of how quickly any benefits could be realised, is summarised in the table below:

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

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

16. The Street Lighting Team has been exploring the options for part night lighting and dimming in line with the ILE recommendations. It should be noted that we have an existing programme of replacement, through which we continue to replace our existing lanterns, with more energy efficient units. We anticipate being able to recover the initial investment in changing to a combination of half night and dimming within 3 years of implementation. The cost of dimming equates to £70 per column and for half night

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electronic cell £18 per light. We have approximately 14500 lighting units across the county.

RECOMMENDATION

THAT Members comment on the content of this report.

BACKGROUND PAPERS

- Institute of Lighting Engineers Interim Advise Note LB1: 'Street Lighting – Invest to Save'.
- Traffic Signs Regulations & General Directions 2002.
- Buckinghamshire County Council's Report to Cabinet Member for Transportation dated the 12th November 2007 titled 'Switching Off Street Lights to Save Energy Trail – Phase 2' together with supporting information from the BCC web site.
- Herefordshire Council's Carbon Management Action Plan Summary.
- Powys County Council Web Site.

Further information on the subject of this report is available from
Clive Hall, Highway Network Manager
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CAPITAL BUDGET MONITORING

Report By: Director of Resources

Wards Affected

County-wide

Purpose

1. To advise Scrutiny Committee on the progress of 2008/09 Capital Programme for Environment within the overall context of the Herefordshire Council's Capital Programme.

Summary

2. This report is largely based on the latest round of capital monitoring, which involved the examination of all schemes at the end of September 2008. The Environment Capital Working Group is keeping the overall spending position under careful review.
3. The total spent and committed at 30th September 2008 is £14.8 million or 67.6% of the Revised Forecast. The actual amount spent to date is £10.1 million.

Financial Implications

4. The Capital Budgets for Environment for 2008/09 are shown in Appendix I, on an individual scheme basis with funding arrangements indicated in overall terms.
5. The total of the Capital Programme has increased to £21,951,000 from £19,949,000 notified to the previous meeting (see Appendix I). This is a net increase of £2,002,000 and relates to:
 - i) Net increase of £3,284,000 on Ross Flood Alleviation Scheme which relates to additional costs associated with tunnelling and shaft sinking works costs. This scheme is being funded by Environment Agency and the required engineer reports have been submitted to them to support the increase in costs. Further information has been requested and has now been submitted.
 - ii) A reduction of £751,000 in relation to Enhancements to High Street, Hereford. This relates to Widemarsh Street works which must link to Edgar Street Grid. The next step is the production of a Materials Strategy and this is expected to take approx 6 to 12 months to complete. Actual works will not start until January 2010 so this budget will slip into 2009-10.
 - iii) A reduction of £607,000 in relation to Section 106 Agreement monies received but the relevant works are not programmed to take place in 2008/09 and will therefore take place in future years.
 - iv) An addition of £76,000 for Pedestrian Improvements in Ledbury Road, Hereford funded by Festival Housing.

- v) Minor changes have been made to the Local Transport Plan budget schemes. These include the re-allocation of £120,000 from the Rural Rail Scheme; this is unlikely to take place in 2008/09 as the rail operator has still not given their support for the scheme and match funding has not yet been secured. Traffic Calming budgets for 2008/09 has been reduced to £50,000 and Safer Routes to Schools schemes reduced to £300,000 to reflect currently programmed works. The capital budgets have been re-allocated to provide additional schemes on Public Rights of Way in Breinton, Almeley and Goodrich, Speed Limits, Highways Maintenance, Rotherwas Access Road and the Outer Distributor Road Feasibility Study.

RECOMMENDATION

THAT the report be noted.

Background Papers

- None

Environment Capital Programme 2008/09

Scheme	Original Budget 2008-09	Revised Forecast as at 30th September 2008	Change in Forecast	Spend/Known Commitments	% Spent/Committed
	£000	£000	£000	£000	%
Behavioural Change Countywide					
Travel Awareness Campaign	35	35		20	57.1%
Monitoring	40	40		21	52.5%
Hereford Transport Strategy					
Hereford Intelligent Transport System – Detailed Assessment	20	20		0	0.0%
Rotherwas Access Road (LTP Block contribution to Major Scheme £500k)*	2,255	2,305	50	1,955	84.8%
Hereford Outer Distributor Road – feasibility and support for Local Development Framework Core Strategy development	30	45	15	4	8.9%
Christmas Park and Ride	15	15		10	66.7%
Park and Ride A49 North Site	300	300		120	40.0%
Park and Ride A49 South Site	100	100		51	51.0%
Cycle Network & Parking	200	200		137	68.5%
Accessible Bus Network	35	35		4	11.4%
Hereford Rail Station Access Improvements	30	30		30	100.0%
Other Pedestrian Access Improvements	75	75		24	32.0%
City Centre Pedestrian Enhancement (2007/08 Scheme)				(17)	
Rural Herefordshire Transport Strategy					
Rural Pedestrian and Disabled Access Improvements	35	35		35	100.0%
Rural Footway Improvements	60	60		47	78.3%
Rural Cycle Routes and Parking	200	200		27	13.5%
Public transport minor improvements	55	55		45	81.8%
Rural Rail Station Access Improvements	120	-	(120)	0	
HGV projects	50	50		(9)	(18.0%)
ROWIP Access Improvements	25	25		13	52.0%
Accessibility Partnership Development	30	30		30	100.0%
Road Safety Strategy					
Specific Road Safety Grant	73	73		67	91.8%
Minor Safety improvements	300	300		291	97.0%
Traffic Calming	180	50	(130)	8	16.0%
Speed Limits	60	150	90	88	58.7%
Safer Routes to School and School 20mph Zones	350	300	(50)	(6)	(2.0%)
School Travel Plan Support	25	25		25	100.0%
Maintaining the Transport Network					
LTP Funded Capital Highway Maintenance	7,269	7,374	105	4,920	66.7%
ROWIP Access Improvements	25	65	40	24	36.9%
Bridgeworks (LTP)	900	900		798	88.7%
Capitalised Staff Costs	301	301		301	100.0%
LTP Total	13,193	13,193	-	9,063	68.7%
Non LTP Schemes					
Ross On Wye Flood Alleviation Scheme	1,671	4,955	3,284	4,537	91.6%
Hereford City Centre Enhancements	1,161	410	(751)	69	16.8%
Crematorium Hereford	1,807	1,807		788	43.6%
Leominster Closed Landfill Site Monitoring Infrastructure	287	287		154	53.7%
Public Convenience improvements	273	273		164	60.1%
Grafton Travellers Site	33	33		1	3.0%
Waste Performance and Efficiency	442	442		16	3.6%
Sustran Lottery Match funding	300	300		0	0.0%
Pedestrian Improvements - Ledbury Road		76	76	15	19.7%
LPSA2 - Road Safety	24	24		(2)	(8.3%)
LPSA2 - Street Scene				(9)	
Stretton Sugwas Closed Landfill Site	53	53		35	66.0%
Strangford Closed Landfill Site	83	83		0	0.0%
Various Planning Obligations for Transport (S106 Contributions)	622	15	(607)	14	93.3%
NON LTP TOTAL	6,756	8,758	2,002	5,782	66.0%
Expenditure to be Financed	19,949	21,951	2,002	14,845	67.6%

Environment Capital Programme 2008/09

Funded by:

	Original Budget 2008- 09	Revised Forecast as at 30th September 2008
	£000	£000
Supported Capital Expenditure (Revenue)	10,378	10,378
LTP Grant	780	780
Prudential Borrowing	5,558	4,808
Specific Road Safety Grant	73	73
LPSA 2 Funding	24	24
Waste Performance & Efficiency Grant	442	442
DEFRA	1,671	4,955
AWM Rotherwas Access Road Grant	160	160
Festival Housing		76
Capital Receipts Reserve	33	33
s106 Funding	830	222
Total Environment Capital Funding	19,949	21,951

REVENUE BUDGET MONITORING

Report By: DIRECTOR OF RESOURCES

Purpose

1. To advise members of the financial position for the budgets covered by Environment and Regeneration Programme Area budgets for the period to 30th September 2008.

Financial Implications

2. The budgets reported include services within the Environment Directorate and Regeneration Directorate. Current indications are that the combined position for 2008/09 will be an overspend of £488,000.

Considerations

3. The detailed Budget Monitoring Report to 30th September 2008 is attached at Appendix I for Members' consideration.
4. The total budget for 2008/09 has increased to £25,347,000 from the amount previously reported. This increase of £296,000 is due to:
 - i) Additional budget relating to Job Evaluation costs for staff transferred to Amey Wye Valley Ltd in September 2003. This budget was previously held centrally.
 - ii) £34,000 addition to Planning as part of the realignment following restructure.
5. The summary position is set out in the table below.

2008/09	Budget	Projected Outturn	Overspend
<u>Service Area</u>	£000	£000	£000
Directorate Management & Support	358	358	0
Planning	1,866	2,028	162
Highways	5,960	6,605	645
Restoration Fund	0	(429)	(429)
Transportation	3,481	3,481	0
Environmental Health & Trading Standards	2,131	2,131	0
Waste Management	11,551	11,661	110
Environment Total	25,347	25,835	488

Directorate Management and Support

6. The additional costs related to the 'Big Conversation' will be funded through one-off vacancy savings.

Planning

7. The latest position for Planning shows a reduction in the level of overspend against the previous month. This is due to an upturn in planning fee income in September, however future income is likely to be affected by the current economic climate so the position could change. The forecast includes a planning delivery grant payment that was not previously anticipated.
8. Current budget pressures include the monthly costs for scanning of plans that will continue until a new system is implemented. Legal and consultant costs of £63k have already been incurred due to planning appeals. Further appeal costs have been identified and the final costs are subject to review. ICT service level agreement costs of £75k remain an unfunded pressure.
9. Planning has identified a need for a new system to manage and record applications, as the current system will not be supported after October 2008. The system is planned to be part of Herefordshire Connects programme. The costs and funding of the overall Connects programme are currently under review.
10. There will be significant expenditure in relation to the Local Development Framework; most of this will be funded by government grants however final approval is still to be received.
11. The overall position forecast for Planning is currently projected to be an overspend of £162k.

Highways

12. The current budget projections show an overspend on winter maintenance of £300k if the county has a likely predicted winter. There is a £500k winter maintenance reserve available for one-off funding but this is for exceptional conditions. The current projection does not include drawing on this non-recurring source of funding.
13. Car parking fee income was expected to increase in 2008/09 following the introduction of parking fee increases on 1 June 2008. Despite the increase in charges, the overall income received to the end of September indicates a £280k reduction on the previous year. The assessment is that the economic slow down has affected the level of income.
14. The de-trunking of the A465 has seen a £125k grant allocated to the Council for road maintenance. The Director's assessment is that this will be required in 2008/09 so cannot make a contribution to closing the projected overspend.
15. There is pressure on the Highways budgets in relation to contract inflation on Road Maintenance and Street Cleansing. Whilst every effort is being made to manage these pressures within budget, Street Cleansing is likely to overspend by £90k and Emergency maintenance by £25k.
16. A saving of £50k through staff vacancy management will be achieved. Overall there is a projected £645k overspend on Highways.

Environmental Health and Trading Standards

17. The overall assessment is that Environmental Health and Trading Standards will balance to budget although Markets and Fairs face continuing pressure.

Waste Management

18. It is projected that Waste Management will be over budget by £110k with contract inflation on the Waste Collection contract an estimated pressure of £310k. This will be mitigated by the underspend on Waste Disposal and forecast increased income of £100k for commercial waste.
19. Current estimates from Worcestershire County Council (WCC) of Waste Disposal contract costs project an expected underspend of £100k on Herefordshire's Waste Disposal budget for 2008/09 and this is included in the overall projection.
20. WCC have indicated that waste disposal costs could significantly reduce following recent contract variations in relation to the Waste Electronic and Electrical Equipment expenditure. This is not included in the forecast as we await further information from WCC.
21. The cost associated with waste disposal and the Integrated Waste Management PFI Contract will be considerably higher than at present. Contract costs continue to grow, along with Landfill Tax, which means that the costs associated with Waste Disposal are far exceeding standard inflation levels. In previous years any in-year underspend on the contract has been transferred to reserves to meet future waste management pressures. In addition the new Waste Collection Contract is likely to be considerably more expensive than the existing contract. The new Contract is due to commence in October 2009 which means the full impact of the increased Contract costs will not be felt until the 2010/2011 financial year.
22. There are risks that if waste growth/reduction between Herefordshire and Worcestershire varies by more than 1% to the detriment of Herefordshire then Herefordshire will need to increase its contract payments by £300k. Currently Worcestershire's waste tonnages are decreasing at a faster rate than Herefordshire's and there are risks that the trigger point may be hit. However, at this stage this is not addressed as a likely outcome.

Recovery Plans

23. Following the initial budget outturn projections for 2008/09 that indicated a £1.671m overspend the Chief Executive gave clear instructions that Directorates are to deliver balanced budgets. As a result all directorates have put together budget recovery plans with the support of Financial Services. The plans are based on the latest projected outturn and include actions to deliver a balanced 2008/09 budget. The plans will form part of directorates routine budget monitoring and will be updated as the year progresses so that actions can be changed if required.
24. Both the Environment and Regeneration Directorates face significant budget pressures in 2008-09. Action is being taken to identify savings in order to reduce the forecast overspends. Progress has been made around vacancy management and operational costs. The outcome of the contract variation outlined in paragraph 20 could significantly improve the position. There is some spare budget capacity within Regeneration however this flexibility has to be balanced across all services within the Directorate.
25. A further allocation of central government funding for the 2007 floods was announced on 17 July 2008 that distributed the £30.6m Restoration Fund. A total of 62 local authorities

received an allocation with Herefordshire's funding being £429k. The Government did not issue guidance on how the Restoration Fund should be spent. It has taken this approach because it feels that local authorities are best placed to decide what is best for their areas.

26. The allocation is a one-off source of funding and is to be allocated to the Environment & Culture Directorate to offset budget pressures in this financial year.

RECOMMENDATION

THAT the report be noted.

Environment Scrutiny Committee

SUMMARY REPORT YEAR 2008/2009
TO 30TH SEPTEMBER 2008

Appendix 1

	Annual Budget	Outturn	Actual to 30.09.08	Budget to 30.09.08	Overspend/ (Underspend) to date
	£000	£000	£000	£000	£000
<u>Summary</u>					
Directorate Management & Support	358	358	356	341	15
Planning	1,866	2,028	730	828	98
Highways	5,960	6,605	2,852	2,695	157
Transportation	3,481	3,481	1,839	1,972	(133)
Environmental Health & Trading Standards	2,131	2,131	875	974	(99)
Waste Management	11,551	11,661	3,825	4,052	(227)
Restoration Fund		(429)			
ENVIRONMENT	25,347	25,835	10,477	10,862	(189)

SUMMARY REPORT YEAR 2008/2009
TO 30TH SEPTEMBER 2008

Appendix 1

	Annual Budget	Outturn	Actual to 30.09.08	Budget to 30.09.08	Overspend/ (Underspend) to date
	£000	£000	£000	£000	£000
<u>Directorate Management & Support</u>					
Director Of Environment & Culture	91	91	132	103	29
Environment Support	267	267	224	238	(14)
Sub-Total Directorate Management & Support	358	358	356	341	15
<u>Highways</u>					
Public Conveniences	373	373	221	173	48
Highways Running Costs (inc staff)	1,682	1,632	919	996	(77)
Roads Maintenance	1,858	1,858	724	735	(11)
NRSWA (inc staff)	(28)	(28)	5	10	(5)
Emergency Maintenance	125	150	29	52	(23)
Winter Maintenance	785	1,085	332	201	131
Land Drainage/Flood Alleviation	168	168	16	71	(55)
Bridgeworks (inc staff)	92	92	69	56	13
Shop Mobility	59	59	26	29	(3)
Street Lighting (inc staff)	862	862	349	376	(27)
Traffic Management (inc staff)	386	386	126	189	(63)
Car parks	(1,684)	(1,464)	(663)	(804)	141
Decriminalised Parking	164	224	171	139	32
Street Cleansing	1,118	1,208	528	472	56
Sub-Total Highways	5,960	6,605	2,852	2,695	157

	Annual Budget	Outturn	Actual to 30.09.08	Budget to 30.09.08	Overspend/ (Underspend) to date
	£000	£000	£000	£000	£000
<u>Environmental Health & Trading Standards</u>					
Markets & Fairs	(276)	(226)	(107)	(157)	50
Cemetries	72	72	36	26	10
Crematorium	(277)	(327)	(138)	(124)	(14)
Commercial Environmental Health	458	458	224	227	(3)
Pollution	507	507	191	229	(38)
Landfill & Contaminated Land	238	238	102	118	(16)
Pest Control	40	40	(10)	6	(16)
Anti Social Behaviour Team	205	205	124	92	32
Animal Health & Welfare	166	166	119	113	6
Trading Standards	554	554	215	271	(56)
Envt Health Management & Support	395	395	78	98	(20)
Licensing	(14)	(14)	7	44	(37)
Traveller Sites	63	63	34	31	3
Sub-Total ENVIRONMENTAL HEALTH & TRADING STANDARDS	2,131	2,131	875	974	(99)
<u>Waste Management</u>					
Waste Disposal	7,983	7,883	2,467	2,737	(270)
Recycling	693	803	283	289	(6)
Trade Waste	(469)	(569)	(397)	(343)	(54)
Domestic Waste Collection	3,344	3,544	1,472	1,369	103
Sub-Total WASTE MANAGEMENT	11,551	11,661	3,825	4,052	(227)

	Annual Budget	Outturn	Actual to 30.09.08	Budget to 30.09.08	Overspend/ (Underspend) to date
	£000	£000	£000	£000	£000
Transportation					
Public Transport Rural	122	122	447	236	211
Public transport	2,526	2,526	1,043	1,326	(283)
Design/Planning	59	59	37	28	9
Road Safety	142	142	53	71	(18)
Bus Stations	(15)	(15)	(7)	1	(8)
NDRS	(45)	(45)	(38)	(22)	(16)
Searches	(2)	(2)	(2)	(1)	(1)
Accident Investigation	81	81	49	46	3
Staff Costs	432	432	214	227	(13)
Running Costs	181	181	43	60	(17)
Sub-Total Transportation	3,481	3,481	1,839	1,972	(133)
Planning					
Building Control	(98)	(50)	(48)	(51)	(3)
Conservation	716	716	331	356	25
Development Control	97	382	196	43	(153)
Forward Planning	487	508	24	241	217
Management & Administration	664	472	227	239	12
Sub-Total Planning	1,866	2,028	730	828	98

**ENVIRONMENT & CULTURE AND REGENERATION
DIRECTORATES: PERFORMANCE FOR THE SIX-
MONTH PERIOD TO SEPTEMBER 2008****Report By: Improvement Manager****Wards Affected**

County-wide

Purpose

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

Financial Implications

2. None.

Background

3. The Council's Corporate Plan sets out its objectives, priorities, targets and key actions for each of the three years 2008-11. It includes all the indicators and targets in the new Local Area Agreement (LAA), as well as those in the Herefordshire Community Strategy (HCS). Each Directorate's plan sets out the contribution, in terms of objectives, priorities, targets and key actions, it will make to achieving the objectives of the Council's Corporate Plan as well as to the achievement of other Directorate priorities. Progress needs to be assessed regularly, together with the risks to achievement and the action being taken to address these and improve performance.
4. The overall position shows an improvement in the number of indicators judged to be Green. The provision of more information about actions that should contribute to improved performance has enabled a rating as Green or Amber a number of previously Red rated indicators. Nonetheless, the total number of Red rated indicators has increased. For those indicators where it is possible to show comparative direction of travel the position has improved since July.

Progress against the Council's Corporate Plan

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

	No. of indicators	On course to achieve target (or establish baseline)	Some progress, but data not available to determine whether the target will be achieved	Not on target / no activity reported
Corporate Plan (including LAA and HCS)	10 (10)	3 (2)	7 (6)	0 (2)
of which				
Local Area Agreement (LAA)	7 (7)	1 (1)	6 (5)	0 (1)
Herefordshire Community Strategy (HCS)	7 (7)	3 (1)	4 (5)	0 (1)
All National Indicators (NIs)	26 (26)	15 (8)	11 (15)	0 (3)
All reported indicators	35 (35)	19 (13)	13 (18)	5 (4)

Direction of travel

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

Direction of Travel		
	July	September
Improving	8	10
No real change	2	0
Deteriorating	2	2
Total	12	12

Further information on the subject of this report is available from John Eades, Improvement Manager on 01432 260985

Overall performance

7. There continues to be little substantive performance information, since many of the indicators are part of the new National Indicator set and have as their target that baselines should be established this year. However there is a risk that baselines may not be established for indicators NI 182 'Satisfaction of businesses with local authority regulation services', NI 183 'Impact of local authority regulatory services on the fair trading environment', and NI 184 'Food establishments in the area which are broadly compliant with food hygiene law'. Although these are not key indicators they have been judged Red because of the risk of failure to establish a baseline.

Highlights

- There is a risk that baselines may not be established for indicators NI 182 'Satisfaction of businesses with local authority regulation services', NI 183 'Impact of local authority regulatory services on the fair trading environment', and NI 184 'Food establishments in the area which are broadly compliant with food hygiene law'. Although these are not key indicators they have been judged Red because of the risk of failure to establish a baseline.
 - Road casualty figures remain below target and compare well with last year.
 - The proportion of municipal waste landfilled is now better than target.
 - Latest street cleanliness results are all positive, with flytipping now on target.
 - A further increase in the percentage of planning appeal decisions allowed against the council's decision to refuse planning applications means that latest performance continues to decline and remains worse than last year and target. Although this is not a key indicator it has been judged Red because of the financial risk of grant abatement.
8. Details of the indicators reflecting each of the Corporate Plan themes are given in **Appendix A**.

Customer satisfaction

9. Some services in both Directorates have had the benefit of regular monthly customer satisfaction surveys since March 2008, with results being available from June based on the new directorate structures. Coverage has gradually increased in the Environment and Culture Directorate, but only covers the Planning and Transportation division in the Regeneration Directorate. Responses to the September survey have been analysed, the following being highlights:

Environment and Culture Directorate

- For the month of September, 63% of the respondents were very or fairly satisfied with the service they received overall while 31% (15) were very or fairly dissatisfied. Since June when the survey began in its new form, 71% of the respondents were very or fairly satisfied with the service they received overall while 24% were very or fairly dissatisfied.
- 49% agreed their issue had been dealt with, 9% felt it had been only partially dealt with and 35% considered the issue had not been dealt with. Since June 61% agreed their issue had been dealt with, 9% felt it had been only partially dealt with and 23% considered the issue had not been dealt with.
- 45% got the outcome they wanted, 42% did not and 4% considered they only partly received the outcome they wanted. Since June 55% got the outcome they wanted, 28% did not and 10% considered they only partly received the outcome they wanted.

Regeneration Directorate

- For the month of September 2008, 98% of the respondents were very or fairly satisfied with the service they received overall while 2% was fairly dissatisfied. Since June, when the survey began in its new form, 90% of the respondents were very or fairly satisfied with the service they received overall while 7% were very or fairly dissatisfied.
 - 85% agreed their issue had been dealt with, 2% felt it had been only partially dealt with and 6% considered the issue had not been dealt with. Since June 76% agreed their issue had been dealt with, 9% felt it had been only partially dealt with and 12% considered the issue had not been dealt with.
 - 83% got the outcome they wanted, 8% did not and 2% considered they only partly received the outcome they wanted. Since June 76% got the outcome they wanted, 9% did not and 9% considered they only partly received the outcome they wanted.
10. There continues to be a high level of satisfaction overall with staff politeness and courtesy, staff helpfulness and people felt listened to and understood.
 11. The survey is currently limited to requests for service which are received either through Info by Phone or through the highways inspection system. June was the first month in which data based on the restructured Environment and Culture Directorate was available, so there is no direct comparison with the data collected in previous months.
 12. At the last meeting of the Committee it was suggested that comparisons with performance in similar councils would be helpful. The Council has recently joined a benchmarking club to compare performance against national

performance measures. It is hoped that this will present an opportunity to explore, with similar councils, the opportunities for sharing other performance-related data.

RECOMMENDATION

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

BACKGROUND PAPERS

- None

NIS	Reference			Indicator	Lead Directorate	2007-08 Outturn	2008-09 Target	Latest Outturn		Activity Reported	RAG rating		Direction of Travel		Reason for judgements
	LA	CP	PAF					PA	July		September	July	September	July	
Corporate Plan theme: economic development and enterprise															
167	7a-b	Yes	Yes	223	Regeneration	6%	Establish baseline	Outturn available April	Review of traffic control systems continues to develop a planned replacement programme. The new street works system has gone live. The Council's own notification systems are being reviewed and revised arrangements will be put in place as part of the service delivery review with Amey. New prioritisation mechanisms for traffic regulation orders have been agreed with the Cabinet member and programme development is underway. Preliminary designs for motorway diversion routes have been produced and potential routes for Trunk Road diversions have been identified following a meeting with the Highways Agency.	A	G			Activity reported that should impact on the baseline	
168	Yes	Yes	223	Principal roads where maintenance should be considered (Outturn data available April for submission to Data Interchange Hub)	Environment & Culture	6%	5%	Outturn available April	A detailed analysis of the 2007-08 survey has informed the development of the 2008-09 Joint Up Programme with Amey which is now being delivered. Scanner surveys underway and analysis currently planned for October/November.	A	A			Activity showing progress towards target, but no outturn available	
169	Yes	Yes	224a	Non-principal (classified) roads where maintenance should be considered (Outturn data available April for submission to Data Interchange Hub)	Environment & Culture	11%	10%	Outturn available April	A detailed analysis of the 2007-08 survey has informed the development of the 2008-09 Joint Up Programme with Amey which is now being delivered. Scanner surveys underway and analysis currently planned for October/November.	A	A			Activity showing progress towards target, but no outturn available	
			224b	Non-principal (unclassified) roads where maintenance should be considered (Outturn data available April)	Environment & Culture	32%	32%	Outturn available April	A detailed analysis of the 2007-08 survey has informed the development of the 2008-09 Joint Up Programme with Amey which is now being delivered. Scanner surveys are planned to take place in October/November.	A	A			Activity showing progress towards target, but no outturn available	
177	7a-b	Yes	102	Local bus passenger journeys originating in the authority area (Outturn data available April)	Regeneration	3.355M	4.017M	Outturn available April	This data is provided by local bus operators on an annual basis (May). A core element of the journeys is supported through subsidised bus services and the Transportation Team seek to optimise the services supported to benefit most users (up to a point at which they may become commercially viable). The remainder of the services (approx 2m journeys/year) are operated commercially and these are concentrated on the Hereford City transport network. In addition, the team undertakes a comprehensive programme of publicity to ensure that users and potential users have high quality information on the available services.	A	A			Activity showing progress towards target, but no outturn available	
178	7a-b	Yes	Yes	Bus services running on time (Outturn data available April)	Regeneration	67%	69%	Outturn available April	This data is collected annually by various surveys that take a sample of bus passenger users on certain days of the week throughout particular months each year. Issues arising in terms of punctuality problems are dealt with in partnership with bus operators providing the specific service.	R	A			Activity showing progress towards target, but no outturn available	

NIS	Reference			Indicator	Lead Directorate	2007-08 Outturn	2008-09 Target	Latest Outturn		RAG rating		Direction of Travel		Reason for Judgements
	LAAs	HCS	CP					BVPI	PAF	APA	July	September	July	
182				Satisfaction of businesses with local authority regulation services (Outturn data available April for submission to Data Interchange Hub)	Environment & Culture	0	Establish baseline	Due April	Due April	A	R			There is a risk that a baseline will not be established for this indicator
183				Impact of local authority regulatory services on the fair trading environment (Outturn data available April for submission to Data Interchange Hub)	Environment & Culture	0	Establish baseline	Due April	Due April	A	R			There is a risk that a baseline will not be established for this indicator
184				Food establishments in the area which are broadly compliant with food hygiene law (Outturn data available April)	Environment & Culture	0	Establish baseline	Due April	Due April	A	R			There is a risk that a baseline will not be established for this indicator
			100	The number of days of temporary traffic controls, or road closure, on traffic sensitive roads, caused by roadworks, per km of traffic sensitive road (Data available monthly in arrears)	Environment & Culture	0	0	0	0	G	G	Δ	Δ	Highest possible performance
			187	Condition of footways (Outturn data available April)	Environment & Culture	32%	32%	Outturn available April	Outturn available April	A	A			Activity showing progress towards target, but no outturn available
Corporate Plan theme: safer and stronger communities														
47	Yes	52	Yes	99a	Regeneration	133 (2007)	129 (2008)	36 (January to June)	56 (January to August)	G	G	Δ	Δ	Latest outturn is better than last year and on track to achieve target

NIS	LAA	HCS	Reference			Indicator	Lead Directorate	2007-08 Outturn	2008-09 Target	Latest Outturn		Activity Reported	RAG rating		Direction of Travel		Reason for judgements
			CP	BVPI	PAF					APA	July		September	July	September		
48			99b		Children killed or seriously injured in road traffic accidents (This indicator is reported to the Data Interchange Hub as a three year average. For management purposes in-year unaudited data is reported monthly at least one month in arrears)	Regeneration	11 (2007)	11 (2008)	4 (January to June)	4 (January to August)	Compared with 10 for the same period last year.	G	G	Δ	Δ	Latest outturn is better than last year and on track to achieve target	
			99c		People slightly injured in road traffic accidents (In-year unaudited data is reported monthly at least one month in arrears)	Environment & Culture	713 (2007)	713 (2008)	301 (January to June)	395 (January to August)	Compared with 464 for the same period last year.	G	G	Δ	Δ	Latest outturn is better than last year and on track to achieve target	
			215a		The average number of days taken to repair a street lighting fault, which is under the control of the Local Authority (Data available monthly)	Environment & Culture	6.61 days	6.61 days	2.45 days	2.53 days		G	G	Δ	Δ	Latest outturn is better than last year and on track to achieve target	
			215b		The average time taken to repair a street lighting fault, where response time is under the control of a Distribution Network Operator (DNO) (Data available monthly)	Environment & Culture	9.5 days	9.5 days	19.2 days	17 days	Performance from July to September has shown an improvement	R	R	▽	▽	Outturn to September has improved compared with that reported previously, but is still above target.	
			218a		The percentage of new reports of abandoned vehicles investigated within 24 hours of notification (Data available monthly)	Environment & Culture	94.74%	94.74%	100%	100%		G	G	Δ	Δ	Latest outturn is at the highest level achievable	
			218b		The percentage of abandoned vehicles removed within 24 hours from the point at which the Local Authority is legally entitled to remove the vehicle (Data available monthly)	Environment & Culture	97.83%	97.83%	100%	100%		G	G	Δ	Δ	Latest outturn is at the highest level achievable	
Corporate Plan theme: sustainable communities																	
157			109a-c		Processing of planning applications as measured against targets for (a) 'major', (b) 'minor' and (c) 'other' application types (Data available monthly)	Regeneration	(a) 68% (b) 80% (c) 89%	(a) 60% (b) 65% (c) 80%	(a) 63% (b) 73% (c) 85%	(a) 60% (b) 71% (c) 86%	Target for major developments is getting increasingly difficult to meet due to the downturn in economic activity. There are few new major applications coming in and hence the proportion of "old" ones still in the system is increasing, making the 60% target especially challenging. The new Planning Obligations policy is also slowing down minor developments as more of them need agreements.	G	G	▽	▽	Outturn worse than last year, but should achieve target	

NIS	Reference				Indicator	Lead Directorate	2007-08 Outturn	2008-09 Target	Latest Outturn		Activity Reported	RAG rating		Direction of Travel		Reason for judgements
	LAAs	HCS	CP	BVPI					PAF	APA		July	September	July	September	
170					Previously developed land that has been vacant or derelict for more than 5 years (Data available April)	Regeneration		Establish baseline April 2009	July	September	This information is not currently available	A	A			No data available to determine target or performance
175			Yes		Access to services and facilities by public transport, walking and cycling (Outturn data available April for submission to Data Interchange Hub)	Regeneration	91%	91%		Outturn known April 2009	The activity related to this indicator forms specifically around the supported (subsidised) rural bus network which has been mapped using Accession accessibility planning software and the supported services monitored to ensure that they are available to the groups which have the least access opportunities to key services in our communities. The ability to support these services and hence meet this target (91%) relies on close management of the route contracts and access to Council revenue funding (which remained static for the past 3 years) and the continued receipt of the Rural Bus Subsidy Grant. The Rural Bus Subsidy Grant is now included within Area Based Grant and hence removal of this funding or an element of it would result in a significant threat to meeting this target and more importantly providing a vital service to people with poor access choice in rural communities.	R	A			Activity showing progress towards target, but no outturn available
176					Working age people with access to employment by public transport (and other specified modes) (Data available April)	Regeneration		Establish baseline April 2009			The activity around this indicator will be similar in principle to that described above. Assessment will be carried out on the existing situation (mapping bus routes to employment sites using Accession software) and we will need to take a view on whether or not we set a target to maintain this level of access, increase it (which will require greater investment in the bus network) or seek to reduce the rate at which access declines given that the bus revenue support has not kept pace with inflationary pressures in the bus industry for the last 3-5 years.	G	G			Activity reported that should impact on the baseline
185			Yes		CO2 reduction from Local Authority operations (Outturn data available April)	Environment & Culture		Establish baseline April 2009			A full inventory of the Council's vehicle fleet is currently underway. STEPS Strategy being updated for adoption in November. A meeting of the Carbon Board is scheduled for 23rd October. Eco Schools event to be held in November and currently being promoted.	G	G			Activity reported that should impact on the baseline
186	Yes	58	Yes		Per capita reduction in CO2 emissions in the LA area (Data provided by Defra approximately 18 months in arrears)	Environment & Culture		13.1% less by 2010 against 2005 baseline		Outturn for 2008 known September 2010	Energy Saving Trust grant secured. A number of planned activities are in jeopardy due to limited staff resources.	A	A			Activity showing progress towards target, but no outturn available

NIS	Reference			Indicator	Lead Directorate	2007-08 Outturn	2008-09 Target	Latest Outturn		Activity Reported	RAG rating		Direction of Travel		Reason for judgements
	LA	HCS	CP					BVPI	PAF		APA	July	September	July	
187				Planning to adapt to climate change (Outturn data available April for submission to Data Interchange Hub)	Environment & Culture		Establish baseline April 2009			A detailed report is being prepared following the collection of data on the impact of past extreme weather events on the delivery of Council services	G	G			Activity reported that should impact on the baseline
188				Flood and coastal erosion risk management (Availability of data determined by Defra)	Environment & Culture		Data supplied by Defra annually				A	A			No data available to determine target or performance
191	Yes	56a	Yes	Residual household waste per head (Data available monthly in arrears)	Environment & Culture	851.85 kg (2006/07)	762 kg	197.6kg to June	312.59kg to August		A	A			No trend data on which to judge whether target is likely to be achieved
192				Household waste recycled and composted (Data available monthly in arrears)	Environment & Culture	30.26%	32%	31.12% to June	32.68% to August	Performance at the same period last year was 29.15%	G	G	Δ	Δ	Outturn better than same period last year and on course to achieve target
193				Municipal waste landfilled (Data available monthly in arrears)	Environment & Culture		64.92%	66.4% to June	64.37% to August		A	G			Outturn better than target
194				Level of air quality – reduction in NOx and primary PM10 emissions through local authority's estate and operations (Outturn data available April)	Environment & Culture		Establish baseline April 2009			A full inventory of the Council's vehicle fleet is currently underway. STEPS Strategy being updated for adoption in November. A meeting of the Carbon Board is scheduled for 23rd October. Eco Schools event to be held in November and currently being promoted.	G	G			Activity reported that should impact on the baseline
195	54	Yes	199a-c	Improved street and environmental cleanliness (levels of (a) graffiti, (b) litter, (c) detritus and (d) fly posting) (Data available 4 monthly following survey)	Environment & Culture		(a) 10% (b) 12% (c) 2% (d) 1%	(a) 2% (b) 10% (c) 1% (d) 0%			A	G			Outturn better than target
196				Improved street and environmental cleanliness – fly tipping (Data available monthly)	Environment & Culture	Grading 3	Grading 2	Grading 3	Grading 2		R	G	◀↔	Δ	Outturn better than last year and currently achieving target

NIS	Reference			Indicator	Lead Directorate	2007-08 Outturn	2008-09 Target	Latest Outturn		Activity Reported	RAG rating		Direction of Travel		Reason for judgements
	LA	HCS	CP					BVPI	PAF		APA	July	September	July	
197	Yes	55	Yes	57	Improved local biodiversity – active management of local sites (Outturn data available April for submission to Data Interchange Hub)	Regeneration	28.70%	3.5% increase (30 sites)	Outturn known April 2009	Positive conservation management is understood as including those sites with their management schemes under the Woodland Grant Scheme, English Woodland Grant Scheme, Countryside Stewardship Agreements, Environmental Stewardship Agreements; along with all of the designated Sites of Special Scientific Interest and Local Nature Reserves (currently 109 in Herefordshire); and local sites with other specific management plans, e.g. Community Commons Project, Pond Restoration and Celebration Project and Earth Heritage Trust.	A	A			Activity showing progress towards target, but no outturn available
					The number of planning appeal decisions allowed against the Local Authority's decision to refuse planning applications, as a percentage of the total number of planning appeals against refusals of planning applications (Data available monthly)	Regeneration	36.40%	<36.4%	36.40% 40.00%	figure of 40% represents 17 decisions out of 43. Nine of those decisions were Member overturns - hence this is related to the high proportion of decisions taken contrary to recommendation in 2007/08. That trend (decisions taken contrary to recommendation) has improved significantly since April and it is therefore hoped that the current bad performance will improve. An upheld rate of over 40% may attract grant abatement and is potentially a financial risk. The indicator excludes enforcement appeals (where our record is exemplary) and if all appeals are included the performance improves to 21/56 i.e. 36%.	A	R	↔	▽	Outturn worse than target and last year
198					Children travelling to school – mode of travel usually used - Car		33.7%	34.0%		This data is collected from PLASC- the Government school census which is undertaken annually every January. We are on target to reach our 2011 targets. Activity centres around the work of the School Travel Officer and Assistant who work directly with schools, promoting and supporting school travel plans. Excellent progress has been made increasing the number of schools with travel plans and ensuring they are kept up to date. The work is supported by school travel grant which has been included in the area based grant. Continued receipt of this grant is imperative to the success of this indicator as it helps fund the two aforementioned posts, alongside a contribution from the Local Transport Plan programme.	A	A			Activity showing progress towards target, but no outturn available
198					Children travelling to school – mode of travel usually used - Car Share		4.4%	3.0%			A	A			Activity showing progress towards target, but no outturn available
198					Children travelling to school – mode of travel usually used - School / Public Transport		23.8%	24.0%			A	A			Activity showing progress towards target, but no outturn available
198					Children travelling to school – mode of travel usually used - Walk		36.5%	36.0%			A	A			Activity showing progress towards target, but no outturn available
198					Children travelling to school – mode of travel usually used - Cycle		1.6%	2.0%			A	A			Activity showing progress towards target, but no outturn available

ENVIRONMENT SCRUTINY COMMITTEE WORK PROGRAMME

Report By: Assistant Chief Executive - Legal and Democratic

Wards Affected

County-wide

Purpose

- 1 To consider the Committee work programme.

Financial Implications

- 2 None

Background

- 3 In accordance with the Scrutiny Improvement Plan a report on the Committee's current Work Programme will be made to each of the scheduled quarterly meetings of this Scrutiny Committee. A copy of the suggested Work Programme is attached at appendix 1.
- 4 The programme may be modified by the Chairman following consultation with the Vice-Chairman and the relevant Director in response to changing circumstances.
- 5 A number of other possible issues for consideration have been logged and depending on the Committee's future instruction may be added to the programme as it is further developed. The issues are listed at the foot of the programme.
- 6 Should any urgent, prominent or high profile issue arise, the Chairman may consider calling an additional meeting to consider that issue.
- 7 Should Members become aware of any issues they consider may be added to the scrutiny programme they should contact either the Director of Environment and Culture, the Director of Regeneration or the Democratic Services Officer to log the issue so that it may be taken into consideration when planning future agendas or when revising the work programme.

RECOMMENDATION

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

BACKGROUND PAPERS

- None identified.

ENVIRONMENT SCRUTINY COMMITTEE WORK PROGRAMME
for consideration at 24 November 2008 meeting.

9.30am Monday 23 March 2009	
Agenda items	<ul style="list-style-type: none"> • 'Local Climate Impact Profile' (National Indicator 188) and the impact of adverse weather on services. • Waste Disposal PFI - Update • Service Delivery Review – update. • The findings of the On-Street Parking Review. • The findings of the Planning Services Review. • Capital Budget Monitoring • Revenue Budget Monitoring. • Report on Performance Indicators. • Committee Work Programme.
Reviews underway	<ul style="list-style-type: none"> •

Items for consideration as the programme is further developed:

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

