

AGENDA

Environment Scrutiny Committee

Date: **Monday 13 September 2010**

Time: **9.30 am**

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

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

For any further information please contact:

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Agenda for the Meeting of the Environment Scrutiny Committee

Membership

Chairman	Councillor RI Matthews
Vice-Chairman	Councillor PJ Watts
	Councillor WU Attfield
	Councillor CM Bartrum
	Councillor DW Greenow
	Councillor JW Hope MBE
	Councillor TW Hunt
	Councillor PM Morgan
	Councillor A Seldon
	Councillor NL Vaughan

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AGENDA

		Pages
1.	APOLOGIES FOR ABSENCE To receive apologies for absence.	
2.	NAMED SUBSTITUTES (IF ANY) To receive details any details of Members nominated to attend the meeting in place of a Member of the Committee.	
3.	DECLARATIONS OF INTEREST To receive any declarations of interest by Members in respect of items on the Agenda.	
4.	MINUTES To approve and sign the Minutes of the meetings held on 28 June and 13 July 2010.	1 - 14
5.	SUGGESTIONS FROM MEMBERS OF THE PUBLIC ON ISSUES FOR FUTURE SCRUTINY To consider suggestions from members of the public on issues the Committee could scrutinise in the future.	
6.	LOCAL DEVELOPMENT FRAMEWORK To update the Committee on progress with the Local Development Framework.	15 - 18
7.	LOCAL TRANSPORT PLAN - UPDATE To update the Committee on progress in preparing the third Local Transport Plan (LTP), highlighting the timetable for completing the plan and further involvement of the Committee.	19 - 22
8.	SAFER ROADS PARTNERSHIP - UPDATE To provide an update to the committee on the work of the West Mercia Safer Roads Partnership and set out emerging issues around future funding.	23 - 30
9.	PROGRESS REPORT - ACTIONS FOLLOWING SCRUTINY REVIEW OF ON-STREET PARKING To update Committee on progress on implementing the Scrutiny review of On Street Parking.	31 - 42
10.	COLWALL RAILWAY BRIDGE - ISSUES ARISING To verbally report any issues arising following the opening of the Colwall Railway bridge.	
11.	CAPITAL BUDGET MONITORING To advise Scrutiny Committee on progress of the 2010/11 Environment Capital Programme within the overall context of the Council's Capital Programme.	43 - 48

12. REVENUE BUDGET MONITORING	49 - 56
To advise the Committee of the financial position for the Environment budgets for the period to 31 July 2010. The report lists the variations against budget at this stage in the year and the projected outturn for the year.	
13. ENVIRONMENT PERFORMANCE UP TO JUNE 2010	57 - 66
To report on the current outturns and progress against the actions for key national performance indicator targets within the remit of Environment Scrutiny Committee.	
14. COMMITTEE WORK PROGRAMME	67 - 74
To consider the Committee work programme.	

PUBLIC INFORMATION

HEREFORDSHIRE COUNCIL'S SCRUTINY COMMITTEES

The Council has established Scrutiny Committees for Adult Social Care and Strategic Housing, Children's Services, Community Services, Environment, and Health. An Overview and Scrutiny 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

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

1. Identifying Areas for Scrutiny

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

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

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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 and Strategic Housing.

Children's Services

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

Community Services Scrutiny Committee

Cultural Services, Community Safety (including Crime and Disorder), Economic Development and Youth Services.

Health

Scrutiny of the planning, provision and operation of health services affecting the area.

Environment

*Environmental Issues
Highways and Transportation*

Overview and Scrutiny Committee

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

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- Inspect background papers used in the preparation of public reports for a period of up to four years from the date of the meeting. (A list of the background papers to a report is given at the end of each report). A background paper is a document on which the officer has relied in writing the report and which otherwise is not available to the public.
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HEREFORDSHIRE COUNCIL

BROCKINGTON, 35 HAFOD ROAD, HEREFORD.

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HEREFORDSHIRE COUNCIL

MINUTES of the meeting of Environment Scrutiny Committee held at The Council Chamber, Brockington, 35 Hafod Road, Hereford on Monday 28 June 2010 at 5.00 pm

Present: Councillor RI Matthews (Chairman)
Councillor PJ Watts (Vice Chairman)

Councillors: WU Attfield, DJ Benjamin, TW Hunt, PM Morgan, A Seldon and NL Vaughan

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

9. APOLOGIES FOR ABSENCE

Apologies were received from Councillors: CM Bartrum, DW Greenow, JW Hope.

10. NAMED SUBSTITUTES

There were no substitutes.

11. DECLARATIONS OF INTEREST

No interests were declared.

12. MINUTES

The Democratic Services Officer requested that in Minute No 4. the word 'local' be inserted before the word contractors in the final line. In relation to Minute No 5 he requested that the following wording be substituted: reference to all aspects of unsurfaced county roads, including their inspection, as this matter didn't seem to be adequately covered under the.... In part (a) of the resolution the words 'the inspection of' be removed.

RESOLVED: That subject to incorporating the above amendments the minutes of the meeting held 7 June 2010 be confirmed as a correct record and signed by the Chairman.

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

A suggestion had been received from Mr Brandon Jones, Kings Caple, concerning an alleged non-compliance with the Polytunnel Policy. The Committee were informed that the issue was: known to the planning department; was currently being processed through the Council's complaints procedure and related to a specific incident.

The Committee thanked Mr Brandon Jones for his suggestion but considered it inappropriate to scrutinise this particular matter.

14. CLIMATE CHANGE AND CARBON REDUCTION

The Committee were updated on plans to reduce carbon emissions.

The Assistant Director, Environment, Planning and Waste presented the agenda report and highlighted that the Council had been selected to take part in the Carbon Trust Local Authority Management Programme. The programme was a major initiative and the Council will benefit from the services and expertise of the Carbon Trust. Further details were given in the report. He further highlighted that considerable work had gone into updating the wider Herefordshire carbon reduction delivery plan and associated action plan. The action plan now included actions from several Herefordshire Partnership Policy & Delivery groups and some partners. The Herefordshire Environment Partnership leads on the plan. While good progress had been made in relation to carbon issues, as previously reported to Committee, a step change in thinking, planning, collaboration and implementation was now needed to achieve the considerable reductions in carbon emissions from businesses, transport, housing and land use was required to meet the LAA target.

The Sustainability Manager elaborated on key aspects contained in the report and planned actions contained in Appendix B, Herefordshire Partnership Carbon Reduction Action Plan (NI186), issued at the meeting.

During consideration of the report the following principal points were noted:

- The Committee appreciated the work undertaken by the Herefordshire Environment Partnership and in particular its Chairman Mr. R. Garner.
- It was essential that all directorates engaged in the collection of baseline data to ensure that accurate evidence was gained to show true carbon savings were achieved. While carbon reductions had already been achieved e.g. through changes to waste collection, further reductions could be achieved across the whole of the Council services.
- Members requested further detail about the action plan and it was suggested that an informal all member workshop on the subject be organised for autumn 2010.
- While the Local Area Agreement target rewards grant had been withdrawn by government, the need to continue with carbon reductions for the benefit of the County should continue as in many cases financial savings could also be obtained.
- NI 186 involved a county-wide carbon reduction and Herefordshire would benefit greatly from the specialist advice and expertise of the Carbon Trust.
- It was suggested that greater emphasis needed to be placed on educating the population to the benefits of carbon reduction and how every individual could make a difference.

RESOLVED: That

- 1. The Committee's appreciation be conveyed to the Herefordshire Environment Partnership and in particular its Chairman Mr R. Garner, for the work they had undertaken;**
- 2. all Directorates make every effort to establish accurate baseline data to ensure that true carbon savings were achieved;**
- 3. The Committee supports an all member workshop on the carbon reduction plan and how through the plan financial saving can also be made.**

15. **SCHOOL TRAVEL PLANS AND THEIR CONTRIBUTION TO MEETING THE ENVIRONMENTAL TARGETS**

The Committee considered an overview of progress on Herefordshire Schools Travel Plans and the contribution that reducing travel to school by car makes to reducing carbon emissions.

The Transportation Manager presented the agenda report and highlighted that encouraging more sustainable journeys on the school run was one of the key aims of the Council's Local Transport Plan (LTP) and formed an important part of the strategy to reduce traffic congestion and reduce carbon emissions. 97% of Herefordshire schools now had travel plans in place and the School Travel Advisor was targeting those without plans to support their development in 2010/11 to secure 100% coverage in line with government target.

During debate the following principal points were noted:

- Following government cuts the future of grants for school travel plans was uncertain. Funding for support work was obtained from various government grants and was similarly uncertain.
- On seeking further clarification regarding the funding position e.g. a comparison pre and post funding cuts, the Director of Resources reported he anticipated that a report on how the cuts would effect the Councils funding would be made to Cabinet and Overview & Scrutiny Committee later in the year when the full position was known.
- The Committee noted that the three Herefordshire Colleges (Technical; Art & Design and 6th Form) were not included in the travel plan scheme, however, they were required to put in place a plan as a condition of a planning application. The Committee requested an update on how the colleges were complying with this condition.
- Herefordshire compared favourably against the national average for schools with travel plans. The 6 schools in the county without plans will be targeted. Of the 6 schools, only one was a state school (Leominster Junior) which was due to be redeveloped. The others were independent schools with a high percentage of boarders.
- While schools promoted car share schemes it was difficult for them to 'broker' individual arrangements. Responding to questions on the private use of mini busses the Committee were informed that a number of parents had considered organising their own mini bus service but that the costs involved, child security and CRB checks had been a deterrent. On seeking clarification of the CRB issue the Committee suggested that legal opinion be sought to clear up any myth or misunderstanding.
- Questioned whether schools reviewed their travel plans, the Cabinet Member (Highways and Transportation) acknowledged that this needed revisiting, however, areas of good practice were highlighted through the annual awards to schools.
- Noting the number of mini busses used by schools (see agenda item No 8 – Council Vehicle Fleet) the Committee requested that officers ensure that the mini bus fleet was fully utilised.
- In view of the number of vehicles in use during the 'school run' the Committee requested that the Assistant Director, Highways, Transport and Community Services write to all chair's of school governors reminding them of the importance school travel plans have in contributing to carbon reductions in the County.

RESOLVED: That

1. **A member briefing note be produced setting out the position concerning how the three Herefordshire Colleges were complying with the planning conditions in relation to travel plans;**

2. new build school schemes incorporate lessons learned from previous schemes e.g. Riverside, on designing in the best and safest routes to school for pupils thereby encouraging walking and cycling;
3. The actual situation concerning CRB checks be checked with Legal Services to stop the proliferation of incorrect information;
4. Officers investigate whether the school mini bus fleet is fully utilised; and
5. the Assistant Director, Highways Transport and Community Services is requested to write to chair's of school governors to remind them of the importance school travel plans have in contributing to carbon reductions in the County

16. COUNCIL VEHICLE FLEET

The Committee received a report outlining the results of the Council vehicle fleet review.

The Assistant Director, Highways, Transport and Community Services presented the report and highlighted that the review confirmed that the Council's current fleet had a total of 149 vehicles. The previous estimate of 204 vehicles had included a number of vehicles owned by other organisations, mainly schools, but insured via the council. The review had also identified a number of vehicles that had been confirmed as having been disposed of. A number of vehicles had also been added to the list. Interim procedures had been put in place to ensure that the fleet asset register was kept up to date and the Corporate Risk Team informed of all acquisitions and disposals of vehicles.

The Director of Resources confirmed that the appendix to the report formed the corporate list and that an officer within the Council's Resources Directorate had taken ownership of the fleet asset register to ensure that the new procedures were followed.

The Business Change Manager reported that based on a set of criteria, considered by Committee in March 2010, options had been assessed and a preferred approach had been identified. The preferred option was for the strategic partnership with Amey to be used to deliver fleet management if a suitable service delivery agreement (SDA), schedule of rates and outcome targets can be agreed.

During consideration of the report the following principal points were noted:

- Responding to a suggestion that a Fleet Manager be employed, including associated support and software systems, the Director of Resources responded that this was unlikely to be cost effective in view of the relatively low number of vehicles involved and therefore other avenues were being explored first e.g. through Amey.
- It was acknowledged that in the long term the wide range of makes of vehicles could be rationalised and savings made.
- Due to vehicles being operated by individual directorates there was currently no method of determining the mileage undertaken while on Council business. A system of management information would be established. The Committee requested that a further report be presented to the November meeting to include possible financial and CO2 savings.
- The Committee noted that Amey and FOCSA already had vehicle tracking systems operating in their fleets.

RESOLVED: That

1. **The Committee supports the aim to rationalise the vehicle fleet and ensure that vehicles used are the best for the job, energy efficient, low CO2 emissions and present a good example to members of the public.**
2. **A further update report be presented to the November 2010 Committee to include an indication of possible cost and CO2 savings.**

17. REVENUE BUDGET MONITORING

The Committee were advised of the financial revenue outturn position for the Environment budgets for 2009/10 and the agreed budget for 2010/11 highlighting the emerging pressures.

The Director of Resources representative presented the report and highlighted that the final outturn position for Environment for 2009/10 was an overspend of £406k. The budget for Environment in 2010/11 was £24,818k and was managed within two directorates; Sustainable Communities (£22,809k) and Public Health (£2,009k). Further detail on the budgets was contained in the agenda report and its appendix.

In response to questions the Committee received further explanation on how the Pay on Foot pilot scheme at Maylord car park would work and possible implications.

Referring to report paragraph 16, the Committee noted that the Waste Disposal final reconciliation for 2009/10 had been completed and had come in under 1%, however, the Cabinet Member (Environment and Strategic Housing) warned that while the budget had experienced an underspend over the last few years this situation may not continue.

The Maylord car park rent review had been negotiated by Property Services.

Arising from national government savings the future funding of concessionary travel was unclear.

RESOLVED: That the Revenue Budget monitoring report be noted.

18. CAPITAL BUDGET MONITORING

The Committee were advised of the final outturn position for the 2009/10 Environment Capital Programme within the overall context of the Council's Capital programme and the proposed Environment Capital Programme for 2010/11.

The Director of Resources representative presented the report and highlighted that the final outturn for the 2009/10 Environment capital programme was £17.4 million, and this was set out in more detail in the report and appendix 1. The current budget for 2010/11 was £18.5 million and was further described in the report and appendix 2.

The Committee noted that the Ross Flood Alleviation Scheme had been fully funded by the Environment Agency.

RESOLVED: That the Capital Budget monitoring report be noted.

19. ENVIRONMENT PERFORMANCE OUTTURN FOR 2009/10

The Committee received an update on the outturn of key national performance indicator targets for Environment Scrutiny Committee.

The Sustainable Communities Director presented the report and highlighted that the majority of targets across the services had been reached and work continued within the services to implement any actions and improvements to address any targets that are currently failing. Overall there had been improvement in the targets through the delivery of action plans, however, some indicators had still failed to reach the target. Performance was detailed in the report and appendix.

Responding to a question on the planning targets the Assistant Director, Environment, Planning and Waste reported that two of the three sub targets of this indicator were rated as blue as they were on target, with the remaining one not coming in on target and therefore rated as red. The delay in processing planning applications was attributed to initial technical problems with the CIVICA software, implemented in September, however, significant progress had now been made towards clearing this backlog.

RESOLVED: That the performance outturn report for 2009/10 be noted.

20. COMMITTEE WORK PROGRAMME.

The Committee considered its work programme.

RESOLVED: That subject to the inclusion of any issues identified earlier in the meeting the work programme be agreed and recommended to the Overview and Scrutiny Committee for approval.

The meeting ended at 6.52 pm

CHAIRMAN

MINUTES of the meeting of Environment Scrutiny Committee held at The Council Chamber, Brockington, 35 Hafod Road, Hereford on Tuesday 13 July 2010 at 2.00 pm

Present: Councillor RI Matthews (Chairman)
Councillor PJ Watts (Vice Chairman)

Councillors: WU Attfield, CM Bartrum, DJ Benjamin, JW Hope MBE, TW Hunt, PM Morgan and A Seldon

In attendance: Councillors: WLS Bowen, TM James, JG Jarvis (Cabinet Member - Environment and Strategic Housing) and RV Stockton.

21. APOLOGIES FOR ABSENCE

Apologies were received from Councillor DW Greenow. Apologies were also received from Councillor DB Wilcox, Cabinet Member (Highways & Transportation).

22. NAMED SUBSTITUTES

There were no named substitutes.

23. DECLARATIONS OF INTEREST

No interests were declared.

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

The Chairman reported that Mr P McKay had submitted a list of 22 areas for scrutiny. As they all related to the Public Rights of Way Service he proposed dealing with the list under that agenda item.

25. THE HEREFORDSHIRE LOCAL ACCESS FORUM

The Chairman introduced Mr R Gething (Chairman) and Mr N Barnes, (Vice-Chairman) of the Herefordshire Local Access Forum (HLAF) who informed the Committee of the work of the HLAF.

Mr Gething thanked the Committee for the opportunity to address the meeting. An outline of the areas they wished to cover had been set out in the agenda, including the terms of reference for the HLAF.

The principal points highlighted during the brief presentation by Mr Gething were:

- HLAF was a statutory body set up under the Countryside and Rights of Way Act 2000 to give independent advice to the local authority and other specified bodies on access, rights of way and other associated matters, at a strategic level;
- In addition to the main body HLAF also has a number of working groups to look at legislation, route development and rights of way improvement plans (ROWIP);
- They worked with neighbouring authorities e.g. Brecon Beacons National Park Authority, to achieve cross border initiatives;

- They had been one of five LAFs in England that took part in a National Pathfinder Project on recording rights of ways - part of the Discovering lost ways project – which had resulted in a report to the government minister.
- Contributions had been made through consultation processes to a number of important local and regional strategic policy issues.
- The HLAF would continue to work with the Council on the review of the ROWIP, provide an independent focus and promote the adoption of best practice in the management of rights of way.
- An indication was given of the range of issues considered at HLAF meetings noting that main meetings were open to the public.

In response to questions the following principal points were noted:

- HLAF meetings were advertised through the Rights of Way section of the Council's web site. While greater publicity was being looked at this had to be balanced against the costs involved. A suggestion was made that meeting dates could be included in Herefordshire Matters.
- Public rights of way provided many benefits to the public e.g. through health promotion and tourism income.
- Greater national awareness of the work in Herefordshire had been achieved through taking part in the National Pathfinder Project.
- Noting that parish councils had a large number of footpaths through them, the Forum would welcome being contacted on any general or strategic issues. The Forum also wished to see further support to the Parish Paths Scheme and would welcome Parish Footpath officers attending the Forum meetings.
- HLAF were satisfied that reports and advice given to the Council were being adequately dealt with.

The Chairman thanked Mr Gething and Mr Barnes for the presentation and for answering the Committee's questions.

RESOLVED: That the presentation be noted and the Herefordshire Local Access Forum thanked for the work they undertake.

26. UPDATE ON OPERATION OF PLANNING COMMITTEE AND ENFORCEMENT FUNCTION

The Committee received an update on the progress of both the single Planning Committee and the planning enforcement function.

The Assistant Director – Environment, Planning and Waste, presented a two part report. The first part outlined the background, introduction and current operation of the new Planning Committee including statistics on the number of applications considered and duration of meetings. The report also set out a number of key issues for the future which he briefly expanded upon.

The Cabinet Member (Environment and Strategic Housing) commented that the issues raised by the Audit Commission and the Committee's own scrutiny review and subsequent comments by Councillors had been taken into account. He emphasised that proper ground rules were in place to ensure that planning decisions were in accordance with the law. Based on evidence of concern raised by the local community, Councillors had a defined process to enable applications to be redirected to Planning Committee. Councillors were also now able to become more involved in applications at a ward level.

The Assistant Director - Environment Planning and Waste, presented the second part of the report which set out that the recent restructuring of the Planning Service had brought about the creation of a dedicated planning enforcement team with the objective of raising the level, intensity and monitoring of the enforcement regime under the Town and

Country Planning Acts. The report also set out recent enforcement activity and key elements that the team would be focusing on.

Responding to concerns raised about application registration times the Assistant Director – Environment, Planning and Waste reported that he was already looking at possible improvements to the system.

Noting that no Section 215 notices had been issued the message this relayed to property owners was questioned. The Assistant Director – Environment, Planning and Waste responded that properties potentially subject to a S215 notice were monitored.

Responding to various questions concerning Section 106 income and conditions the Assistant Director – Environment, Planning and Waste responded that for the last 16 months an officer had been appointed to increase the monitoring of S106 agreements. While not all agreements related to financial commitments some £1.1m had been secured. However, the economic downturn had affected or delayed the performance of some agreements.

Inspection work undertaken by the Planning Service was undertaken based on a schedule of priorities and was normally undertaken within 5 working days.

RESOLVED: That the report be noted and a Member briefing note be provided on the work of the Section 106 officer together with progress on implementing and monitoring agreements.

At this point the Committee adjourned for 5 minutes and reconvened at 3.12 pm

27. A REVIEW OF THE RIGHTS OF WAY SERVICE PERFORMANCE AND OUTCOMES

The Committee was informed of the scope of the key areas of the rights of way service and received clarification on Amey and the Council's roles, outcomes and progress towards those outcomes. The agenda report also clarified some of the regular rights of way related issues raised by members of the public, including the relationship between the statutory List of Streets and the Definitive Map.

The Chairman reported that a detailed list of suggested areas for scrutiny had been received from Mr McKay – copies of which had been circulated to Committee members. As the list related to subjects for debate under this agenda item the Chairman proposed that the list be passed to officers. Officers would then inform the Chairman and Vice-Chairman of their response to the issues raised. The Chairman and Vice Chairman would then consider whether to recommend to the Committee that any further report(s) be considered for inclusion in the committee work programme.

The Chairman further reported that a question had been submitted by Mr Everitt. While the question related to a number of personal issues it mainly asked whether a satisfactory and acceptable level of rights of way service was being provided. The Chairman and Vice Chairman undertook to incorporate the issues raised into the Committee's questions.

The Parks, Countryside and Leisure Development Manager (PCLD Manager) reminded the Committee that in response to the existing backlog of work in the service, the transfer of the service to Amey Herefordshire, and a number of queries from the public, the Committee had requested a report on the service. He presented the agenda report which set out:

- an overview of the service including its transfer to Amey;
- the responsibilities of Amey and the Council;

- the public rights of way legal order functions including performance in achieving those orders; statistics on the outstanding legal order work; the method of prioritisation and how the backlog was being tackled.
- the historic position regarding maintenance of the network, the current backlog position, the method of prioritisation of works, the involvement of the parish councils, and initiatives to tackle the backlog.
- benchmarking against other authorities as further set out in Appendix D to the report (Shropshire, Warwickshire, Gloucestershire, Monmouthshire)
- the methods that the Council and Amey used to communicate, promote and engage with local communities and the wider public.
- the characteristics, differences and questions raised by members of the public concerning the List of Streets and the Definitive Map.
- the designation and inspection of unsurfaced county roads.

Based on themes identified in the report the following principal points were made:

Service Transfer

Noting the budget and staffing position described in the report, questions were asked about how the extra staff were being funded and whether this would result in less resources for maintenance purposes. In response the Committee were informed that these were not extra posts but the employment of five staff now brought the staff complement up to full strength. The costs would be met from the staffing budget.

Details of what services were being delivered by Amey Herefordshire were set out in Appendix B to the report. For the first 10 months of the contract a number of key performance indicators had been agreed (appendix C to the report) and had been met.

Budget

The Committee noted that the capital and revenue budgets continued to be under pressure due to inflation as, in accordance with the Medium Term Financial Management Strategy, they had not been increased in line with the cost of contract prices.

Questioned on the maintenance budget the Committee was informed that maintenance was undertaken from the core budget which was under pressure from inflation. Finance made available through the Local Transport Plan (LTP) had enabled a number of specific projects identified in the ROWIP to be undertaken. The possibility of further LTP funding was currently uncertain.

Appreciating the social, economic and health benefits derived from the PROW network the Committee noted the figures in Appendix D suggested that other councils appeared to obtain income for its PROW network from other sources and questioned whether this County could be more proactive in seeking further income e.g. from its partners in the NHS and tourism. In response the Committee was informed that the figures in Appendix D had been supplied as basic details and, as each council had differing methods of accounting, variances would occur.

Maintenance

A suggestion was made that responsibility for the footpath network should be returned to the parish councils as parishes had originally been responsible for them. In response the Committee was informed that in addition to strategic development, the Council had a statutory responsibility for the maintenance of rights of way and whilst some powers could be delegated, as was the case through the P3 scheme, the statutory function could not be passed over. If individual parish councils were made solely responsible for day to day maintenance then it was suggested that the network as a whole would lose any co-ordinated /strategic approach to maintenance. Town and parish councils had various

powers relating to the management of public rights of way, primarily under the Highways Act 1980.

Herefordshire Council and Amey Herefordshire worked in partnership with 84 parish and town councils through the Parish Paths Partnership (P3) scheme. The P3 scheme covered one third of the PROW network. This involved Herefordshire Council providing a grant in return for the local council agreeing to carry out certain maintenance and improvement works on behalf of the local authority. While successful, further expansion of the P3 scheme would greatly reduce the Council's financial capability to undertake its statutory duties.

The Committee noted that landowners were responsible for maintaining stiles, gates and other structures used to enable access through hedges and fences and also responsible for ensuring rights of way were not blocked by obstacles such as crops, trees, and overgrowth. The Council was responsible for ensuring that landowners met their legal obligations and it was confirmed that the Council was taking a more robust approach to enforcement and the recovery of costs. The Committee questioned whether landowners were complying with their responsibilities and suggested that a number of maintenance issues should rightly be addressed by them. The Committee therefore recommended that landowners, possibly through the National Farmers Union (NFU), be reminded of their responsibilities concerning public rights of way over their property and of the benefits the PROW network brought to the county through tourism and health.

While the landowner was responsible for stiles and gates the Council was required to give a 25% grant towards the cost of installation. For efficiency reasons the Council now provided the gate in lieu of the grant and this had successfully increased the number of gates on the network.

The Committee noted that in accordance with the ROWIP, routes on the network had been categorised. These ranged from category 1 - a Herefordshire Council promoted route. e.g. Wye Valley Walk to category 4 - Paths with little or no amenity value. In essence maintenance works were prioritised against the categories. However, due to the maintenance backlog the timescales were not being met and therefore the priorities would need to be revised.

The Committee noted that much of the bridge stock on the network was coming to the end of its useful life. With the cost of a bridge replacement being in the region of £10–15k, in many cases paths were often closed for 2-3 years while resources were identified. It was reported that trials were underway with a local PROW bridge supplier to make bridge replacement cheaper and quicker.

Questioned on how resources were prioritised between maintenance and legal order functions the Committee was informed that no formal priority criteria existed. Both areas of work were required to be undertaken and therefore a balance had to be struck. Maintenance was undertaken in accordance with the established Inspection and Maintenance Policy.

Clarification was given regarding the various classifications of routes with public access. The Committee noted that the term green lane was used to describe any un-sealed route and had no legal significance.

Questioned on the provision of new routes in response to the needs of local residents, the Committee noted that a number of new routes had been identified in the ROWIP.

It was confirmed that the Council, not the Environment Agency, was responsible for the maintenance of public rights of way that were subject to river erosion.

Legal Order Functions

Noting that the original definitive map dated back to the late 1940s it was confirmed that parish councils had been made aware of the various updates. It was acknowledged that there was a backlog in definitive map modification order (DMMO) determinations. Asked about the time taken in determining a DMMO the Committee were informed that both Highways Act and DMMO applications, from receipt of an application through to a change on the definitive map, typically took many years to complete and depending on the complexity of the case, certainly the best part of 10-15 years was not unknown.

Noting the characteristics of and differences between Public Path Orders (PPOs), which were a discretionary power, and Definitive Map Modification Orders (DMMOs), which were a statutory duty, the Committee explored whether any advantage could be gained for example by reclassifying applications thereby speeding up the processing and helping to clear some of the backlog. The Committee were informed that the two were separate entities. While the format of the process was similar, legal tests relating to PPOs and DMMOs were fundamentally different and had to be treated accordingly.

On debating the DMMO backlog the Committee noted that a national working group made up of representatives of the major interested parties and sponsored by DEFRA and Natural England had recently issued its final report with a series of recommendations as to how this problem could be tackled. It was noted that in reality the recommendations, even if adopted, may streamline the process but would not radically shorten it. The future of the report was uncertain given the recent change in government. The proposed cut off date of 2026 for DMMO applications under the Countryside and Rights of Way Act 2000 had so far not been enacted.

The Chairman of the Herefordshire Local Access Forum reported that the Forum were seeking a meeting with the government Minister and MPs to present the case for reforms to the acts and processes governing PROW, some of which were archaic and overly complex. The Committee requested that the Council, including the Chairman and Vice-Chairman of this Committee, be included in any discussions with ministers and MPs and that the Rights of Way Service and the Legal Service offer whatever assistance they could to the Forum in presenting a case for simplifying and streamlining the system.

Questioned on the delay in processing the legal orders the Committee noted that delays occurred due to the legal process and limitations on resources and were not due to Legal Services. It was acknowledged that the work load of Legal Services would be effected if the volume of approved legal orders was increased.

Responding to whether a DMMO stopped people walking a path the Committee were informed that some DMMOs could do so, however, others may relate to a path that hadn't been used for many years, but which may be valuable in the future.

It was confirmed that town and parish councils were involved in checking the accuracy of the Definitive Map and that they, in common with the public, could apply for changes.

The Committee noted the level of fees applicable to PPOs and that, rather than review the fees, a revised process was being considered for dealing with applications, namely by applicants being referred to consultants to prepare the case for consideration. The new process would enable resources in the Service to be moved to processing DMMOs. The cost to applicants would therefore vary depending on the complexity of the case. Amey would still process issues of public benefit. The Committee appreciated that, assuming resources were moved to DMMOs as indicated above, it would still take a considerable time to clear the backlog. It was also appreciated that when a DMMO was confirmed it could bring with it maintenance issues and costs.

Benchmarking

In considering the benchmark data (appendix D) the Committee noted that it was difficult to compare authorities as there were variations in how services were delivered, data collected and assessments made. While it seemed that Herefordshire Council was not alone in its backlog of work and pressures, the Committee wished to ensure that performance monitoring continued, improvements were identified and best practice was adopted.

Communication

Responding to comment about the public availability of information about PROW it was noted that the public rights of way web pages on the Council's site had recently been completely reviewed with more relevant information being added. A number of suggestions had been considered about what should be added to the site but had in some cases been rejected as the information would not be factual, not be of interest to the wider public and could potentially cause unnecessary anxiety to landowners and householders.

With maintenance works typically taking weeks or years to complete it was questioned whether the public were able to find out whether a route could be accessed. In response the Committee noted that the maintenance position changed on a daily basis and it would be time consuming, and possibly misleading or confusing, to list all maintenance works on the website. However, public information on network accessibility would be further investigated.

List of streets

The Highway Network Manager reported that the List of Streets was kept under section 36(6) of the Highways Act 1980. The Council had a statutory duty to maintain the list of streets and correct the list as appropriate. While there was no particular requirement on the Council to put any particular procedure in place to undertake this task, given the duty to maintain the list and a need to manage the process to ensure that suggestions for change were dealt with consistently and appropriately and in line with quality assurance standards, a procedure was being developed.

Unsurfaced County Roads

The Highway Network Manager reported that unsurfaced county roads were included under the heading of Rural Access Roads in the Highways Maintenance Plan. Rural Access Roads were defined as "Roads sometime serving rural properties, often unmetalled and providing access to the countryside carrying only access traffic". The designation was a local one and not statutory. There were 144 kilometres (90 miles) of roads without a sealed surface within the county. They were inspected for the risk they pose to the public and as such were regarded as low priority in the overall category rating of highways. They were generally not signposted on the ground and there was no legal requirement to do so. The condition of unsurfaced roads varied considerably as did the maintenance required to make them drivable or in some cases passable. To open up the whole network of unsurfaced county roads would require considerable investment for routes which were a very low priority.

Questioned on whether any benefit could be derived from moving responsibility for unsurfaced roads from Highways to the PROW team, the Highway Network Manager responded that as both teams were answerable to the same directorate and maintenance for both was delivered by Amey, no financial or priority benefit would be derived from such a change.

Questioned on the enforcement and maintenance of unsurfaced roads the Committee were informed that this also had to be prioritised and currently the focus was on the public rights of way network.

RESOLVED: That

1. the list of suggested issues for scrutiny submitted by Mr McKay be forwarded to officers. Following consideration of the officer's response the Chairman and Vice-Chairman be authorised to decide whether any issue(s) should be brought to Committee for consideration as part of the Committee work programme.
2. the Parks, Countryside & Leisure Officer investigate the possibility of obtaining funding from other 'partners' who benefit from the public using the rights of way network e.g. NHS, tourism;
3. further consideration be given to how the public are informed about route closures, particularly major tourist routes, on the PROW network;
4. consideration be given to approaching the NFU to urge them to remind their members of their responsibilities concerning any Public Right of Way over their property; and
5. should the Herefordshire Local Access Forum extend an invitation to Herefordshire Council to meet with the Minister and MPs to discuss PROW issues, the Executive be requested that the Chairman and Vice-Chairman be invited to represent the views of the Committee.

28. COMMITTEE WORK PROGRAMME

The Committee considered its work programme.

RESOLVED: That the Committee work programme be agreed and recommended to the Overview & Scrutiny Committee for approval.

The meeting ended at 5.05 pm

CHAIRMAN

MEETING:	ENVIRONMENT SCRUTINY COMMITTEE
DATE:	13 SEPTEMBER 2010
TITLE OF REPORT:	LOCAL DEVELOPMENT FRAMEWORK
REPORT BY:	ANDREW ASHCROFT, ASSISTANT DIRECTOR, ENVIRONMENT PLANNING AND WASTE

CLASSIFICATION Open

Purpose

To update the Committee on progress with the Local Development Framework

Recommendation

THAT: The report be noted

Key Points Summary

- The main consultation on the emerging Local Development Framework took place in January, February and March 2010 under the title of “Place Shaping Paper” and achieved a high level of response. The consultation results have been published on the Council’s website
- Advice from the Planning Inspectorate in February was that, where more than one option was suggested in the Place Shaping Paper these needed to be refined down to a single Preferred Option and a further consultation be undertaken. That “Follow-on” consultation is being done in stages from July through to November 2010, starting with three of the Market Towns, the Rural Areas and a package of general policies in July, August and September, to be followed with consultation on the Preferred Options for Hereford and outstanding general policies in September, October and November.
- In July 2010 the new Secretary of State revoked the Regional Spatial Strategy which has had a number of consequences. Notably, in some topic areas, targets and policies formerly in the regional plan have had to be incorporated into the emerging Core Strategy, for example, for such topics as Minerals, Waste, Gypsies and Travellers, Affordable Housing and employment and housing targets and trajectories generally.(These all accord with the general tenor of the resolution of full Council at its meeting on 13th November 2009, minute 52 refers).
- The new government is reviewing a number of planning policies and promises a “Localism” Bill in the autumn. This, it is hoped, will be compatible with the Council’s own “Localities” agenda as an approach to planning local service provision, The Local Development Framework needs to be flexible enough to take on board such changes in national and local policy.
- Progress with the Local Development Framework now depends on completing a programme of consultation through the autumn, in time for analysis and finalisation of recommended policies as soon as possible in the New Year. It is currently anticipated that the Core Strategy will be

Further information on the subject of this report is available from
Peter Yates, Planning Policy Manager on (01432) 261952

reported to full Council at its meeting on 4th February 2011 with a recommendation that the policies be submitted to the Secretary of State for public examination and subsequent adoption later in 2011.

- The Local Strategic Partnership and Members of the different political groups have been kept apprised of progress through the Local Development Framework Task Group. Minutes of the Task Group meetings are publicised on the Council's website.

Alternative Options

- 1 The current planning policies of the Council are set out in the Unitary Development Plan 2007, which has a plan period to 2011. New planning policies are required to influence and control development for the next plan period especially to ensure close alignment between the Sustainable Community Strategy and the Council's planning policies. The Local Development Framework will set out the new planning policies and there is no sensible alternative to preparation of the Local Development Framework to an appropriate timetable.

Reasons for Recommendations

- 2 To keep the Environment Scrutiny Committee apprised of progress with the Local Development Framework.

Introduction and Background

- 3 Progress is being made on the Local Development Framework to replace the Council's planning policies set out in the Unitary Development Plan. This is being carried out against a background of changing national policies, but needs to be progressed in order to ensure that the Council's planning policies align with its other policies especially the Sustainable Community Strategy and the emerging localities work. A comprehensive programme of consultations is under way and it is intended to report a recommended Core Strategy (the central strategy document of the Local Development Framework) to full Council for consideration on 4th February 2011.

Key Considerations

- 4 The Council's planning policies are part of the Council's Policy Framework as set out in the Council's constitution. These policies currently take the form of the Unitary Development Plan (UDP). Those policies have been through a formal process of being "Saved" and will remain in place until they are superseded by the Local Development Framework. The UDP has a nominal end-date of 2011 and the policies need updating for a variety of reasons including changing circumstances, the need to align Council's policies with the future Sustainable Community Strategy and to reflect Council priorities though such matters as the Localities agenda. The Local Development Framework itself will be a portfolio of documents with the principal strategic document being the Core Strategy. The full set of documents to be included in the Local Development Framework are defined in the Local Development Scheme which was authorised by the Cabinet member and approved by the Secretary of State in June 2010. It is published on the Council's website.
- 5 In January, February and March this year an extensive consultation exercise was carried out with the document the "Place Shaping Paper" – this set out planning policy options for the whole County for the period to 2026. There was an extensive consultation programme involving over 60 events with an aggregate attendance of around 3,000 people over a ten week period. The consultation responses have now been published on the Council's website and the analysis is largely complete.

6. In February 2010 advice was sought from the Planning Inspectorate over the potential soundness of the proposed policies. Whilst the Place Shaping Paper was highly regarded, it was also advised that, where there is still more than one option under consideration, a further round of consultation will be required over a single preferred option. Consequently further rounds of consultation have been planned where draft policies needed refining down to just one preferred option.
7. The programme of follow-on consultations is currently in progress in accordance with a timetable agreed by the Local Development Framework Task Group and the Cabinet Member. In July, August and September consultations have been underway in respect of three of the Market Towns, the Rural Areas and a set of thematic policies for such matters as Minerals, waste, Gypsies, Affordable Housing and others. In September consultation will take place over Hereford issues and other thematic policies including one for renewable energy.
8. The evidence base is being further developed with updates of the Retail Study, Employment Land Study and Strategic Housing Land Assessment, a renewables energy study, an economic viability study and other various updates in progress.
9. Ward Members seminars have been held for the three Market Towns (Bromyard, Ledbury and Ross) where the options needed refining further and these have been followed up by public events. Two briefing sessions for rural Ward Members took place in July and a session was arranged for Parish Councillors on 1st September. A Members' seminar on Affordable Housing policy is also planned for 20th September and a programme of events is being arranged for Hereford issues.
10. The public is being involved by individual letters of correspondence to everyone on the Local Development Framework database, through articles in the Press, and through public meetings where practicable.
11. In summary, a very intensive period of member involvement and public consultation is underway from July through to the beginning of November but, significantly, with selected and targeted consultations on outstanding matters rather than expecting people to comment on everything at once.
12. In July 2010 the Secretary of State for Communities and Local Government announced that he was revoking all regional spatial strategies. The basic thrust of the West Midlands Regional Spatial Strategy had been agreed by Cabinet at various meetings in 2007 and 2008, and the overall concepts behind it, as far as they affected Herefordshire, were also discussed and endorsed at the full Council meeting in November 2009 (minute 52). The evidence behind the Regional Spatial Strategy was examined in public in 2009 with the Inspectors' Panel Report being issued in September 2009. This all adds up to substantial evidence base which has been tested in public and found to be sound. On this basis, and notwithstanding the Secretary of State's announcement, work has continued to be supported by the evidence behind the Regional Spatial Strategy. This approach has been reported to the Local Development Framework Task Group.
13. The Government has also promised a new "Localism Bill" in the Autumn but, at the time of drafting this report, information on that is not available. It is to be hoped that the Council's own localities agenda will be compatible with the principles behind the localities bill, (and experience with the Hearts of Herefordshire programme may also prove to be of benefit).
14. Progress with the Local Development Framework now depends on completing a programme of consultation through the autumn, in time for analysis and finalisation of recommended policies as soon as possible in the New Year. It is currently anticipated that the Core Strategy will be reported to full Council at its meeting on 4th February 2011 with a recommendation that

the policies be submitted to the Secretary of State for public examination and subsequent adoption later in 2011

15. The Local Strategic Partnership and Members of the different political groups have been kept apprised of progress through the Local Development Framework Task Group. Minutes of the Task Group meetings are publicised on the Council's website.

Community Impact

16. The proposed policies have been drafted to align as closely as possible with the Council's wider policies which impact on community matters and fall within planning influence. The involvement of the Local Strategic Partnership is maintained through the Local Development Framework Task Group which, apart from LSP membership, also includes representative Members from the minority political groups on the Council.

Financial Implications

17. Preparation of the LDF is being carried out from within existing budgets which are reviewed annually in the ordinary way.

Legal Implications

18. The Council has a statutory duty to prepare the Local Development Framework.

Risk Management

19. The principal risk of not having a Local Development Framework is that the opportunity will be lost to guide development to meet the Council's broader priorities as set out in the Sustainable Community Strategy and other strategies and programmes. There are other risks associated with delay in terms of lost funding opportunities and reliance on the increasingly dated policies of the Unitary Development Plan. With a new government at national level it is expected that new policies and priorities will be required and the emergence of the Local Development Framework will allow the Council to better manage any spatial planning issues these raise.

Consultees

20. Extensive community consultations have been carried out and continue to be carried out as outlined above. All consultations on the Local Development Framework have to comply with the Council's own Statement of Community Involvement which was adopted in 2007 and is itself part of the Local Development Framework.

Appendices

21. None

Background Papers

None identified. (all relevant reports and background studies are published on the Council's website).

MEETING:	ENVIRONMENT SCRUTINY COMMITTEE
DATE:	13 SEPTEMBER 2010
TITLE OF REPORT:	LOCAL TRANSPORT PLAN - UPDATE
PORTFOLIO AREA	HIGHWAYS AND TRANSPORTATION

CLASSIFICATION: Open

Purpose

To update the Committee on progress in preparing the third Local Transport Plan (LTP), highlighting the timetable for completing the plan and further involvement of the Committee.

Recommendation:

THAT: The report be noted.

Key Points Summary

- Herefordshire Council is required to review and replace the current LTP, taking into account local priorities, government guidance and the Local Transport Act 2008.
- The LTP and emerging Local Development Framework (LDF) Core Strategy are being developed in tandem to ensure both strategies work together and that transport supports the development of the County.
- A draft LTP is currently being prepared which will be made available for comment following Cabinet's consideration of the LDF Core Strategy Preferred Option for Hereford on 16 September.
- A further report will be made to the Environment Scrutiny Committee when it meets 26 November 2010.

Alternative Options

- 1 The current transport policies of the Council are set out in the LTP2 2006/7 to 2010/11. Revised transport policies are required to influence sustainable development for emerging LDF Core Strategy and ensure close alignment with Sustainable Community Strategy. It is a statutory requirement for the Council to adopt a new Local Transport Plan by the 1st April 2011 and there is no sensible alternative to preparation of the LTP to an appropriate timetable.

Further information on the subject of this report is available from
Ben Watts, Senior Transport Planning Officer (01432) 383655

Reasons for Recommendations

- 2 To keep the Environment Scrutiny Committee apprised of progress with the LTP

Introduction and Background

- 3 Progress is being made to replace the Council's existing LTP. This is being carried out against a background of changing national policies, an emerging local land use strategy and to ensure that the Council's transport strategy is aligned with the Sustainable Community Strategy.

Key Considerations

About the LTP

- 4 The LTP forms part of the Council's Policy Framework and informs the Council's Capital Strategy. It is a statutory duty for local authorities to develop their next Local Transport Plans in time for 1st April 2011.
- 5 The new LTP will comprise the following key elements:
 - 15 year strategy for transport in the County covering the period 2011 to 2026. The strategy will set out how we will support housing growth and the economic development of the County, further improve road safety and support carbon reduction through an emphasis on sustainable transport.
 - An implementation plan which sets out a programme of scheme delivery for the first 4 years of the strategy – 2011/12 to 2014/15. (The development of the implementation plan will need to have regard to the Governments timetable for its comprehensive spending review and subsequent publication of the transport settlement which is anticipated in December 2010).
 - A suite of transport policy statements which provide more detail on specific themes including parking strategy and public transport.
- 6 The LTP Strategy and emerging Local Development Framework (LDF) Core Strategy are being developed in tandem to ensure both strategy documents fully complement each other. The LTP's main public consultation took place in January, February and March 2010 when it shared the stage with the LDF during the Place Shaping consultation. The consultation results have been published on the Council's website. A further stakeholder consultation is planned during the autumn 2010 to capture views on emerging strategy proposals.

Timetable for Completing the LTP Preparation

- 7 The next steps in the preparation of the LTP Strategy include undertaking a programme of consultation through the autumn, in time for analysis and finalisation of the strategy by the end of the year. It is currently anticipated that the LTP will be reported to Cabinet on the 20th January 2011 and full Council at its meeting on 4th March 2011. A summarised programme timetable is identified below, including key Local Development Framework dates (shaded) :

Key Production Stage	Dates
LTP public consultation on vision and key transport issues	January to March 2010
LDF targeted consultation on Market Towns and Rural Communities preferred housing option	August 2010
LDF Core Strategy Cabinet consideration on preferred option – this will inform decision on relief road and preferred housing option	16 th September 2010
LDF targeted consultation on Hereford option	October 2010
LTP Stakeholder consultation on emerging Strategy document	October to November 2010
Comprehensive spending review announces scale of Government Departments savings	October 2010
Environment Scrutiny Committee	November 2010
DfT Settlement letter due and will inform LTP Implementation Plan	December 2010
LTP considered by Cabinet	January 2011
LDF Core Strategy considered by full Council	February 2011
LTP adopted by full Council	March 2011

- 8 The LTP stakeholder consultation is dependent on the Cabinet's decision regarding Hereford's preferred development option on the 16th September 2010 as the Hereford Transport Strategy is dependent on the land use proposals outlined in the LDF Core Strategy. Once agreed all Council Members will be informed of the consultation and the opportunity to comment on the emerging transport strategy. A letter and email will be distributed to all Council Members, Parish Councils, statutory consultees and local stakeholders to encouraging their input into the process. The written communication will provide a link to the Council's website where the strategy document can be viewed. Paper copies of the strategy can be provided upon request. At the end of the consultation period all comments received will be considered to allow amendments before the final strategy is presented to Cabinet and Council in early 2011.
- 9 The consultation will be complete in time for the more detailed consideration of the LTP at the Environment Scrutiny Committee on the 26th November 2010.

Community Impact

- 10 None in respect of this report.

Financial Implications

- 11 None in respect of this report.

Legal Implications

- 12 The Council has a statutory duty to prepare the LTP

Risk Management

- 13 The uncertainty regarding the Governments transport strategy and future funding allocations will impact the development of the LTP Implementation Plan. Until a formal announcement is made regarding the CSR on the 20th October and the Local Government Funding Settlement is received in December 2010 the Council will not be able to formally develop its Implementation Plan. This announcement should not impact upon the development of the LTP Strategy.

- 14 In developing an important, long term strategy which will affect the whole community there are risks associated with reputation, political support and community expectations. The robust management of this programme will minimise risks associated with development and adoption of the strategy.

Consultees

- 15 Community consultations have been carried out and continue to be carried out as outlined above.

Appendices and Background Papers

- 16 None identified

MEETING:	ENVIRONMENT SCRUTINY COMMITTEE
DATE:	13 SEPTEMBER 2010
TITLE OF REPORT:	SAFER ROADS PARTNERSHIP – UPDATE REPORT
PORTFOLIO AREA:	HIGHWAYS AND TRANSPORTATION

CLASSIFICATION: Open

Wards Affected

County-wide

Purpose

To provide an update to the committee on the work of the West Mercia Safer Roads Partnership and set out emerging issues around future funding.

Recommendation

THAT: the contents of the report are noted and Committee provide comments on the role of speed enforcement and speed cameras in Herefordshire.

Key Points Summary

- Speed enforcement at core sites has resulted in a uniform reduction in drivers exceeding the speed limit.
- Speed enforcement at two pilot community concern sites has provided mixed results with significant improvements at A417 Ashperton but no sustained speed reductions at A4103 Fromes Hill.
- Feedback from the West Mercia Crime and Safety Partnership Survey 2009/10 indicates that Herefordshire residents cite speeding traffic in their neighbourhood as the most common issue to be addressed.
- Funding for the Safer Roads Partnership is at risk as it forms part of the Area Based Grant. An in year cut to the Specific Road Safety Grant has taken place and future funding will be determined through the Comprehensive Spending Review.

Alternative Options

- 1 Not applicable.

Further information on the subject of this report is available from
Steve Burgess, Transportation Manager (01432) 260968

Reasons for Recommendations

- 2 Not applicable

Introduction and Background

- 3 A report was provided to Committee in November 2009, setting out the role of the Safer Roads Partnership (SRP), membership and its relationship to the Council's road safety strategy as set out in the Local Transport Plan. At that meeting Committee resolved to seek a further update of the SRP activity later in 2010.

Key Considerations

Speed Enforcement Performance – Core Sites

- 4 A summary of the performance at the core speed enforcement sites is provided in Table 1, below. The list of sites comprises those which were still active at least until 2008/9.

TABLE 1: Enforcement at Core Sites

Site name	Speed limit	Before enforcement		Most recent data		% change in those exceeding speed limit	change in 85th % speeds
		% exceeding speed limit (%)	85th percentile (mph)	% exceeding speed limit (%)	85th percentile (mph)		
A40/ Pencraig/ Herefordshire	50	36	57	34	54	-2	-3
A4103/ Lugg Bridge to Lumber Lane/ Hfds	60	15	60	2	52	-13	-8
A4103/ Stiffords Bridge to Storridge/ Hfds	50	21	51	12	49	-9	-2
A4110/ Three Elms Rd/ Hereford	30	53	34	13	30	-40	-4
A417/ Parkway/ near Ledbury	40	72	51	66	49	-6	-2
A465/ Allensmore/ Herefordshire	60	20	62	16	60	-4	-2
A465/ Aylestone Hill/ Hereford	30	21	35	11	29	-10	-6
C1319/ Yazor Rd/ Hereford	30	43	34	25	32	-18	-2
A40/Lea, Herefordshire	30	57	36	16	31	-41	-5
A438/ Staunton on Wye, Herefordshire	60	15	58	Follow up surveys to be completed			
A49/ Harewood End/ Herefordshire	40	55	47	46	45	-9	-2
A49 Callow, Herefordshire	60						
A49 Moreton-on-Lugg, Dinmore and Queenswood	60						

- 5 All sites where enforcement has taken place have seen a reduction in drivers exceeding the speed limit. The biggest reductions were seen at A40 Lea and Three Elms Road in Hereford. In addition, all sites had seen a reduction in 85th percentile speeds ranging from -2mph to -8mph (at the A4103 Lugg Bridge).

Speed Enforcement – Community Concern Sites

- 6 Preliminary data is available for the pilot 'community concern' sites which have been trialled at A4103 Fromes Hill and A417 Ashperton. Community concern sites are locations where there is a proven speeding problem, typically in villages, but unlike 'core sites' these sites do not require a history of accidents for their justification. The SRP established a number of trial sites across the West Mercia Constabulary area in 2009/10 and into 2010/11 to help develop its approach to providing enforcement at such locations. The preliminary data for these sites is provided in Table 2 and 3 below.

- 7 The preliminary surveys which have been carried out at both locations present a mixed view of their performance. There has been a significant reduction in vehicles exceeding the speed limit at Ashperton (Table 3).
- 8 The community concern site at Fromes Hill (Table 2) has not been effective in terms of reducing speeds. The SRP noted that site was very different in character to the Ashperton site and introduced clearer signing to identify the potential for enforcement activity. However, consultation with local residents carried out by the SRP indicated support for the enforcement but locals noted that it was only effective when the mobile camera was present. There was an expression of interest in a fixed camera.

Table 2: Preliminary Data for Fromes Hill Community Concern Enforcement Site (40mph)

A4103 Fromes Hill			
Site launched 12,Oct,2009 (Speed limit = 40mph)			
Data collected	85th percentile* (mph)	Mean speed (mph)	Vehicles exceeding speed limit (%)
29 July to 06 Aug 09	46.5	39.8	35
15 Jan 2010	47.3	40.5	43.2
Vs pre launch by %	1.7%	1.8%	23.4%
Vs pre launch by mph	0.8mph	0.7mph	
Note data collected in January affected by weather and RTC, not reliable data, do not use			
27 Jan 2010	45.2	38.7	30.4
Vs pre launch by %	-2.8%	-2.8%	-13.1%
Vs pre launch by mph	-1.3mph	-1.1 mph	
09 Mar 2010	48.9	42.1	49.5
Vs pre launch by %	5.2%	5.8%	41.4%
Vs pre launch by mph	2.4mph	2.3mph	
19 Mar 2010	49.1	42.2	50.1
Vs pre launch by %	5.6%	6.0%	43.1%
Vs pre launch by mph	2.6mph	2.4mph	
31 Mar 2010	48.6	41.6	46.7
Vs pre launch by %	4.5%	4.5%	33.4%
Vs pre launch by mph	2.1mph	1.8mph	
07 Apr 2010	49.1	42.2	49.9
Vs pre launch by %	5.6%	6.0%	42.6%
Vs pre launch by mph	2.6mph	2.4mph	
30 Apr 2010	49.2	42.5	52.3
Vs pre launch by %	5.8%	6.8%	49.4%
Vs pre launch by mph	2.7mph	2.7mph	
13 May 2010	49	41.7	50.4
Vs pre launch by %	5.4%	4.8%	44.0%
Vs pre launch by mph	2.5mph	1.9mph	
21 Jul 2010	47.9	41.4	44.2
Vs pre launch by %	3.0%	4.0%	26.3%
Vs pre launch by mph	1.4mph	1.6mph	
03 Aug 2010	47.9	41.4	43.5
Vs pre launch by %	3.0%	4.0%	24.3%
Vs pre launch by mph	1.4mph	1.6mph	

Table 3: Preliminary Data for Ashperton Community Concern Enforcement Site (30mph)

A417 Ashperton, Herefordshire			
Site launched 22 Feb 2010 (Speed limit = 30mph)			
Data collected	85th percentile* (mph)	Mean speed (mph)	Vehicles exceeding speed limit (%)
12 Aug to 19 Aug 09	44.7	37.2	85.5
30 Apr 2010	43.2	35.2	73.5
Vs pre launch by %	-3.4%	-5.4%	-14.0%
Vs pre launch by mph	-1.5mph	-2mph	
13 May 2010	40.9	34.2	69.1
Vs pre launch by %	-8.5%	-8.1%	-19.2%
Vs pre launch by mph	-3.8mph	-3mph	
03 Aug 2010	42.3	35.4	76.7
Vs pre launch by %	-5.4%	-4.8%	-10.3%
Vs pre launch by mph	-2.4mph	-1.8mph	

* To determine the speed of vehicles travelling on a road we use the industry standard of the 85th percentile speed. This is the speed that 85% of vehicles travel at or below

West Mercia Crime and Safety Partnership Survey 2009-10

- 9 Analysis of the West Mercia Crime and Safety Partnership Survey 2009/10 is now complete and has provided important feedback in terms the public's attitude to traffic as an issue in local neighbourhood areas. The survey was posted to a random selection of over 60,000 residents in the West Mercia Force area and just under 14,000 responses were received. The survey was conducted between June 2009 and April 2010.
- 10 The results of the survey indicate that of a list of 23 provided issues, speeding traffic was cited as the most common concern for Herefordshire residents. This was followed by (in order): rubbish/litter; underage drinking; dog mess; and groups of people loitering. In addition, when asked which three issues would people wish to be addressed first speeding traffic was the top choice followed by: rubbish/litter; people using drugs; cars parked dangerously; and underage drinking.
- 11 The results for Herefordshire are mirrored across the West Mercia Force area where speeding traffic was the most commonly cited issue to be addressed in local neighbourhoods.

Funding Issues

- 12 In June 2010 the new government announced substantial in year savings which would be made through reductions in revenue and capital expenditure for local authorities. The overall savings amounted to £6.2B which would need to be found within the year 2010/11. An indication of how local authorities might make these savings was set out in a note provided by Government and this identified a reduction in the Road Safety Revenue Grants (which were introduced to fund safer roads partnerships throughout the country) of 27%. Table 4 below sets out the previous years' funding provided to SRP and the overall Road Safety Revenue Grant from which the contribution has been made. As can be seen, the contribution to the SRP has taken up most of the available grant. In 2010/11 the grant allocation of £326k was top sliced by the Herefordshire Partnership (as were all grants included in the Area Based Grant) by 6% resulting in available

grant of £306k. When applying the suggested 27% reduction it means that the grant is reduced by a further £87k. Whilst the Herefordshire Partnership still has to determine how the wide range of cuts for 2010/11 will be passed on to various service areas of the Council and delivery partners, the SRP is working on the scenario that its contribution will reduce by the full £87k resulting in a contribution of £197k for the year. The SRP has indicated that it will be able to continue the planned level of activity in Herefordshire by drawing on income from other sources.

Table 4: Herefordshire funding contributions to the West Mercia Safer Roads Partnership

£000s	2007/08	2008/09	2009/10	2010/11
<i>DfT Road Safety Revenue Grant</i>	317	329	331	306* 219**
<i>Contribution to Safer Roads Partnership in West Mercia</i>	264	280	275	197

*Represents DfT contribution of £326k with 6% top slice applied by Herefordshire Partnership

**Represents 27% or £87k reduction on original allocation based on Government in year cuts for 2010/11

- 13 Chart 1 (below) provides an indication of the relative contributions to the SRP from the 4 funding highway authorities. These contributions are based on the proportion of enforcement activity which is allocated in each area – Herefordshire has 13% of the activity and hence provides 13% of the contribution. Worcestershire and Shropshire provide significantly greater contributions of around £1.5M per year.



- 14 Whilst most highway authorities appear to be waiting for the details following the Comprehensive Spending Review a couple of authorities have already withdrawn funding from their road safety partnerships. Swindon Borough Council has withdrawn funding to the Wiltshire and Swindon Safety Camera Partnership and Oxfordshire County Council has withdrawn its funding from the Thames Valley Safer Roads Partnership.
- 15 The government has provided some indication of its thinking on speed cameras through a letter issued in June by Mike Penning – the Junior Minister for Transport. The letter states that whilst camera operations will have a continuing role the government will want to ensure that local partners are accountable to local voters for the decisions they take on the location of cameras and the scale of camera operations and for the financial consequences of decisions. The letter goes on to state the revenue grant for road safety will be reviewed as part of the wider rationalisation of funding support for local authorities.

Next Steps

- 16 The level of contribution to the SRP for 2010/11 is still to be determined following the government's reduction in funding to local authorities in 2010/11. The Herefordshire Partnership Board is due to meet early in October to consider a report which should determine this year's allocations. In advance of this, the SRP has acknowledged that it could continue with its planned level of enforcement for the remainder of 2010/11 if the Herefordshire contribution were to reduce by the full £87k which has been cut from the Road Safety Revenue Grant.
- 17 The future beyond the current financial year is less certain. The government is due to announce its Comprehensive Spending Review on 20 October 2010. It is anticipated that this will provide the overall funding position for local authorities but individual government departments (including the Department for Transport) are likely to need an additional couple of months to set out detailed spending proposals for specific service areas.
- 18 Whilst there is a great deal of uncertainty over the future funding position with respect to the SRP, the SRP and four highway authorities which make contributions from the current Road Safety Revenue Grant (Herefordshire, Telford and Wrekin, Shropshire and Worcestershire) are engaged in ongoing discussions on future options. The SRP is also reviewing its activity and has presented ideas and options for future delivery. It would not be helpful to formally review the options until we have a clearer understanding of the likely future funding.
- 19 The Committee's comments on the role of speed enforcement and the use of speed cameras in supporting the Council's objective to reduce road traffic casualties would be welcomed.

Community Impact

- 20 None as a result of this report. However, the uncertain future of the West Mercia SRP is likely to have community impact, particularly those locations where speed enforcement provided by the SRP has taken place in recent years.

Financial Implications

- 21 None as a result of this report

Legal Implications

- 22 None as a result of this report.

Risk Management

- 23** The Council needs to maintain a range of interventions to help tackle road safety. Engineering and educational interventions can be delivered directly by the Council. The provision of enforcement can only currently be undertaken by West Mercia Police or the Safer Roads Partnership. The uncertainty over future funding for the SRP increases the risk of a reduction in enforcement activity and hence a potential reduction in the effectiveness of the road safety strategy for the County. It will be important to maintain ongoing discussions with West Mercia Police and the SRP over the coming months to clarify how appropriate levels of speed enforcement can be maintained in the County to support our overall strategy to further reduce road traffic casualties.

Background Papers

- None identified.



MEETING:	ENVIRONMENT SCRUTINY COMMITTEE
DATE:	13 SEPTEMBER 2010
TITLE OF REPORT:	PROGRESS REPORT – ACTIONS FOLLOWING SCRUTINY REVIEW OF ON STREET PARKING
PORTFOLIO AREA	HIGHWAYS AND TRANSPORTATION

CLASSIFICATION: Open.

Wards Affected

County-wide

Purpose

To update Committee on progress on implementing the Scrutiny review of On Street Parking.

Recommendation

THAT the report be noted.

Introduction and Background

- 1 At its meeting on 20 April 2009 the Committee received a report on the findings of the On-Street Parking Review Group and approved its findings.
- 2 On 23 November 2009 this Committee received a report setting out the Cabinet Member's response the review.
- 3 An update of progress achieved on the Environment Scrutiny Committee's review is set out in Appendix 1.
- 4 Within the context of the update of Appendix 1 the following are key points of progress:
 - a. The Car Parking Study for Hereford has been completed and is published on the Council's website.
 - b. The Study is helping inform the review of the current Hereford Transport Strategy and Countywide Car Parking Strategy as part of the preparation of LTP3.
 - c. A project to introduce pay on foot parking in Maylord Orchards is underway for

Further information on the subject of this report is available from
Steve Burgess (01432) 260968

delivery this financial year.

Appendices

10 Appendix 1 – Environment Scrutiny Review of On Street Parking Action Plan.

Environment Scrutiny Review of On-Street Parking – Action Plan

Appendix 1

Recommendation 3a	The review group recommends the Executive commission detailed research into the use of car parks within Hereford City			
Cabinet's Response	Accepted.			
Action	Owner	When	Target	Progress
Detailed assessment of parking supply and demand and forecasts currently in progress.	TM	Report is due to be completed later in 2009	Study completed and forecast supply and demand included.	The Hereford City Centre Parking Review is complete and published on the Council website. The Review findings are being used to inform the review of the Hereford Transport Strategy and the Countywide Car Parking Strategy.
Recommendation 3b	Using the data collected in 3a the review group recommends that the Head of Planning and Transportation Services ensures a detailed parking strategy is developed in the Hereford Area Plan.			
Cabinet's Response	Accepted. However, a Countywide Parking Strategy already exists within the Council's current Local Transport Plan. This will be revised through the development of the next LTP.			
Action	Owner	When	Target	Progress
Review the Countywide Car Parking Strategy set out in the current LTP for inclusion in the 3 rd LTP.	TM	March 2011	Revised Car Parking Strategy set out in the LTP.	The Countywide Parking Strategy is currently being reviewed as part of LTP3 development. The review of this strategy will inform the development of the Hereford Area Plan which is due to be adopted in July 2013.
Recommendation 3c	The review group further recommends that all future provision of parking should be developed within a traffic reduction framework for town centres. Parking should be seen as an opportunity for increasing the accessibility of the City and our Market Towns. It is essential to develop this mindset before future planning takes place.			
Cabinet's Response	Accepted. This is consistent with the approach already outlined in the Council's current Local Transport Plan and Unitary Development Plan. This will be taken into account when developing the next LTP and Local Development Framework.			
Action	Owner	When	Target	Progress
Review the Countywide Car Parking Strategy set out in the current LTP for inclusion in the 3 rd LTP to ensure it take account of the twin aims of traffic	TM	March 2011	Revised Car Parking Strategy set out in the LTP.	The aim of reducing traffic whilst maintaining the viability of Hereford as a key service centre for the community is at the heart of existing strategy. It will remain a key focus as we review the Hereford Transport Strategy and the Countywide Car Parking Strategy. The Hereford City Centre Parking Review has provided a useful analysis of the current and likely future pressures on publicly available

reduction and accessibility.				parking supply and this will inform the two strategies.
Recommendation 4a	The Review Group recommends that a new residents' parking scheme as outlined in 4.13 above is introduced for all existing schemes to eliminate the issuing of a visitors' permit that can be used on any vehicle.			
Cabinet's Response	Do not accept. The current system allows for the issue of two permits per dwelling (at one standard price) one of which available for use upon any vehicle associated with the resident. It is considered that the recommended higher rate for the second permit together with the issue of 'scratch cards' would add to administration costs. The petition submitted from residents of St James and Bartonsham area of Hereford suggests there may not be wide public support for changes to the existing schemes. If this recommendation were to be accepted, this would require changes to existing Traffic Regulation Orders. This would divert resources away from higher priority traffic schemes aimed at addressing safety and speed concerns. Consideration will be given to providing greater clarity over enforcement and misuse of visitor permits. This will also take into account potential removal of permits where misuse has been proven.			
Action	Owner	When	Target	Progress
Review enforcement processes for use of visitor permits and possible sanctions in response to misuse.	HNM	December 2009	Approach is reviewed and clarified.	The approach to enforcement of the use of visitors permits and the sanctions for misuse have been reviewed. They are fit for purpose and do not need to be changed. It remains that if a permit is being misused and there is as a consequence a contravention of the relevant TRO then a PCN will be issued. All suspected misuse is reported to the Parking Team (Alison Cook) who will consider an appropriate course of action to. Withdrawal of the permit is an available sanction where misuse can be proved. This 'sanction' is shown on the 'Terms and Conditions' sent out with all permits.
Recommendation 4b	It is recommended that the introduction of the new residents' parking scheme should be accompanied by clear promotional material explaining why the changes are deemed necessary and highlighting the increased flexibility the new scheme provides for two car households and emphasizing that residents do not have a "right" to park outside their house.			
Cabinet's Response	Whilst recommendation 4a is not accepted, it is accepted that the introduction of any new schemes should be accompanied by clear publicity and information for residents that are affected.			
Action	Owner	When	Target	Progress
No action				
Recommendation 4c	The Review Group recommends that tradesmen be permitted to purchase visitors' scratch cards directly from the council whilst working on properties within a residential parking area. Proof of the property owner's residency and the nature of the work should be required.			
Cabinet's Response	Do not accept. Administrations difficulties with the issue and control of scratch cards. Builders' vehicles can be accommodated within licensed hoardings when waiting restrictions are suspended. The petition submitted from			

	residents of St James and Bartonsham area of Hereford suggests there may not be wide public support for changes to the existing schemes. If this recommendation were to be accepted, this would require changes to existing Traffic Regulation Orders. This would divert resources away from higher priority traffic schemes aimed at addressing safety and speed concerns. However, it is acknowledged that the approach to enforcing tradesmen's parked vehicles needs to be clarified and made transparent to avoid confusion and possible misuse.			
Action	Owner	When	Target	Progress
Clarify approach to enforcing tradesmen's parking in controlled parking areas	HNM	December 2009	Written procedure produced.	The issue of tradesmen parking in a residents parking area is problematic. In the absence of a specific scheme to accommodate this, the instruction/procedure for all CEO's is to revert to the TRO and to the terms and conditions of the residents parking scheme. The approach therefore is that a visitor's permit may be displayed on a tradesman's vehicle if the tradesman is working in the address to which the permit has been issued. Any exemption to this, beyond stopping for as long as is necessary to drop off or pick up a passenger, or to load or unload, can only be upon the direction or with the permission of a CEO in uniform or a police officer in uniform. For substantial works a hoarding can be licensed, or a temporary TRO can be made to suspend parking restrictions. This has been added to the FAQ page for Residents Parking Schemes on the website, and to the 'Terms and Conditions' that accompany all permits when sent out. This is transparent and gives clarity, but I fear it will not satisfy tradesmen who think they should be allowed to park outside a premise whilst working in it, irrespective of whether the need to park is essential as opposed to convenient.
Recommendation 4d	Other essential peripatetic service providers will normally be able to deliver their service within the currently available free on-street parking time restrictions.			
Cabinet's Response	Accepted, current schemes already allow for this provision.			
Action	Owner	When	Target	Progress
No action				
Recommendation 4e	It is recommended that the boundaries of proposed new schemes should be defined by officers using their experience. Individual roads within a proposed scheme should not be allowed to opt out of the whole scheme.			
Cabinet's Response	Accepted in principal. However, the Cabinet Member will continue to take into account representations received from residents when considering the introduction of new Residents Parking Schemes.			
Action	Owner	When	Target	Progress
Assessments undertaken with consideration of requests	HNM	Ongoing		
Recommendation 4f	The Review Group recommends that the residents' schemes in East Street and Castle Street be amalgamated. In future, where small schemes exist for particular or historic reasons and, in the opinion of officers they would be			

	usefully amalgamated, then this should be taken as a management decision and will not require a majority vote of residents.			
Cabinet's Response	This is a specific ward matter and will be referred to Amey, the Council's service delivery partner, for consideration in accordance with the Council's policies and protocols for Traffic Regulation Orders. Whilst professional judgement is a key part of this work, any changes to Traffic Regulation Orders will be made in consultation with and approval of the Cabinet Member and when necessary will be subject to public consultation.			
Action	Owner	When	Target	Progress
Undertake review	HNM	In line with Traffic Regulation Order protocol and ranking list.	Start October 2012	East Street/Castle Street review of residents parking is currently positioned at no. 69 (out of 70) with a projected start date of August 2012.
Recommendation 4g	The Review Group recommends the introduction of resident only parking bays in roads within the historic core of the medieval city where residents' schemes exist and specific problems are encountered with a high volume of short stay parking for shopping. The number of spaces provided should only be a proportion of the number of permits issued to the street and should not be collocated with individual addresses. In future it may become necessary to provide resident only bays on edge of town centre roads also.			
Cabinet's Response	Accept. Current policies allow for the provision of residents only bays when appropriate.			
Action	Owner	When	Target	Progress
Note comment and review as necessary.	HNM	Ongoing		
Recommendation 4h	Where community group premises exist within a residents' parking zone which does not have access to off-street parking, the Review Group requests that the Parking Team work with the group to enable them to purchase a supply of daily scratch cards at a discount for events/matches set in advance. The parking team will need to ensure the necessary checks are in place to prevent misuse of these permits.			
Cabinet's Response	Do not accept. The issue of 'scratch cards' would add to administration and enforcement costs. Variations to existing Traffic Regulation Orders would be necessary.			
Action	Owner	When	Target	Progress
No action				
Recommendation 4i	The Review Group recommends the Head of Highways undertake an immediate review of deficiencies in the signing and lining of restricted parking areas within the county. Where deficiencies are found that a programme of works is instigated to rectify them. Further, that a prioritised system of fault reporting be set up in conjunction with the Civil Enforcement Teams to ensure effective future maintenance.			
Cabinet's Response	Noted. It is recognised that good signing practice supports safe enforcement of Traffic Regulation Orders. Existing Highway Inspections include a review of signing and lining together with the reporting of missing signs by the Civil			

	Enforcement Officers. Repairs and replacements are undertaken as budgets allow.			
Action	Owner	When	Target	Progress
No action	HNM			
Recommendation 4j	The Review Group recommends the Head of Highways instigate a review of the restricted waiting times within the historic core of Hereford city with the aim of reducing these down to more appropriate times to promote a higher turnover.			
Cabinet's Response	Accept. Item will be placed upon Traffic Regulation Order ranking lists, and considered within terms of car parking policy			
Action	Owner	When	Target	Progress
Revise Traffic Regulation Order ranking list and review in accord with final position.	HNM	Ranking January 2010	As determined by ranking process	A review of loading/parking bays in Hereford is positioned at no 63, projected date for start of June 2012, however the review should also be tied to policy changes within Local Transport Plan.
Recommendation 4k	The Review Group recommends that the Head of Highways introduce a county-wide relaxation of the restrictions applied to commercial loading bays in town centres to facilitate their use for un/loading by locally owned small businesses that use their private vehicles for business support. Alternatively, that a county-wide scheme of private vehicle registration be instigated for these businesses to enable them to use the commercial loading bays, whichever method is most effective and least costly.			
Cabinet's Response	Amendments to existing individual Traffic Regulation Orders would be required and therefore a blanket countywide relaxation would not be appropriate. However, the principle is accepted and has been implemented in some recent orders. When changes are undertaken this approach will be adopted where appropriate.			
Action	Owner	When	Target	Progress
New and revised loading bays to allow use of private vehicles for business support	HNM	Ongoing		Relaxation of restrictions on loading bays to allow for non goods vehicles to use them has been implemented within changes introduced in Ross on Wye which provided a maximum time limit of 15 minutes for non goods and 60 minutes for goods.
Recommendation 5a	The review group cannot recommend the introduction of on-street parking charges at the current time. Future introduction of on-street parking charges should be detailed in the parking strategy to encourage modal shift to more sustainable modes of transport.			
Cabinet's Response	Accept. Comment noted.			
Action	Owner	When	Target	Progress
The review of car parking strategy will consider the role of on-street parking as part of the wider	TM	March 2011	Revised Car Parking Strategy set out in the	The Committee's findings regarding the introduction of on street parking charges provide a useful steer in terms of the likely public acceptability of the introduction of on street parking charges. The strategy will take a view on the role of on street charges but it is likely that the control of on street

strategy.			LTP.	parking in terms of ensuring reasonable access to the city centre whilst encouraging high levels of turnover will be best achieved through time limitation as currently exists. Consideration will be given to the extension of 30 minute maximum waiting times to other locations in and adjacent to the central area.
Recommendation 5b	The review group recommends that should community-led plans be forthcoming regarding the re-design and regeneration of individual streets within the city centre, then consideration should be given to funding these up front and then recouping costs by the introduction of charges within the streets that have benefited.			
Cabinet's Response	Comment noted. Should specific schemes come forward the Cabinet Member will consider proposals on a case by case basis.			
Action	Owner	When	Target	Progress
No action				No such schemes have come forward.
Recommendation 5c	The review group recommends that all future income from parking of any sort be ring fenced to provide a regular investment budget for strategic environmental improvements that promote sustainable travel options within the geographical location that the income is earned. Outcomes from this investment strategy should be promoted at point of payment for parking services.			
Cabinet's Response	Do not accept. Income from car parking currently forms a substantial element of the base budget for the Sustainable Communities Directorate. It would not be financially sustainable to re-allocate this money to strategic environmental improvements.			
Action	Owner	When	Target	Progress
No action.				
Recommendation 6a	The review group recommends that increased on-street parking controls in the form of charges should only be introduced when viable sustainable alternative options for city boundary parking are already in place. It is at this point that charges could be used to promote the sustainable alternatives and promote congestion reduction.			
Cabinet's Response	Accepted. It is agreed that significant changes to the cost of parking need to be clearly linked to wider transport strategy and importantly will need to be closely linked to alternative provision. This is set out in the current strategy.			
Action	Owner	When	Target	Progress
Note comment and take into account in review of LTP.	TM	March 2011	Revised Car Parking Strategy set out in the LTP.	This recommendation will be taken forward in the revised Countywide Car Parking Strategy.
Recommendation 6b	The review group recommends that a targeted campaign of school travel plan implementation and monitoring be carried out within areas considered to be experiencing high levels of congestion, notably Hereford city.			
Cabinet's Response	Accepted. The Council already has an active campaign of promoting and monitoring school travel plans. Targeting takes into account 'value for money' indicators such as density of catchment, road safety history and current modal split at a school. It is worth noting that school travel plans are not compulsory and hence promotion needs to be			

	based around consensus and encouragement. In a large rural county many of the demands placed on our school travel plan programme relate to difficulties of accessing remote rural schools and hence there is a real need to manage limited budgets with skill to achieve both reduced car use and improved, safer access.			
Action	Owner	When	Target	Progress
Deliver school travel initiatives as part of the Local Transport Plan programme	TM	Ongoing	To deliver the LTP target for reducing car use on the journey to school.	A separate report on the progress on implementing School Travel Plans was made to Committee 7 June 2010.
Recommendation 6c	The review group recommends that the Head of Planning and Transportation Services draws up an action plan to redress the balance of total public to private non-residential parking supply in Hereford. This could form part of the Hereford Area Action Plan (see 7).			
Cabinet's Response	Accepted. The Unitary Development Plan (UDP) already includes a policy which provides a presumption in favour of the development of current private non-residential parking areas within the City Centre. It is also worth noting that the Edgar Street Grid proposals provide an opportunity to shift this balance further through the planned redevelopment of the area.			
Action	Owner	When	Target	Progress
This policy issue will be thoroughly reviewed as part of the development of the Hereford Plan.	PT	Hereford Area Plan Adoption July 2013	Ensure land use planning policies support parking strategy and promote sustainable transport options.	The Countywide Parking Strategy will clarify the significance of privately available parking and the need to reduce/control such parking in future. A key element of this will be to extend current planning policies which seek to encourage the planned development of such spaces.
Recommendation 7a	The review group recommends that the Head of Planning and Transportation Services instigates the development of a comprehensive parking strategy as part of the Hereford Area Plan.			
Cabinet's Response	Accepted. As per response to 3b.			
Action	Owner	When	Target	Progress
See 3b				
Recommendation 7b	The review group cannot make recommendations to change on-street parking strategy in isolation of off-street parking provision. To do so would be counterproductive and would not form an integrated approach.			
Cabinet's Response	Accepted.			
Action	Owner	When	Target	Progress
No action required.				
Recommendation 7c	The review group recommends that the routes connecting medium stay car parks (edge of centre) be examined for potential environmental improvements to ensure that these are perceived as safe and pleasant to use.			
Cabinet's Response	Accept. Clearly, it is important to improve key pedestrian access corridors in Hereford's central area and this is an			

	important element of the LTP strategy. In addition, the Council has secured additional resources and improvements through private development and will be seeking to secure significant pedestrian improvements as part of the ESG development.			
Action	Owners	When	Target	Progress
To continue to implement the LTP strategy and improve key pedestrian routes in Hereford's central area. Current scheme being progressed is comprehensive improvement of Widemarsh Street. Seek to secure significant improvements for pedestrian access through the ESG development.	HNM – Widemarsh Street	2010	Scheme completed to a high standard providing significant improvements for pedestrians, particularly those coming from Garrick House parking location.	The Widemarsh Street scheme is due for completion by November 2010, in time for the Christmas shopping period.
	ESG	Ongoing	Better linkages between the city centre and car parks, public transport and employment sites as a result of well planned ESG development.	Planning approval has been granted for the link road and off site improvements are progressing to enable the regeneration project to progress.
	TM – LTP review	2011	Revised proposals for supporting pedestrian access in the central area.	The review of the Hereford Transport Strategy is ongoing.
Recommendation 8a	The Review Group recommends that the Head of Highways investigates the development and implementation of a mobile phone cashless payment system for all of the county's car parks as outlined above. At the outset, this system needs to be developed to ensure it has the capacity for automatically rewarding sustainable behaviour and applying penalties for unsustainable use of the transport network. Further, when on-street charges are introduced in the future, the Review Group recommends that this system has the ability to provide all registered users with one free parking period per week, ameliorating the effects of charging and ensuring access to services is maintained.			
Cabinet's Response	Accept. The Council recognise technical developments with regards to payment for parking and support measures to simplify and thus encourage use of car parks.			
Action	Owner	When	Target	Progress
Investigate improved methods of car park payment to encourage use.	HNM	October 2009	January 2010	A project to introduce pay on foot parking in Maylord Orchards is underway for delivery this financial year. Detailed discussions are currently underway with Maylord Orchards regarding the implementation of the works
Recommendation 9a	The review group recommends that the current moratorium on new cycle parking facilities in High Town, Hereford, be lifted and further sites for additional parking be investigated and introduced.			
Cabinet's Response	Accepted. The Council's LTP firmly supports the provision of cycle parking as a key component of the overall cycle network. There is already a substantial amount of cycle parking provided within the Hereford central area and at key			

	locations such as the library, Council buildings and key access points on the edge of pedestrianised areas.			
Action	Owner	When	Target	Progress
Review cycle parking requests and consider locations for inclusion in future programme of works.	TM/HNM	Review group requested to supply list of additional sites by end November 2009.	Include appropriate sites in LTP delivery programme for 2010/11.	No additional sites have been suggested by the Review Group.



MEETING:	ENVIRONMENT SCRUTINY COMMITTEE
DATE:	13 SEPTEMBER 2010
TITLE OF REPORT:	CAPITAL BUDGET MONITORING
REPORT BY:	DIRECTOR OF RESOURCES

Wards Affected

County-wide

Purpose

To advise Scrutiny Committee on progress of the 2010/11 Environment Capital Programme within the overall context of the Council's Capital Programme.

Key Decision

This is not a Key Decision.

Recommendation

THAT the report be noted.

Introduction and Background

- 1 This report is largely based on the latest round of capital monitoring, which involved the examination of all schemes at the end of July 2010. The Environment Capital Working Group is keeping the overall spending position under careful review.
- 2 The total spent and committed at 31 July 2010 is £8.168 million or 43.4% of the Revised Forecast. The actual amount spent to date is £3.705 million.

Key Considerations

- 3 The Capital budgets for Environment for 2010/11 are shown in summary on Appendix 1, on scheme basis with funding arrangements indicated in overall terms.
- 4 The total of the Capital Programme increased to £18,838k from the figure of £18,476k previously reported to this committee. This is an increase of £362k and relates to the following variance:
 - a. A reduction of £570k in relation to the Local Transport Plan budgets. This is in response to, as previously reported, an announcement by the Chancellor

Further information on the subject of this report is available from
Cathy Stokes, Principal Accountant on (01432) 261849

of the Exchequer on 17 May 2010 that the 'coalition has agreed that £6bn of savings to non-front line public services should be made this financial year', a Written ministerial Statement was laid in the House of Commons on 10 June 2010 outlining Local Government Savings. This identified the following reduction in capital grants which fall within the Environment remit and of these reductions £0.54m Integrated Transport Block and £0.03m PRN Network Funding for bridgeworks support the LTP budgets.

Local Authority	Integrated Transport Block £m	PRN Network Funding £m	Road Safety Capital Grant £m	Total £m
Herefordshire	-0.54	-0.03	-0.07	-0.64

- b. In order to address the reduction in grant for the Integrated Transport Block of £0.54m it has been necessary to carefully review the schemes within the current year. In considering the approach to budget reduction, consideration has been given to the Council's priorities of Road Safety, Highway Maintenance and supporting sustainable modes of transport. As a result, the Hereford park and ride project that was scheduled to deliver a short term small scale facility has been put on hold pending development of strategic park and ride proposals associated with the Local Development Framework Core Strategy. This has released sufficient funding to address the majority of cuts and also enable programming of a scheme to provide coach parking near the Hereford leisure pool car park.
- c. The hold on the park and ride scheme also releases £1m of the Growth Point grant funding in 2010/11 which will now be utilised to support the new livestock market scheme which is the remit of the Community Services Scrutiny. As part of the development of the new livestock market for Hereford, a number of minor highway improvements to improve road safety and support sustainable modes have been programmed, as key infrastructure to support the growth of the city; these measures will be supported by a contribution from Growth Point funding. This will enable the schemes to be implemented without impact on the overall countywide local transport programme.
- d. The grant reduction in relation to PRN Network Funding for bridges represents a small proportion of overall spend and will be met from minor adjustments within the overall programme.
- e. A net reduction of £45k which relates to the reduction of Road Safety grant funding of £70k as shown in the table in 4a. However there is an additional budget of £27k available in 2010/11 relating to unspent Road Safety Grant allocation for 2009/10.
- f. A reduction in Landfill schemes at Stretton Sugwas and Strangford of £20k. This relates to monitoring that is not expected to be carried out until 2011/12.
- g. An addition of £187k in relation to settlement of compensation payments in relation to the Rotherwas Access Road. This is funded through prudential borrowing.

- h. The additional of £1.5m in relation to the Yazor Brook Flood Alleviation Scheme costs for 2010/11. The total cost of the scheme is estimated at £4.2m and is fully funded by Advantage West Midlands as part of the Hereford Futures programme.
- i. An addition of £288k in relation to the purchase of three Gritters for the Winter Maintenance service. These are funded through prudential borrowing funded through revenue.

Financial Implications

- 6 These are contained in the body of the report. The forecast is based on the Capital Budget Monitoring to the end of July 2010.

Appendix

Appendix 1 – Summary Environment Capital Programme Budget 2010/11

Background Papers

- None identified.

Summary Environment Capital Programme Budget 2010/11

Schemes	Budget 2010/11	Revised Forecast as at 31st Julv 2010	Change in Forecast	Spend & Commitments to 31st July 2010	% Spend & Committed to 31st July 2010
	£000	£000	£000	£000	%
Hereford Integrated Transport Strategy:					
Behavioural Change Countrywide	75	62	-13	18	29.0
Hereford Transport Strategy	1,050	523	-527	143	27.3
Rural Herefordshire Transport Strategy	390	360	-30	55	15.3
Road Safety Strategy	785	785	0	59	7.5
Maintaining the Transport Network	11,553	11,176	-377	6,141	54.9
Integrated Transport Staff Contribution	301	678	377	678	100.0
LTP TOTAL	14,154	13,584	-570	7,094	52.2
Other Schemes					
Emergency Fund Winter Damage 2010/11	1,017	1,017		128	12.6
Growth Area Funding (Hereford Transport Infrastructure)	1,000	0	-1,000		
Widemarsh Street Refurbishment Scheme	891	891		345	38.7
Hereford Crematorium	27	27		2	7.4
Grafton Travellers' site	33	33			
Leominster Closed Landfill Site Monitoring Infrastructure	243	243		10	4.1
Waste Infrastructure Capital Grant	115	115			
Connect 2	558	558		18	3.2
Stretton Sugwas Closed Landfill Site)	40	25	-15	7	28.0
Strangford Closed Landfill Site	20	15	-5	2	13.3
Taxi CCTV Scheme		22	22		
Specific Road Safety Grant	72	27	-45	29	107.4
Improvements of A40 & A465	130	130			
Transport Asset Management Plan	56	56		52	92.9
Pay on foot Parking Scheme	120	120		12	10.0
Rotherwas Access Road		187	187	158	84.5
Yazor Brook Flood Alleviation Scheme		1,500	1,500	370	24.7
Purchase of Gritters		288	288		
Buttermarket Project				2	
Ledbury Road Pedestrian Improvements				21	
Ross Flood Alleviation Scheme				-97	
s106 Schemes				15	
OTHER SCHEMES TOTAL	4,322	5,254	932	1,074	20.4
Expenditure to be Financed	18,476	18,838	362	8,168	43.4

Funded by:	Budget 2010/11	Revised Forecast as at 31st July 2010
	£000	£000
Supported Capital Expenditure (Revenue)	12,315	12,315
LTP Prudential Borrowing	1,000	1,000
LTP Grant	714	174
Bridge Strengthening Grant	125	95
Growth Point Grant	1,000	
Department of Transport Grant	1,017	1,017
Specific Road Safety Grant	72	27
Prudential Borrowing	1,549	2,004
Capital receipts Reserve	33	33
Waste Infrastructure Capital Grant	115	115
Sustrans - Connect 2	350	350
Detrunking Grant - Improvements of A40 & A465	130	130
Transport Asset Management Plan	56	56
Advantage West Midlands (Hereford Futures)		1,500
Taxi CCTV Scheme		22
Total Environment Capital Funding	18,476	18,838

MEETING:	ENVIRONMENT SCRUTINY COMMITTEE
DATE:	13 SEPTEMBER 2010
TITLE OF REPORT:	REVENUE BUDGET MONITORING
REPORT BY:	DIRECTOR OF RESOURCES

Wards Affected

County-wide

Purpose

To advise the Committee of the financial position for the Environment budgets for the period to 31 July 2010. The report lists the variations against budget at this stage in the year and the projected outturn for the year.

Recommendation

THAT the report be noted

Key Points Summary

- The current position for Environment is a projected overspend of £165k.
- The overspend mainly reflects the shortfall in income from parking of £230k. Income from car parks has fallen by 3% for the four months to the end of July 2010 compared with the four months to July 2009 and whilst some savings have been identified to mitigate this pressure, this continues to be closely monitored.

Key Considerations

1. The detailed Budget Monitoring Report to 31 July 2010 is attached at Appendix 1 for Members' consideration.
2. The total Environment budget for 2010/11 has increased to £24,881k from the amount reported to previous meeting, which was £24,818k. This is a net increase of £63k and relates to:
 - Planning Services was increased by £33k due to a transfer from central reserves to pay for redundancy costs. This was in respect of a post deleted within Conservation,

Further information on the subject of this report is available from
Cathy Stokes, Principal Accountant on 01432 261849

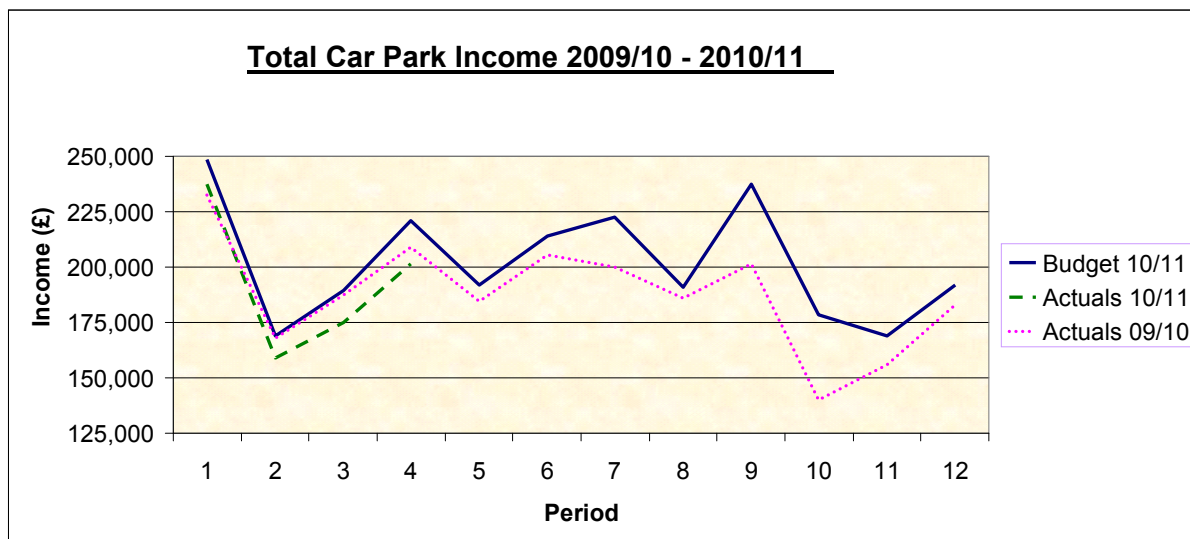
which was part of the agreed 5% efficiency savings required within the Sustainable Communities Directorate.

- There is also a net addition of £55k which relates to a number of minor adjustments within the Sustainable Communities directorate following the disaggregation of the Environment & Culture directorate. These reflect transfers within the Directorate such as the allocation of savings and inflation budgets to the Parks & Countryside budgets. Although these are managed within the Amey Managing Agent Contract, Parks & Countryside are the remit of Community Services Scrutiny.
 - A reduction of £25k in Public Health in relation to the transfer of savings delivered through the Connects Programme following the implementation of the Civica system.
3. The summary position is set out in the table below and included in full at Appendix 1.

2010/11	Annual Budget	Projected Outturn	Under/-Over spend
<u>Service Area</u>	£000	£000	£000
Highways, Transport & Community Services	9,254	9,419	-165
Environment, Planning & Waste	13,644	13,644	0
Environmental Health & Trading Standards	1,983	1,983	0
Environment Total	24,881	25,046	-165

Highways, Transport & Community Services

4. There is an expected shortfall of income against budget target of £230k from Parking in 2010/11. It was previously reported that the expected shortfall was £196k if income levels were the same as the previous year however tickets income from car parks has fallen by 3% to the end of July 2010 compared with the same period in 2009 as illustrated in the graph below. Income levels will continue to be closely monitored throughout the year.



5. Vacancy management savings of £65k have been identified mainly in the Public Rights of Way team and will be vired to reduce the Parking income budget.
6. Early forecasts for public transport route subsidies indicate an over spend of £63k but this will be managed due in the main to staff vacancy savings.
7. The Transportation route subsidies, however, rely heavily on the Area Based Grant so any reduction in this grant will cause further overspending if current contracts are maintained. It is however possible to end contracts and reduce costs accordingly but these will incur the payment of a financial penalty, dependant upon the individual contracts. More information on the grant available from the Area Based Grant pot is expected in October this year.

Environment, Planning & Waste

8. Environment, Planning & Waste services are currently forecasting that they will come in within budget.
9. It was previously reported that the Markets budget was under pressure in relation to a shortfall of rental income on the Hereford Butter Market of £90k, this has now reduced to a shortfall of £45k due to additional income received from Street Trading and the Hereford Open Retail Market. Income from Crematorium Fees has exceeded budget to date and this is expected to mitigate the overspend in Markets for the year. The number of burial and cremations are up by 8% to the end of July 2010 based on the same period in 2009.
10. Building control and development control income levels at this stage are encouraging and have met profiled budgeted income targets. Based on previous year's levels of activity and income there is no strong indication of any overall significant variances to budget, however due to the unpredictability of these income streams these will be closely monitored throughout the year and any significant improvement or deterioration will be reported.
11. The number of valid planning applications received in the period April to June 2010 was 857 compared to 762 for the same period last year, which represents an increase of approximately 12%.
12. The idox contract cost of document scanning in planning is expected to continue for the remainder of the financial year and costs of £65k are anticipated. This will

however be managed for this year only by support from the Housing Planning and delivery grant for 2009/10 already received.

13. Although latest estimates from Worcestershire County Council of waste disposal contract costs project an overspend of £320k against the current budget this will be mitigated by an unrealised provision made in 2009/10. This provision reflected the risk that waste growth between Herefordshire and Worcestershire would vary by more than 1% to the detriment of Herefordshire. The final position was an increase of 0.94% for Herefordshire so the additional 1% increase in contract costs was not triggered.

The risk that Herefordshire tonnage share of the contract will exceed 1% in 2010/11 remains high; the current tonnages to the end of June show an increase of 1.12%. However the effect on Worcestershire's disposal tonnages following the introduction and expansion of collection of garden waste in Worcestershire districts are not yet clear so the tonnage split will continue to be closely monitored.

14. The new Waste Collection contract extends recycling services to all residents in the County. Previously only 75% of residents had a recycling collection from their home. The Household Waste Recycling Act requires all waste collection authorities to provide a comprehensive kerbside recycling service by the end of December 2010. The range of recyclables to be collected has also been extended. The aim is to achieve a National Indicator target of 40% by the end of 2010. Recycling outturn for 2009/10 year was 33.92% and our current standing is 38.23%.and the recycling service is continuing to expand to communal developments such as flats.

Environmental Health & Trading Standards

15. Overall Environmental Health & Trading Standards are expected to meet budget for the year.
16. Annual savings of £214k have been identified through vacancy management savings which contribute to the annual 5% savings target and the Connects programme savings.

Recovery Plan

17. Whilst the Environment budgets are currently expected to overspend by £165k, further vacancy savings of £40k have been identified within the Sustainable Communities directorate, which do not fall within the Environment Scrutiny remit.
18. A pressure remains within Sustainable Communities of £125k mainly in relation to the shortfall of income on Parking; this continues to be closely monitored throughout the year in discussion with the Director of Resources.

Financial Implications

19. These are contained in the body of the report.

Risk Management

20. The risks are set out in the body of the report in terms of the potential cuts in funding and pressures and the report notes the actions planned to address these.

Appendix

Appendix 1 – Summary Environment Revenue Budget 2010/11

Background Papers

- None identified.

SUMMARY ENVIRONMENT REVENUE BUDGET REPORT 2010/11
AS AT 31ST JULY 2010

	Annual Budget £000	Outturn £000	Under/-over spend £000	Actual to date £000	Budget to date £000	Under/-over spend to date £000
<u>Highways, Transport & Community Services</u>						
MAC Services	1,199	1,199		948	941	-7
MAC Client Team	185	175	10	93	117	24
<u>Highways</u>						
Public Conveniences	383	383		173	124	-49
Highways Running Costs (inc staff)	382	382		187	178	-9
Roads Maintenance	1,733	1,733		456	446	-10
NRSWA	-132	-132		-14	-44	-30
Emergency Maintenance	155	155		2	39	37
Winter Maintenance	799	799		157	221	64
Detrunking Grant	-230	-230		0	63	63
Land Drainage/Flood Alleviation	172	172		21	41	20
Bridgeworks	56	56		-17	13	30
Street Lighting	851	851		351	251	-100
Traffic Management	81	81		24	19	-5
Street Cleansing	1,247	1,247		301	314	13
Public Rights of Way	321	266	55	114	114	0
Parking & Comm Protection] Management & Admin	75	75		25	25	0
Community Protection Team	287	287		88	82	-6
Parking	-1,463	-1,233	-230	-345	-385	-40
<u>Transportation</u>						
Road Safety Aip	92	92		25	34	9
Bus Stations	-16	-16		13	-2	-15
Design Planning	55	55		-24	15	39
S38	-46	-46		-6	-15	-9
Public Transport Rural	121	121		32	40	8
Public Transport	1,137	1,137		613	379	-234
Concessionary Travel	1,112	1,112		214	428	214
Road Safety	144	144		40	48	8
Running costs	136	136		55	43	-12
Staff	438	438		129	153	24
Searches	-20	-20		-8	-7	1
Sub-Total Highways, Transport & Community Services	9,254	9,419	-165	3,647	3,675	28

SUMMARY ENVIRONMENT REVENUE BUDGET REPORT 2010/11
AS AT 31ST JULY 2010

	Annual Budget £000	Outturn £000	Under/-over spend £000	Actual to date £000	Budget to date £000	Under/-over spend to date £000
<u>Environment, Planning & Waste</u>						
<u>Planning Services</u>						
Building Control	-24	-24		-68	-10	58
Conservation	730	730		201	250	49
Development Control	223	223		83	70	-13
Forward Planning	720	720		-281	-266	15
Planning Management	339	339		101	109	8
Head Of Planning Services	98	98		32	32	0
B Servs, Mkt & Fairs Management	19	19		7	6	-1
Markets, Fairs and Street Trading	-264	-219	-45	-117	-109	8
<u>Bereavement Services</u>						
Cemeteries Budget	44	44		-6	2	8
Hereford Crematorium	-316	-361	45	-115	-87	28
Waste Disposal	7,851	7,851		-66	-48	18
Household Waste Recycling	1,774	1,774		489	448	-41
Trade Waste Collection	-429	-429		-465	-429	36
Domestic Waste Collection	2,708	2,708		566	675	109
Sustainability	171	171		54	57	3
Sub-Total Environment, Planning & Waste	13,644	13,644	0	415	700	285
<u>Environmental Health & Trading Standards</u>						
Commercial Environmental Health	375	375		117	123	6
Pollution	383	383		101	96	-5
Landfill & Contaminated Land	292	292		78	69	-9
Pest Control	16	16		-25	3	28
Animal Health & Welfare	119	119		74	49	-25
Trading Standards	427	427		103	140	37
Licensing	-114	-114		-32	-39	-7
Travellers' Sites	44	44		19	13	-6
Env't Health Management & Support	425	425		132	138	6
Environment Support	16	16		14	15	1
Sub-Total Environmental Health & Trading Standards	1,983	1,983	0	581	607	26

MEETING:	ENVIRONMENT SCRUTINY COMMITTEE
DATE:	13TH SEPTEMBER 2010
TITLE OF REPORT:	ENVIRONMENT PERFORMANCE UP TO JUNE 2010
REPORT BY:	Performance Improvement Officer

CLASSIFICATION: Open

Purpose

To report on the current outturns and progress against the actions for key national performance indicator targets within the remit of Environment Scrutiny Committee. This report has used the same format as used previously, and now incorporates the adopted performance rating system being used in the new corporate performance report for Cabinet; an explanation of the ratings is shown at Appendix A.

Recommendation(s)

THAT:

- (a) the report be noted;**
- and;**
- (b) areas of concern continue to be monitored.**

Key Points Summary

- The majority of targets across the services have supporting actions that are being delivered and closely monitored; with work continuing within the services to ensure that any improvements that need implementing to address any targets that are currently failing are introduced.
- Overall the actions are being delivered and are assisting the services to meet the targets. However, some targets are still failing but there are mitigating actions in place to address these.

Reasons for Recommendations

1. To update the Scrutiny Committee Members on Environment performance.
2. To ensure Scrutiny Committee are kept apprised of the plans to improve performance within the services.

Introduction and Background

3. The performance is monitored against the National Indicators (NI) that were introduced from April 2008. Regular reports are sent to the Government of the West Midlands and many of the government departments.

Further information on the subject of this report is available from
Chris Jones, Performance Improvement Officer, Sustainable Communities Directorate,
chris.jones@herefordshire.gov.uk or on (01432) 261596

4. This report covers the Performance Indicator Outturns as at 30th June 2010, against target figures for 2010-11, along with information about Direction of Travel and Status, which are defined as:
 - Direction of Travel – indicates whether the current position demonstrates improvement against the previous year’s out-turn
 - Status – indicates whether the current position demonstrates progress in line with the agreed target – G = Green (exceeded target by over 10%, B = Blue (on target or above target by up to 10%), A = Amber (within 5% of the target) and R = Red (5% or more below target).
5. Progress continues to be assessed regularly, together with the risks and the actions being taken to address these and improve performance.

Key Considerations

6. **NI 182 - Business Satisfaction with Regulatory Services** – Data due to be reported by mid September 2010 as there is a time delay of approximately 2-3 months for the information to be analysed and reported.
7. **NI 195 - Improved street cleanliness and environmental cleanliness** - The revised action plan that is in place with Amey has delivered against 3 of the 4 sub targets and is rated as blue, which means that they continue to achieve the target for 2010/11. However, the sub target that was not achieved was the removal of graffiti and was therefore rated red as it was 5% or more below the target.
8. **NI 196 - Improved street cleanliness and environmental cleanliness – fly tipping** - The revised action plan has ensured that this target continues to be achieved and it was therefore rated as blue as it was on target; with the community protection team continuing the enforcement work.
9. **NI 193 – Percentage of municipal waste – Landfilled** – The amount of residual waste per household continues to decrease with increased recycling performance. There is also a national trend of a reduced amount of waste coming from households during the recession. This trend could be threatened by any upturn in the economy.
10. **NI 170 – Previously developed land that has been vacant or derelict for more than five years** – A target has been set for the 2010/11 financial year of 0.07% and there has been some progress against the actions that are in place to assist with meeting this target.
11. **NI 157 – Processing of Planning Applications** - Two of the three sub targets of this indicator have come in slightly below target and are rated as amber and red both being just under and just over 5% off the targets that have been set; with the remaining sub target remaining on target and therefore rated as Blue. A sudden influx of Planning applications and ongoing pre-application discussions has led to this position after being well above target for the preceding two months. The focus remains on processing the major and strategic project applications as these contribute most directly to the economic regeneration of the county.
12. **NI 175 – Access to services and facilities by public transport, walking and cycling** – This indicator is currently on target and therefore is rated as blue. This is an ongoing element within the local transport plan.
13. **NI 176 – Working age people with access to employment by public transport** – this data will be reported by the Department of Transport and as yet the data for 2009/10 has not been provided, however this is due imminently and will be reported in quarter 3.

14. **NI 47 – Reduction in the People killed or seriously injured** - This indicator is currently green, above target by over 10%. The Planning and Transportation Road Accident Investigation and Prevention teams continue to lead on a wide range of education, training and publicity to address road traffic collisions. The latest outturn was 27 up to the end of June. However, it needs to be recognised that these figures are not final and are subject to change by West Mercia Constabulary until they are finalised at the end of the calendar year.
15. **Customer Contact Satisfaction** – This is measured on a monthly basis across a number of services within the Sustainable Communities Directorate; and for the year up to June 2010 75% of the respondents were satisfied with the service that they received overall while 18% were dissatisfied. (7% expressed no opinion).
16. Further information in respect of the performance outturns can be found in Appendix B.

Community Impact

17. Not Applicable.

Financial Implications

18. None Identified

Legal Implications

19. None Identified

Risk Management

20. None Identified

Consultees

21. None Identified

Appendices

22. Appendix A : Key to Performance Reports
23. Appendix B : Details of Key Performance outturns for Environment Scrutiny for the 2009/10 financial year




Background Papers

25. None identified.




KEY TO PERFORMANCE REPORTS

LEVEL 1

PERFORMANCE AGAINST TARGETS AND ACTION PLANS	
4	Overall, performance is significantly better than target(s)
3	Achieved, or on track to achieve, target(s)
2	Slightly behind target(s)
1	Significantly behind target(s)

DIRECTION OF TRAVEL	
	Overall, performance is better than for the same period last year
	Overall, performance is the same as for this period last year
	Overall, performance is behind that for the same period last year

LEVELS 2 & 3

PERFORMANCE AGAINST TARGETS AND ACTION PLANS	
4	Outturn is 10% or more above target
3	Outturn is above target by up to 10% or , where up to date performance data against target is not available for good reason, the action plan shows satisfactory progress
2	Outturn is below target, but within 5% or where up to date performance data against target is not available for good reason, the action plan shows inadequate progress
1	Outturn is 5% or more below target or no target has been set without good reason or there is no action plan
N.B. Where data is available this determines the judgement made for each indicator. Action plans are used to judge performance only where relevant data is unavailable.	
DIRECTION OF TRAVEL	
	Performance is better than for the same period last year
	Performance is the same as for this period last year
	Performance is behind that for the same period last year

Economic Development & Enterprise

Indicator	Lead Director	Tolerance	2008-09		2009-10		Target 2010-11		Latest Performance		Judgement		Direction of Travel		Analysis
			2008-09	2009-10	2008-09	2009-10	2010-11	2009-10	March	June	March	June			
Citizen															
NI 171 – VAT registration rate per 10,000 resident population aged 16+ (LAA)	Director of Sustainable Communities	Bigger is better	59.2 (2007)	Figures expected Dec 2010	39.9	49.7 (2008)	4	3	n/a	n/a					We are on track to meet our target of 100 Rural businesses supported via Rural Development Programme for England (RDPE) as well as having so far raised £366,998.64 of private sector leverage between April and June. Projects aimed at supporting homeworking businesses and the growth of small businesses have currently been delayed due to the hold on ABG funding.
NI 168 – condition of principal roads (proxy: delivery against highway maintenance plan) (LAA)	Director of Sustainable Communities	Smaller is better	4%	5%	5%	5% (March 2010)	3	3	▼	n/a					This data is the outturn for 2009-10. Data for this year will be collected in the Autumn and included in the third quarter report. The current year's target has become more challenging as a result of the impact of the severe winter weather. However, this is being mitigated by:
NI 169 – condition of non-principal roads (proxy: delivery against highway maintenance plan) (LAA)	Director of Sustainable Communities	Smaller is better	11%	9%	8%	9% (March 2010)	3	3	▲	n/a					A more challenging standard for highway defect management has been agreed with Amey and implemented for 2010-11, with performance being reviewed monthly; An extensive programme of maintenance and improvement work for highways which has been agreed with Amey which is reviewed monthly.
Service															
NI 182 – business satisfaction with regulatory services	Director of Public Health	Bigger is better		86%	100%	86.11% (March 2010)	1	1	n/a	n/a					Data due to be reported by mid September 2010 as there is a time delay of approximately 2-3 months for the information to be analysed and reported.
Partnership															
NI 152 – working age people on out of work benefits (LAA)	Director of Sustainable Communities	Smaller is better	8.80%	9.70%	8.40%	9.7% (Feb '09)	1	1	▼	n/a					Herefordshire Council continues to develop and deliver projects addressing worklessness within the County, key to this is the development of a Work and Skills plan and an interim version of this has been submitted to Government Office West Midlands for their feedback and comments. Activity relating to Business Support is on hold at present due to the hold on ABG funding.
NI 163 – working age people qualified to Level 2 or higher (LAA)	Director of Sustainable Communities	Bigger is better	72% (2008)	Data due Jan 2011	78.90%	Due January 2011	3	3	n/a	n/a					All action plan activity is taking place as planned: Workshop training sessions to help access ESF and other funds are now being marketed and due to take place during July and September..
NI 178 – bus services running on time (LAA)	Director of Sustainable Communities	Bigger is better	80%	86%	73%	86% (March 2010)	4	4	▲	n/a					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. We have exceeded our 2009/10 target of 71%. Issues arising in terms of punctuality problems are dealt with in partnership with bus operators providing the specific service. All activity has either been achieved or is on target.
Statutory															
NI 157 – processing of planning applications: Major applications within 13 weeks Minor applications within 8 weeks Other applications within 8 weeks	Director of Sustainable Communities	Bigger is better													
a) Major applications within 13 weeks			73%	79%	60%	56%	4	1	▲	▼	A sudden influx of Planning Applications and ongoing pre-application discussions has meant that two of the three parts of the indicator has come in slightly below target at the end of the quarter after being well above target for the previous two months. The focus remains on major and strategic projects.				
b) Minor applications within 8 weeks			73%	67%	65%	69%	3	3	▼	▼					
c) Other applications within 8 weeks			87%	72%	80%	79%	1	2	▼	◀▶					

Stronger Communities

Indicator	Lead Director	Tolerance	Target		Latest Performance	Judgement		Direction of Travel		Analysis	
			2008-09	2009-10		2010-11	March	June	March		June
Citizen											
NI 3 – civic participation	Deputy Chief Executive	Bigger is better	16%	N/A	17.5%	Next due end of 2010	3	3	n/a	n/a	Information is obtained from the Place Survey which is carried out every two years. The next survey is due to be carried out in autumn 2010 and data available in 2011. Work is progressing in line with the action plan.
NI 6 – participation in regular volunteering (LAA)	Director of Sustainable Communities	Bigger is better	29%	N/A	32.5%	Next due end of 2010	3	3	n/a	n/a	Information is obtained from the Place Survey which is carried out every two years. The next survey is due to be carried out in autumn 2010 and data available in 2011, the target for which is 32.5%. Work is progressing in line with the action plan.
NI 155 – number of affordable homes delivered (LAA)	Director of Sustainable Communities	Bigger is better	208	185	170	21	3	1	▼	▼	Development is traditionally low in the first quarter- target still achievable and activity is taking place towards this.
Service											
NI 9 – use of libraries (LAA)	Director of Sustainable Communities	Bigger is better	47.90%		51%	42.8% (November)	1	1	▼		The next results of the National Telephone survey will be available in December 2010. In response to the previous results the Libraries service has begun to implement the actions from the Light Touch Peer Review, the Culture and Sport Improvement Toolkit and the Culture and Sport Strategic Dialogue which are aimed at improving both the strategic profile and performance of the service. Using available Area Based Grant funding a marketing strategy including radio advertising has been implemented by the service. The Library service has also been successful in being selected as one of the ten nation wide services chosen to participate in the Future Libraries Programme which will assist with the future necessary remodelling of the service. The Arts Service has also participated in the Culture and Sport Strategic Dialogue and the service has been carrying out further market and user research on its own behalf to obtain a clearer understanding of users perception of the service.
NI 11 – engagement in the arts (LAA)	Director of Sustainable Communities	Bigger is better	46.40%		49.5%	46.3% (November)	2	2	▼		
Partnership											
NI 4 – influencing decisions in the locality (LAA)	Director of Sustainable Communities	Bigger is better	28.80%	N/A	32.3%	Next due end of 2010	3	3	n/a	n/a	Information is obtained from the Place Survey which is carried out every two years. The next survey is due to be carried out in autumn 2010 and data available in 2011, the target for which is 32.3%. Work is progressing in line with the action plan. The first phase of the Participatory Budgeting programme is complete, however the second phase is currently subject to funding. A full proposal for the Democracy First Project is now being prepared for the start of the project in September.
Statutory											
NI 1 – % of people who believe people from different backgrounds get on well together (LAA)	Deputy Chief Executive	Bigger is better	75.90%	N/A	79.4%	Next due end of 2010	3	3	n/a	n/a	Information is obtained from the Place Survey which is carried out every two years. The next survey is due to be carried out in autumn 2010 and data available in 2011. Work is progressing in line with the action plan.
NI 156 – households in temporary accommodation (LAA)	Director of Sustainable Communities	Smaller is better	98	79	82	64	3	3	▲	▲	The number of households in temporary accommodation has continued to decrease into the new financial year. There were 79 households in temporary accommodation at the end of March 2010 and this has decreased further to 64 households in temporary accommodation at the end of June 2010.
Local – % of people who find access to services difficult: Local shop Advice provision Public transport facility Cultural / recreational facility	Director of Sustainable Communities	Smaller is better									Information is obtained from the Place Survey which is carried out every two years. The next survey is due to be carried out in autumn 2010 and data available in 2011. Work is progressing in line with the action plan: The production of a Self-Help Kit for local communities is being expanded to include other services. A recent report of a community taking over and running a rural petrol station will be included.
a) Local shop			12%	11%	Next due end of 2010	3	3	n/a	n/a		
b) Advice provision			18%	16%	Next due end of 2010	3	3	n/a	n/a		
c) Public transport facility			21%	21%	Next due end of 2010	3	3	n/a	n/a		
d) Cultural / recreational facility			21%	19%	Next due end of 2010	3	3	n/a	n/a		

Safer Communities

Indicator	Lead Director	Tolerance			Target 2010-11	Latest Performance	Judgement		Direction of Travel		Analysis
			2008-09	2009-10			March	June	March	June	
Citizen											
NI 21 – dealing with concerns about anti-social behaviour (proxy – incidents of: anti-social behaviour – including speeding - criminal damage, alcohol-related disorder, alcohol-related violent crime) (LAA)	Director of Sustainable Communities	Bigger is better	25.40%		30.4% (2010-11)		3	3	n/a	n/a	Continued partnership working to ensure agreed targets and projects are being progressed. Development of quarterly budget outcome reports for Priority Group leads to assess performance, budget allocation and spend, outcomes and actions delivered to date, to ensure priorities are focused upon and reported in a timely manner to Safer Herefordshire Strategy Group.
NI 47 – people killed or seriously injured in road traffic accidents (calendar year) (LAA)	Director of Sustainable Communities	Smaller is better	115 (3 year average)	105 (2009) 110 (3-year average)	126 (2010) 108 (3-year average)	27	3	4	▲	▲	The Planning and Transportation's Road Safety and Accident Investigation and Prevention teams continue to lead on a wide range of education, training and publicity and engineering measures to address road traffic accidents and all planned activity is taking place to schedule. Proxy indicators for both KSI areas (overall and child KSIs) are on target in 2010 although it should be pointed out that the figures provided are not final and are subject to change by West Mercia Constabulary until they are finalised at the end of the calendar year.
Service											
Partnership											
NI 40 – drug users in effective treatment (LAA)	Director of Integrated Commissioning	Bigger is better		537	552	537 (March 2010)	3	3	▲	▲	02/08/2010 NTA have completed a national data audit. As a result, 07-08 baseline and annual trajectories have changed (reduced). 09-10 target now 527 and annual turnout was 537. Target exceeded (originally was not expected to meet target).
NI 30 – priority & prolific offenders (PPOs) (LAA)	Director of Sustainable Communities	Smaller is better		76.00	TBC	76.00 (March 2010)	3	3	▲	▲	2009-10 turnout for NI30 published on Iquanta 13/08/10. Result was 76 offences against a total of no more than 79 offences, therefore target met.
Statutory											

Environment

Indicator	Lead Director	Tolerance			Target 2010-11	Latest Performance	Judgement		Direction of Travel		Analysis
			2008-09	2009-10			March	June	March	June	
Citizen											
NI 191 – residual household waste per household (LAA)	Director of Sustainable Communities	Smaller is better	690.01kg	639.95	685 kg	158.04kg	4	4	▲	▲	632.16 kg projected for end of year - The amount of residual waste per household continues to decrease with increased recycling performance. There is also a national trend of a reduced amount of waste coming from households during the Recession. This trend could be threatened by any upturn in the economy.
NI 195 – improved street cleanliness and environmental cleanliness:	Director of Sustainable Communities	Smaller is better									This data is the outturn for 2009-10. Data for the first tranche of measurement this year (April - July) will be included in the second quarter report. However early indications from survey reports indicate that the improved performance seen in the last two tranches last year is being sustained. With effect from April 2010 Amey have taken out a year-long hire agreement on an Aquazura Scrubbing Machine used to deep-clean grime and dirt embedded in paving stones and help to combat the problem of chewing gum deposits. The machine used in High Town in Hereford moved out to the market towns throughout the year on a rotational basis. to reduce the levels of detritus in urban areas a street cleansing campaign targeting areas with high volumes of parked vehicles is due to commence in July 2010. Coordinated sweeps will take place in these areas with Amey organising alternative parking for residents in order to clear each area of vehicles the night before the clean is due to take place.
a) Litter			5%	5%	5%	5% (March 2010)	3	3	◄►	◄►	
b) Detritus			13%	9%	8%	9% (March 2010)	3	3	▲	▲	
c) Graffiti			1%	2%	1%	2% (March 2010)	1	1	▼	▼	
d) Fly-posting			1%	1%	1%	1% (March 2010)	3	3	◄►	◄►	
NI 196 – improved street cleanliness and environmental cleanliness – fly tipping	Director of Sustainable Communities	Smaller is better		Grade 1	Grade 1	Grade 1 (March 2010)	3	3	◄►	◄►	Confirmation was received on 26/07/10 that the authority had been graded as '1 - very effective' for 2009/10. The lead on this indicator is the Community Protection Team. As at 31/07/10 the indicator was still on track for Grade 1 in 2010/11, notwithstanding an increase in the number of fly-tipping incidents reported compared with 2009/10 (an increase of 27% ytd). This should not necessarily be viewed as a negative, but rather an indication that there is growing community confidence in reporting incidents knowing that they will be cleared quickly and will be investigated. This is a pattern that has been seen in many other authorities, but the indicator does not give recognition to this and is the main reason why this NI is viewed as flawed by most authorities, and fed back to Central Government as such through the Keep Britain Tidy network. This 'picture' is supported by the view from the ground that there aren't more incidents of fly-tipping, just more reporting. Enforcement activity continues with 10 prosecutions and convictions for fly-tipping in 2010/11, 5 formal cautions, 5 pending prosecutions and a number of active investigations. A programme of proactive Duty of Care inspections continues working closely with Waste Management to make these intelligence-led.
Service											
NI 192 – % of household waste sent for reuse, recycling and composting	Director of Sustainable Communities	Bigger is better	33.24%	35.60%	41%	38.23%	3	1	▲	▲	The performance of this NI has increased significantly on the previous year due to the implementation of the new refuse and recycling collection service in November 2009. However current performance still falls short of the 41% target for 2010-11. We are in the process of introducing recycling services to flatted developments and we are currently planning to expand the recycling service to village halls and charities (subject to budget availability) which will help improve future performance.
Partnership											
NI 197 – improved biodiversity (LAA)	Director of Sustainable Communities	Bigger is better	40.90%	43.20%	44.10%	43.2% (March 2010)	4	4	▲	▲	Data is collected annually in March of each year. Activity is taking place to meet the target.
Statutory											
NI 186 – CO ₂ emissions (LAA)	Director of Sustainable Communities	Smaller is better			13.1% (2010)	2.3% (2007)	3	3	n/a	n/a	Activity is taking place towards the target however the work using VantagePoint (Carbon Modelling Software) should help determine if this will be sufficient and develop future strategy to meet the challenging targets ahead. Currently this project is at the data entry stage with the relevant parties being consulted for information. The data produced from the Renewable Energy Study commissioned by the Planning Policy Team will also be key to this.
NI 193 - % of municipal waste landfilled	Director of Sustainable Communities	Smaller is better	64.61%	62.30%	60.00%	57.87% (June 2010)	1	3	▲	▲	We are on target for this NI due to increased diversion of waste from landfill with the successful introduction of the new refuse and recycling collection service. As with NI 191 the reduction in overall waste has also helped reduce the amount of municipal waste sent to landfill.



MEETING:	ENVIRONMENT SCRUTINY COMMITTEE
DATE:	13 SEPTEMBER 2010
TITLE OF REPORT:	WORK PROGRAMME
REPORT BY:	Democratic Services Officer

CLASSIFICATION: Open

Wards Affected

County-wide.

Purpose

To consider the Committee's work programme.

Recommendation

THAT subject to any comment or issues raised by the Committee the Committee work programme be recommended to the Overview and Scrutiny Committee for approval.

Introduction and Background

1. The Overview and Scrutiny Committee is responsible for overseeing, co-ordinating and approving the work programme of the Committee, and is required to periodically review the scrutiny committees work programmes to ensure that overview and scrutiny is effective, that there is an efficient use of scrutiny resources and that potential duplication of effort by scrutiny members is minimised.
2. The work programme, set out at Appendix 1, may be modified by the Chairman following consultation with the Vice-Chairman and the Directors in response to changing circumstances.
3. Should any urgent, prominent or high profile issue arise, the Chairman may consider calling an additional meeting to consider that issue.
4. Should Members become aware of any issues they consider may be added to the scrutiny programme they should contact the Democratic Services Officer to log the issue so that it may be taken into consideration by the Chairman when planning future agendas or when revising the work programme.
5. To enable the Committee to track the result of previous recommendations Appendix 2 is attached for information only. Where possible this includes a comment by the relevant officer on the current position concerning the issue at the time of going to print.

Background Papers

- None identified.

ENVIRONMENT SCRUTINY COMMITTEE WORK PROGRAMME

For consideration by Committee on 13 September 2010

9.30am 26 November 2010	
	<ul style="list-style-type: none"> • Local Transport Plan 3 - Consideration of the draft LTP3 • Good Environmental Management (GEM) – end of year performance report. • County Rail Facilities – update by Cabinet Member following discussions with rail providers. • Council Vehicle Fleet Review – Further Update • Review of the Travellers’ Policy – Further Update. • Connect 2 Greenway scheme – Further Update. • Capital Budget Monitoring. • Revenue Budget Monitoring. • Report on Performance Indicators. • Committee Work Programme.

9.30am 28 February 2011	
	<ul style="list-style-type: none"> • Capital Budget Monitoring • Revenue Budget Monitoring. • Report on Performance Indicators. • Committee Work Programme

June/July 2011	
	<ul style="list-style-type: none"> • Capital Budget Monitoring • Revenue Budget Monitoring. • Report on Performance Indicators. • Committee Work Programme

September/October 2011	
	<ul style="list-style-type: none"> • Capital Budget Monitoring • Revenue Budget Monitoring. • Report on Performance Indicators. • Committee Work Programme

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.
- Consideration of revised/reviewed Flood Defence Policy.
- Consider inviting the Environment Agency to discuss the environmental impact, of the Open Windrow Greenwaste composting facility at Morton-on-Lugg. (Minute 60 – Committee work programme and Minute 64)

Provided for the Committee's information only and not debate.

Progress in response to recommendations made and issues requiring action raised by the Environment Scrutiny Committee.

Committee date: 7 June 2010

Minute No. 78 ANNUAL REPORT BY CABINET MEMBER ENVIRONMENT AND STRATEGIC HOUSING	
Recommendations	Response/Action
3) it be noted that the Head of Planning and Transportation intends to hold a work shop for all members on the theme of planning enforcement and will include reference to the 'planning tool kit;	The format of the workshop will seek to reflect that on the very successful seminar on Ecology & Planning, however, at the time of going to print no date has been fixed.

Committee date: 28 June 2010

Climate Change and Carbon Reduction	
Recommendations	Response/Action
all Directorates make every effort to establish accurate baseline data to ensure that true carbon savings are achieved;	Baselines are being set through the challenge procedure as part of the Local Authority Carbon Reduction process with the Carbon Trust.
The committee supports an all member work shop on the carbon reduction plan and how through the plan financial saving can also be made.	A member workshop/seminar has been arranged for 11 October 2010. Members have been sent details.

School Travel Plans	
Recommendations	Response/Action
A member briefing note be produced setting out the position concerning how the three Herefordshire Colleges were complying with the planning conditions in relation to travel plans;	Information awaited from planning.
new build school schemes incorporate lessons learned from previous schemes e.g. Riverside, on designing in the best and safest routes to school for pupils thereby encouraging walking and cycling;	Safer routes for school is, and will continue to be, taken into account at the design stage. Where practicable the recommendations are incorporated.
Officers investigate whether the school mini bus fleet is fully utilised; and	Information is being sought from Children's Services and will be forwarded to Members in due course.

<p>the Assistant Director, Highways Transport and Community Services is requested to write to chair's of school governors to remind them of the importance school travel plans have in contributing to carbon reductions in the County</p>	<p>A letter will be circulated in the new school term to coincide with the refresh and review of school travel plans.</p>
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<p align="center">Council Vehicle Fleet</p>	
<p>Recommendations</p>	<p>Response/Action</p>
<p>A further update report be presented to the November 2010 committee to include an indication of possible cost and CO2 savings.</p>	<p>This has been logged in the work programme for 26 November 2010.</p>

Committee date: 13 July 2010

<p align="center">Review the Rights of Way Service performance and outcomes</p>	
<p>Recommendations</p>	<p>Response/Action</p>
<p>the list of suggested issues for scrutiny submitted by Mr McKay be forwarded to officers. Following consideration of the officer's response the Chairman and Vice-Chairman be authorised to decide whether any issue(s) should be brought to Committee for consideration as part of the Committee work programme</p>	<p>The list has been submitted to the Herefordshire Local Access Forum for their consideration as part of their work programme. It is suggested that it would be more appropriate for items on the list to be considered by officers and the Herefordshire Local Access Forum.</p>
<p>the Parks, Countryside & Leisure Officer investigate the possibility of obtaining funding from other 'partners' who benefit from the public using the rights of way network e.g. NHS, tourism;</p>	<p>No progress has been made to date.</p>
<p>further consideration be given to how the public are informed about route closures, particularly major tourist routes, on the PROW network; consideration be given to approaching the NFU to urge them to remind their members of their responsibilities concerning any Public Right of Way over their property;</p>	<p>All path closures are now on the web site.</p>

<p>should the Herefordshire Local Access Forum extend an invitation to Herefordshire Council to meet with the Minister and MPs to discuss PROW issues, the Executive be requested that the Chairman and Vice-Chairman be invited to represent the views of the Committee.</p>	<p>At the time of writing no confirmation of a meeting date has been received.</p>
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<p>Update on the operation of the Planning Committee and Enforcement Function</p>	
<p>Recommendations</p>	<p>Response/Action</p>
<p>That the report be noted and a Member briefing note be provided on the work of the Section 106 officer together with progress on implementing and monitoring agreements.</p>	<p>A Member briefing note is in the final stages of being written and will be forwarded to members in due course.</p>

