

# AGENDA

## Environment Scrutiny Committee

Date: **Friday 26 November 2010**

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Time: **9.30 am**

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

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

For any further information please contact:

**Paul James, Democratic Services Officer**

Tel: 01432 260460

Email: [pjames@herefordshire.gov.uk](mailto:pjames@herefordshire.gov.uk)

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# Agenda for the Meeting of the Environment Scrutiny Committee

## Membership

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

## **GUIDANCE ON DECLARING PERSONAL AND PREJUDICIAL INTERESTS AT MEETINGS**

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

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

## AGENDA

		Pages
1.	<b>APOLOGIES FOR ABSENCE</b> To receive apologies for absence.	
2.	<b>NAMED SUBSTITUTES (IF ANY)</b> To receive details any details of Members nominated to attend the meeting in place of a Member of the Committee.	
3.	<b>DECLARATIONS OF INTEREST</b> To receive any declarations of interest by Members in respect of items on the Agenda.	
4.	<b>MINUTES</b> To approve and sign the Minutes of the meeting held on 13 September 2010.	1 - 8
5.	<b>SUGGESTIONS FROM MEMBERS OF THE PUBLIC ON ISSUES FOR FUTURE SCRUTINY</b> To consider suggestions from members of the public on issues the Committee could scrutinise in the future.	
6.	<b>LOCAL TRANSPORT PLAN</b> To update the Committee on the progress made in preparing the third Local Transport Plan (LTP) and invite the Committee to provide their comments on the emerging strategy.	9 - 14
7.	<b>ENVIRONMENTAL PERFORMANCE 2009 - 10 (GEM)</b> To bring together information on the council's performance on environmental issues in 2009/10 in relation to commitments made, in particular in the environmental policy and corporate plan. (Good Environmental Management – GEM).	15 - 26
8.	<b>RAILWAYS - UPDATE REPORT</b> To provide an update to the committee on planned improvements for rail services and facilities in Herefordshire.	27 - 30
9.	<b>REPORT OF THE REVIEW GROUP ON THE HEREFORDSHIRE TRAVELLERS' POLICY</b> To consider the finding of the review of the Travellers' Policy and progress on the actions arising from the Herefordshire Travellers' Policy adopted on the 25 <sup>th</sup> November 2008.	31 - 36
10.	<b>COUNCIL VEHICLE FLEET</b> The report outlines the results of the vehicle fleet review. It contains details of the proposed approach to management of the vehicle fleet.	37 - 40
11.	<b>CONNECT 2 GREENWAY - SCHEME UPDATE</b> To provide an update to the Committee regarding Connect 2 Greenway scheme prior to submission of planning application for the scheme.	41 - 44

<b>12. ENVIRONMENT PERFORMANCE UP TO SEPTEMBER 2010</b>	45 - 52
To provide a report on the current outturns and progress against the actions for key national performance indicator targets for Environment Scrutiny Committee.	
<b>13. CAPITAL BUDGET MONITORING</b>	53 - 56
To advise Scrutiny Committee on progress of the 2010/11 Environment Capital Programme within the overall context of the Council's Capital Programme.	
<b>14. REVENUE BUDGET MONITORING</b>	57 - 62
To advise members of the Environment committee of the financial position for the Environment budgets for the six months to 30 September 2010. The report lists the variations against budget at this stage in the year and the projected outturn for the year.	
<b>15. COMMITTEE WORK PROGRAMME</b>	63 - 70
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

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

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

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

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

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

## **Remits of Herefordshire Council's Scrutiny Committees**

### **Adult Social Care and Strategic Housing**

*Statutory functions for adult social services 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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**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 13 September 2010 at 9.30 am**

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

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

**In attendance:** Councillors: WLS Bowen, GFM Dawe, PJ Edwards, JG Jarvis (Cabinet Member - Environment and Strategic Housing), AT Oliver and RV Stockton.

**29. APOLOGIES FOR ABSENCE**

No apologies were received from members of the Committee. An apology was received from Councillor DB Wilcox (Cabinet Member Highways and Transportation).

**30. NAMED SUBSTITUTES**

There were no named substitutes.

**31. DECLARATIONS OF INTEREST**

No interests were declared.

**32. MINUTES**

**RESOLVED:** That the minutes of the meetings held 28 June and 13 July 2010 be confirmed as a correct record and signed by the Chairman.

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

No suggestions for scrutiny were received.

The Chairman informed the Committee that questions had been received from two members of the public and these would be dealt with under agenda items 6 - Local Development Framework and Item 14 - Committee work programme.

**34. LOCAL DEVELOPMENT FRAMEWORK**

The Committee received an update on progress with the Local Development Framework (LDF)

Elizabeth Morawiecki, Chairman, Breinton Parish Council submitted the following questions:

1. In its Place Shaping Consultation document the Council stated that "2.8 to ensure that consideration of sustainable development is built into the core strategy, a process of Sustainability appraisal (SA) is undertaken throughout the preparation process. In addition,... any development ...will be subject to rigorous examination through a process of Habitat Regulations Assessment HRA)." As neither of these reports are yet available and the fact that the Hereford Relief Road Study options was only signed

- off on 10th September, how can this council put forward a preferred option for Hereford and propose a western relief road when all the evidence is not yet available for councillors and officers to consider?
2. As the preferred option for Hereford under the LDF and the choice of a western relief road so closely follow the housing and transport proposals initially put forward by the Church Commissioners and Bloor Homes in their 2008 plan for future development in Hereford, please confirm that the sale of 48 acres of land by the Church Commissioners to Herefordshire Council for the new cattle market was in no way connected to these forward plans by a major landowner who stands to make considerable profits from the councils preferred options? In addition, would the council now publish all the correspondence and contracts relating to the purchase of land at the new cattle market site as there can now be no commercial sensitivity arising from these documents?
  3. Why is the council determined to continue to follow a level of housing growth in Hereford that has been shown by 2 Council commissioned transport reports to actually increase journey times within the city even if at least £86million and likely considerably more, is spent on a relief road.

Responding to question 1 The Planning Policy Manager reported that for consultation to take place there needed to be something to consult upon. Both the SA and the HRA had been published at each stage of the process and in principle both had been through the iterative process as part of the Place Shaping paper. Consultation could be undertaken at the same time as the SA and HRA process.

Questioned about whether sustainability should be established first, the Planning Policy Manager responded there was no reason that sustainability could not be undertaken at the same time as the remainder of the work as this would speed up the process.

The Cabinet Member (Environment and Strategic Housing) responded to comments about the timing and method of the release of information to Council members by assuring the Committee that members would receive information before it was released to the press or placed on the web site. However, he warned that timescales would be tight and members may not receive much notice. He emphasised that Cabinet on 16 September 2010 would only be deciding whether to approve the Hereford Core Strategy: Hereford Preferred Option paper for consultation. Council in February 2011 would be considering all the evidence in the Core Strategy document.

Responding to question 2 the Cabinet Member (Environment and Strategic Housing) stated there was no connection with the new cattle market or housing development referred to by the questioner. Correspondence relating to the purchase of land for the new cattle market could be requested through the Freedom of Information process.

Responding to question 3 the Cabinet Member (Environment and Strategic Housing) commented that many working age people were leaving the county for employment reasons. Herefordshire had to attract employment opportunities offering decent levels of pay and promote other amenities and facilities to encourage people to stay in the County. Some people may be effected by the proposals, however, the Council had to look at the bigger picture and work for the good of the County.

The Planning Policy Manager presented his report which set out the history to the item; the consultations undertaken; indicated the scope of further work to be undertaken and the intention to report a recommended Core Strategy (the central strategy document of the LDF) to Council for consideration on 4 February 2011.

Questioned on sustainable transport measures he responded that these had been included in the consideration process and would be part of the consideration by Cabinet and Council.

While the Regional Spatial Strategy had been revoked by government it contained a substantial evidence base that had been tested in public and found to be sound and therefore work continued to be supported by that evidence.

Asked how the new 'Localism Bill' would effect the Plan, the Assistant Director Environment, Planning and Waste, responded that the detail of the bill was awaited, however, the 'Bill' wouldn't negate the need for the work being undertaken. He also commented that evidence continued to be gathered and updated to ensure that the resultant Plan, when submitted to the Secretary of State as part of the process, could be shown to be sound.

Responding to how soon the Plan could be reviewed the Assistant Director Environment, Planning and Waste, responded that the Unitary Development Plan (UDP) was part of the LDF and therefore could only be changed by Council. Therefore a future administration could decide to make changes.

The Committee requested a time table setting out the key actions/dates for getting the Core Strategy to Council.

**RESOLVED: that the Committee noted the position set out in the report and information given at the meeting.**

### **35. LOCAL TRANSPORT PLAN - UPDATE**

The Committee received an update on progress in preparing the third Local Transport Plan (LTP) and were informed of the timetable for completing the plan.

The Transportation Manager presented the report which set out: the requirement to review and replace the current LTP; the range of documents the LTP would comprise of; that the LTP and the emerging Local Development Framework Core Strategy were being developed in tandem to ensure both strategies worked together; a timetable for completing the LTP preparation, and that the Committee would have the opportunity to review the current draft LTP at its November meeting.

Questioned whether the location of housing and businesses in the LDF determined where new roads went, or vice versa, the Committee were informed that land use proposals came first and their highway impacts modelled to assess impacts on the transport network. This enabled feedback to inform the preferred option for Hereford. While the public were in favour of a relief road their response through the survey responses had been evenly balanced between an eastern or western route.

Comment was made that while the revised LTP would plan for the future it also provided opportunities to solve some of the current transportation problems. It was also commented that the Council needed to maximise every opportunity of securing funding for schemes. It was further commented that in planning for the future serious consideration needed to be given to the higher end of any predicted traffic flow statistics to ensure that a degree of future proofing was built into the plan.

It was noted that the LTP wasn't just about the relief road and major schemes and therefore the Committee shouldn't lose sight of other transport issues e.g. cycling and walkways.

Responding to concern over how the LTP would be delivered e.g. where the finance would come from, the Sustainable Communities Director reported that, as part of the process, the Government Inspector would test the Council on the deliverability of the Plan.



**RESOLVED: that the report be noted and:**

- 1. the Committee recommends that the Executive:**
  - a. takes particular account of the higher range of traffic volume estimates when formulating the Local Transport Plan; and**
  - b. ensures that the Council maximises any funding opportunities for transport issues; and**
- 2. the importance of cycle ways, walkways etc be noted for discussion when the Committee debates the draft LTP in November.**

### **36. SAFER ROADS PARTNERSHIP - UPDATE**

The Committee received an update on the work of the West Mercia Safer Roads Partnership and considered emerging issues around future funding.

The Transportation Manager presented his report which set out: Speed Enforcement Performance at 'Core Sites'; preliminary data for speed enforcement at 'Community Concern Sites', and findings from the West Mercia Crime and Safety Partnership Survey 2009-10. The report also set out funding issues for the Partnership, particularly for the member local authorities following the government announced in year savings. Clarity over future funding was expected following the government's spending review announcement later in the year.

Mr R Reynolds, Safer Roads Partnership Manager, informed the Committee of: the benefits derived from partnership working; the work undertaken since the last report in November 2009, that the partnership were managing the cut in this years funding primarily through reducing the back office functions; that Herefordshire was performing better than the national average in reducing the number of killed or seriously injured; the work of the partnership's Operations Forum, and the educational work being undertaken.

The Committee debated the effectiveness of vehicle activated SIDs (speed indicator signs); the need for sensible speed limits to be set to match road condition/design; the possibility of the NHS contributing towards accident preventative measures and, with an ageing population, whether there was sufficient emphasis given to eyesight test for older people.

The Committee also debated issues arising from agricultural traffic namely: child passengers in tractor cabs; the age at which young people can drive a tractor and trailer on the road, and the problems arising from tractors causing a queue and whether there were adequate passing places for them to pull in to.

**RESOLVED: That the report be noted and the Committee recommends that an awareness campaign be initiated to highlight to the agricultural community the contribution they can make to improving road safety.**

At this point the Committee adjourned for 10 minutes and resumed at 11.35am.

### **37. COLWALL RAILWAY BRIDGE - ISSUES ARISING**

The Committee received a verbal update on any issues arising following the opening of the Colwall railway bridge.

At its meeting on 20 April 2009 the Committee requested that it be informed of any incidents or accidents following the opening of the new Colwall railway bridge.

The Assistant Director, Highways, Transport and Community Services, verbally reminded the Committee that local concern had arisen over changing access over the bridge from two way working to single way working controlled by 'smart' traffic lights. He reported that no accidents or incidents had been reported and there were no safety concerns

Invited to comment by the Chairman the Ward Member (Councillor RV Stockton) thanked the Council for persuading Railtrack (the owners of the bridge) to bring forward the replacement date by one year and that residents had now accepted the traffic controlled working.

Questions were asked regarding how many road over rail bridges there were in the County and what their state of repair was. The maintenance responsibility for roads over former rail bridges was also asked.

**RESOLVED: that the verbal report and the comments by the ward member (Cllr Stockton) be noted and a report be presented on the number and condition of road bridges over railway lines for which the Council has any liability for maintenance.**

### **38. PROGRESS REPORT - ACTIONS FOLLOWING SCRUTINY REVIEW OF ON-STREET PARKING**

The Committee considered progress on implementing the recommendations arising from the Scrutiny Review of On-Street Parking.

The Committee commissioned a scrutiny review into on-street parking, the findings from which were reported to Cabinet 29 October 2009. Cabinet's response and action plan were reported to Committee on 23 November 2009. The agenda report and appendix updated the Committee on further progress achieved against the recommendations from the review.

The Transportation Manager reported that the Car Parking Study for Hereford had been completed and had been published on the Council's website; the Study was helping to inform the review of the current Hereford Transport Strategy and Countywide Car Parking Strategy as part of the preparation of the third Local Transport Plan (LTP3); and a project to introduce pay on foot parking in Maylord Orchards was underway for delivery later in the year.

The Chairman commented that most of the recommendations from the Review had been accepted by the Executive and a number would now be considered as part of the LTP review process.

**RESOLVED: that progress against the action plan be noted.**

### **39. CAPITAL BUDGET MONITORING**

The Committee were advised of the position for the Environment Capital Programme within the overall context of the Council's Capital Programme.

The Director of Resources representative presented the report and highlighted that the total programme had increased to £18,838k from the figure of £18,476k previously reported to Committee and this, together with other variances, was set out in more detail in the report and appendix 1.

On scrutinising the report the Committee noted the following principal points:

- The Park & Ride scheme at the Holmer Road Leisure Centre was currently on hold.
- Various financing options had been considered when acquiring the three winter gritters. In the long term purchasing had been considered best value and provided the degree of resilience required.
- Funding for the Yazor Brook Flood Alleviation was currently still in place as it was considered a major scheme by Advantage West Midlands. The Sustainable Communities Director confirmed that works would not start until all elements were in place. Currently the outcome of the Compulsory Purchase Order enquiry was awaited.
- Widemarsh Street Refurbishment scheme was on track to be finished before Christmas 2010. While not a fixed price contract the works had been highly specified in the contract.

**RESOLVED: that the position set out in the Capital Budget Monitoring report be noted.**

#### **40. REVENUE BUDGET MONITORING**

The Committee were advised of the revenue position for the Environment budgets for the period to 31 July 2010, variations against budget and the projected outturn for the year.

The Director of Resources representative presented the report and highlighted that the total environment budget for 2010/11 had increased to £24,881k from £24,818k previously reported to Committee. The current position projected an overspend of £165k which mainly reflected a shortfall in income from parking of £230k. Further detail on the budgets was contained in the agenda report and its appendix.

On scrutinising the report the following principal points were noted:

- While great improvements had been made in waste recycling the County was financially still highly dependant on meeting targets, particularly in relation to reducing landfill. The Committee were informed that a number of councils in the region were now aiming for more challenging targets.
- The Committee were concerned that the costs incurred through document scanning in planning were continuing. The Assistant Director Environment Planning and Waste, anticipated that the new system of scanning would be in place before the end of the year. Computerisation of the planning process had now reached phase two and great efforts were being made to ensure that it met as many expectations as possible.
- In view of the financial cuts it was questioned whether the levels of expenditure on public transport could be maintained. The Sustainable Communities Director responded that this would depend on the outcome of the governments spending review but various options were being explored in advance of any announcement.

**RESOLVED: that**

- 1. the position set out in the Revenue Budget Monitoring report be noted; and**
- 2. a report on the actions being taken to further encourage recycling, and consequently reduce landfill, be logged in the work programme for reporting to a future meeting.**

#### **41. ENVIRONMENT PERFORMANCE UP TO JUNE 2010**



The Committee received an update on the current outturns and progress against the actions for key national performance indicator targets within the remit of the Committee.

On scrutinising the performance report the Committee questioned performance in relation to the registration time for planning applications. The Assistant Director Environment Planning and Waste reported that work on an application could start before it was formally registered. Performance had improved and would improve further when the new computerised planning system had been embedded and document scanning had been brought in-house.

**RESOLVED: that the performance report be noted.**

#### **42. COMMITTEE WORK PROGRAMME**

The Committee considered its work programme.

A question had been submitted by Mr WM Everitt. Mr Everitt referred to previous Committee debate on the issue of Public Right of Way Service performance, especially the meeting held 13 July 2010, and asked "1) when considering the Committee work programme should the Committee consider whether it is content that a satisfactory and acceptable level of service is being provided, or 2) whether a further report or reports should be scheduled into the work programme to monitor the level of service being provided?"

The Committee agreed that a further monitoring report on the performance of the PROW service be scheduled into the work programme, the timing of which to be subject to consideration by the Chairman and the Sustainable Communities Director.

#### **RESOLVED That**

- 1. an update on the performance of the PROW Service be included in the work programme; and**
- 2. subject to the inclusion of the items agreed earlier in the meeting the work programme be agreed and recommended to the Overview and Scrutiny Committee for approval.**

The meeting ended at 12.35 pm

**CHAIRMAN**



<b>MEETING:</b>	<b>ENVIRONMENT SCRUTINY COMMITTEE</b>
<b>DATE:</b>	<b>26<sup>TH</sup> NOVEMBER 2010</b>
<b>TITLE OF REPORT:</b>	<b>LOCAL TRANSPORT PLAN</b>
<b>REPORT BY:</b>	<b>ASSISTANT DIRECTOR, HIGHWAYS, TRANSPORT &amp; COMMUNITY SERVICES</b>

**CLASSIFICATION:** Open

### **Purpose**

To update the Committee on the progress made in preparing the third Local Transport Plan (LTP) and invite the Committee to provide their comments on the emerging strategy.

### **Recommendation:**

**THAT: Members provide comments on the local transport plan so that they may inform final revisions to the strategy.**

### **Key Points Summary**

- Herefordshire Council is required to review and replace the current LTP, taking into account local priorities, new government guidance and the Local Transport Act 2008.
- The LTP is an important Council strategy which sets priorities for investment in transport improvements for the whole county.
- There are likely to be significant funding pressures around highways and transport services in the next few years but new funding opportunities are also emerging.
- A consultation exercise on the emerging LTP Strategy closed on the 19<sup>th</sup> November. A verbal update on key messages from the consultation will be provided at the meeting.
- Views of Members will be taken into account in final drafting of the strategy and in preparation for consideration by full Council 4 February 2011.

### **Alternative Options**

- 1 It is a statutory requirement for the Council to adopt a new Local Transport Plan by the 1<sup>st</sup> April 2011.

### **Reasons for Recommendations**

- 2 To keep the Environment Scrutiny Committee apprised of progress with the LTP and invite their input into the final strategy document.

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

## Introduction and Background

- 3 A report was provided to this Committee at its meeting 13 September 2010. That report provided background on the requirement to prepare the next local transport plan and how this work was being coordinated with development of the local development framework Core Strategy preferred options.
- 4 The Executive Summary of the consultation draft LTP3 is appended to this report to provide Members with an overview of the proposed strategy. The draft LTP3 has been written to reflect the Local Development Framework current Preferred Option for Hereford. The final review of LTP3 will need to reflect any decisions regarding the LDF Strategy when it is considered by Council. The report will also be accompanied by a presentation to members summarising the development of the LTP, current understanding of future funding and the timetable for adopting the strategy. A copy of the presentation will be available for members.

## Key Considerations

### Important Council Strategy

- 5 The Local Transport Plan (LTP) is one of the Council's most important strategies, setting out proposals for transport improvements and highway maintenance for the whole County over a long time period. The strategy plays a significant role in directing the work undertaken by our delivery partner Amey Herefordshire but also coordinates other partnership activities and resources relating to road safety, carbon reduction proposals and health improvements. The LTP forms part of the Council's Policy Framework and also informs the Capital Strategy.

### Funding

- 6 Whilst the Comprehensive Spending Review was announced in October and there are indications of government departmental budgets we do not yet have detail for the local transport plan programme 2011/12 to 2014/15. This is due to be provided to the Council in a settlement letter in December. Indications from the departmental budget and proposals to change the formula which is used to determine individual local transport authority allocations are that capital funding for transport in Herefordshire will reduce significantly over the next 4 year period.
- 7 In the context of increasing pressures on both capital and revenue programmes it is important that we maximise opportunities to secure alternative sources of funding. Opportunities are likely to come forward through the following sources:
  - i. Local Sustainable Transport Fund – government will announce more details of this new fund later in the year
  - ii. Development funding – continued application of the Council Planning Obligations policy and development of strategic policy to secure funding from the planned growth across the County (Community Infrastructure Levy)
  - iii. European funding – a number of bids are currently under consideration including the Pedal Power project
  - iv. Regional Growth Fund – Government has set aside £1.4B for 2011/12 to 2013/14 to support job creating projects. The support of the Marches Local Enterprise Partnership will be important in accessing this fund.
  - v. Tax Increment Financing (TIF) – Government has announced proposals to introduce this through

## Public Engagement

- 8 A wide range of stakeholder views have been taken into account in developing the LTP. Public consultation took place January to March 2010 and sought views on the priorities for future transport delivery. A second round of public consultation took place has just concluded on the emerging strategy proposals. This exercise closed on the 19<sup>th</sup> November and the results will be published on the Council's website shortly. In addition, we have also had regard to other survey information including the National Highways and Transportation Survey. This provides detailed information on Herefordshire residents' satisfaction with a comprehensive range of transport services and facilities.

## Timetable for Completing the LTP Preparation

- 9 The LTP Strategy will be finalised to reflect any changes to the emerging LDF core strategy, feedback received during the recent consultation exercise and by members at this Environmental Scrutiny Committee. The final LTP strategy will be presented for consideration by Cabinet on the 20<sup>th</sup> January 2011 and full Council at its meeting on 4<sup>th</sup> February 2011 at the same time as the LDF Core Strategy is considered.

## 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 None in respect of this report.

## Consultees

- 14 Community consultations have been carried out as outlined above.

## Appendices and Background Papers

- 15 Herefordshire's Local Transport Plan Strategy 2011 to 2026 - Executive Summary (draft)



# Herefordshire's Local Transport Strategy

## 2011 to 2026

### Executive Summary

Over the next 15 years significant housing and employment growth is planned and it is essential that the transport system supports the expectations of Herefordshire residents. The Local Transport Plan (LTP) Strategy provides information on four themed transport strategies produced to support the emerging Local Development Framework Core Strategy and deliver the five strategic goals for transport.

#### LTP Strategic Goals:

- To support long-term economic growth within Herefordshire by improving journey time reliability and predictability on key routes.
- To prepare for a low-carbon future by supporting sustainable travel and ensuring responsible management plans are developed to maintain Herefordshire's transport assets.
- To ensure transport is not a barrier to community involvement.
- To improve levels of safety by reducing the risk of incident when using the county's transport network.
- To encourage the adoption of active travel by all ages to create and support healthier lifestyles.

Given the 15 year plan period each strategy has been produced to be flexible allowing us to take into account changes regarding the economy, public finance, technological developments and peak oil.



#### Developing the overriding LTP Strategy

We have identified a range of future challenges for the transport system through our LTP Vision and Issues consultation exercise. The challenges are grouped into four themes and a corresponding set of LTP Outcomes have been identified to inform the development of the four themed transport strategies.

#### Links between Challenges and Outcomes

Overarching Challenges	LTP Outcomes
<ul style="list-style-type: none"> <li>• Facilitating the efficient and safe movement of people and goods</li> <li>• Mitigating the impacts of future development</li> <li>• Reducing the need to travel</li> <li>• Overcoming the barriers to the use of sustainable travel modes</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced congestion and improved journey time reliability</li> <li>• An enhanced transport asset</li> <li>• A transport network that is resilient and prepared for the effects of unplanned events</li> <li>• A significant reduction in the number of transport accidents</li> <li>• Car use is reduced for local journeys</li> <li>• Lower levels of out-commuting</li> <li>• Active and public transport improvements to facilitate increased travel demand</li> <li>• Developers and key service providers develop infrastructure that supports the use of active travel</li> <li>• Smarter Choices are fully integrated into transport related decisions</li> <li>• A competitive public transport market</li> <li>• Lower levels of out-commuting</li> <li>• Highly accessible key services</li> <li>• Improved air quality</li> <li>• Active travel is a popular alternative to car use</li> </ul>

## **Themed Strategy Areas**

### **The Hereford Transport Strategy**

The Hereford Transport Strategy aims to support the growth of the city by providing new infrastructure, improving traffic management, supporting public transport and promoting walking and cycling for the majority of local trips. A key element of the strategy is the requirement for a relief road with a second river crossing to accommodate the increase in travel demand from new and existing developments. However, the relief road on its own will not solve Hereford's transport and congestion problems; it must be supported by significant improvements and investment in sustainable transport including walking, cycling and public transport.

### **The Market Towns and Rural Communities Transport Strategy**

We want our market towns and rural communities to thrive and this strategy aims to support a sustainable future in which people enjoy living and working within the county's distinct natural surroundings. A key element of the strategy is providing good quality public transport services which complement rural communities and is essential in connecting people with workplaces and key services. Where public transport is not financially viable we will be seeking innovative solutions for tailoring public and community-based transport schemes where gaps exist in the network.

### **The Road Safety Strategy**

This strategy sets out how the council will continue to reduce the number of road traffic casualties on its roads through a combination of road safety improvements and educational programmes. A key focus of this strategy will be targeting younger road users. In taking our strategy forward, we will continue with a balance of interventions that provide targeted engineering improvements, effective enforcement of highway law and education programmes designed to improve driver behaviour.

### **The Highways Management Strategy**

The quality and accessibility of the county's extensive highway network underpins all of this strategy's aspirations to provide a better and safer transport system for Herefordshire residents and visitors. This strategy aims to support the growth of the county by making the best use of its existing highway network and where possible achieve greater efficiencies by improved traffic control and initiatives to change people's travel behaviour. The effective maintenance and management of the county's highway infrastructure also has a valuable role in promoting public health and safety.

### **Delivering the LTP**

The proposals identified within the LTP Strategy are ambitious and reflect the schemes the council aims to deliver during the 15 year plan period. Following the change in national government in May 2010 a number of measures have been implemented to tackle the national debt. These will have a significant impact on the council's ability to finance transport in the short term (over the next 4 years). How the changes in funding impact Herefordshire will be confirmed in the council's Local Government Finance Settlement due in December 2010. Until this has been confirmed the council is unable to finalise the LTP Implementation Plan.

Alternative sources of funding for both capital and revenue initiatives will be pursued, together with increased partnership working to ensure the best value for money. We will continue to use specific developer contributions (such as Section 106) to achieve sustainable communities with funds going towards cycle and walking schemes, safer routes to school and bus infrastructure.

### **LTP Strategy Consultation**

We are always interested in your views regarding transport in Herefordshire. Please take the time to complete those parts of the consultation you are interested in. The consultation form is provided from page 98.

**The LTP3 Strategy Consultation period operates from Monday 11<sup>th</sup> October to Friday 19<sup>th</sup> November 2010.**

Please send your response form to our freepost address:

Freepost RLSE-HHZC-XTUG  
Transportation Planning Team  
Herefordshire Council  
Plough Lane  
Hereford  
HR4 0LE

Or email us your form to: [ltf@herefordshire.gov.uk](mailto:ltf@herefordshire.gov.uk)  
For more information on our Local Transport Plan and to download our consultation documents please go to:  
<http://www.herefordshire.gov.uk/transport/47800.asp>  
or phone the Transportation Planning Team on 01432 261817



<b>MEETING:</b>	<b>ENVIRONMENT SCRUTINY COMMITTEE</b>
<b>DATE:</b>	<b>26<sup>TH</sup> NOVEMBER 2010</b>
<b>TITLE OF REPORT:</b>	<b>ENVIRONMENTAL PERFORMANCE 2009-10 (GEM)</b>
<b>REPORT BY:</b>	<b>Andrew Ashcroft, Assistant Director Environment, Planning &amp; Waste</b>

## Wards Affected

County-wide

## Purpose

To bring together information on the council's performance on environmental issues in 2009/10 in relation to commitments made, in particular in the environmental policy and corporate plan. (Good Environmental Management – GEM)

## Recommendation

**THAT: The committee note the report**

## Key Points Summary

- This is one of a suite of reports underpinning the council's ISO 14001 environmental management certification. Setting, monitoring and reporting on environmental objectives and targets is a requirement of that standard and allows the public to see how we are performing against our objectives.

## Introduction and Background

- 1 The organisation has made top level environmental commitments in its environment policy and in the Corporate Plan (2010-13). The strategic objective is "The protection and enhancement of Herefordshire's distinctive environment, and tackling climate change".

## Key Considerations

- 2 Five long term outcomes are identified under the Corporate Plan environmental objective:-
  - i. Reduced waste and increased recycling;
  - ii. Reduced CO2 emissions and successful adaptation to unavoidable impacts of climate change;
  - iii. Increased biodiversity;

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Further information on the subject of this report is available from  
Trish Marsh, Sustainability Manager on (01432) 261930

- iv. Natural resources are conserved and landscape character maintained, with sustainable land management;
  - v. Investment in high quality streets, public spaces and the built environment.
- 3 Overall performance is good – see attached report. However the National Indicator set has now been dropped so the format for reporting in future will have to be revised for 2010-11 and beyond.
- 4 Information on some areas is readily available however it has been difficult to access data to evidence performance in relation to some corporate commitments made. This does not in itself imply there are problems with performance, merely that appropriate measures and responsibilities for collecting them are not currently in place.
- 5 There is merit in expanding the set of measures we report against next year. Particular areas where coverage in relation to commitments made could be improved are :-
  - i. Resource efficiency ( which links closely to value for money)
  - ii. Reducing risk of pollution and also risks posed by future changes in climate
  - iii. Procurement and commissioning
  - iv. Biodiversity

## **Community Impact**

- 6 A commitment to protect and improve Herefordshire's' distinctive environment is one of the five guiding principles of the Herefordshire Community Strategy.

## **Legal Implications**

- 7 None identified.

## **Risk Management**

- 8 None identified.

## **Consultees**

- 9 Officers whose work is summarised in the report.

## **Appendices**

- 10 The 2009 -10 environmental performance report.

## **Background Papers**

- 11 Joint environment policy (January 2009) is at : [http://hc-sp/DocumentLibrary/Sustainability/Documents/GEM\\_Corporate/Environmental\\_Policy\\_January\\_2009.pdf](http://hc-sp/DocumentLibrary/Sustainability/Documents/GEM_Corporate/Environmental_Policy_January_2009.pdf)

## Herefordshire Council's Environmental Objectives and Targets: End of year report for 2009/10

*The headings and objectives for this report are drawn from:-*

- *High level commitments from the Environmental Policy and the Joint Corporate Plan 2010-13*
- *Targets included in GEM summaries and the National Indicator (NI set)*

### Waste Management

*Reduce the amount of waste entering the waste stream and increase recycling and composting while ensuring that waste generated is dealt with in a way that reduces its impact on the environment.*

**Lead Directorates:** Sustainable Communities (Waste Management),

**Key Documents:** Waste Reduction Plan, GEMOP Procedures 14PW and 19PR

Objective	Relevant Indicator	Indicator Description	Target 2009/2010	Achievement	Target 2010/11
WM1	<i>NI 191 (LAA)</i>	<ul style="list-style-type: none"> <li>• <i>The amount of household waste collected per head.</i></li> <li>• The amount of Council generated trade waste per employee (including paper recycled).</li> </ul>	<i>720kg (local target) (LAA target 759kg)</i>	<i>645.46kg</i>	685 (local target) 691kg (LAA target)
WM2	<i>NI192</i>	<ul style="list-style-type: none"> <li>• <i>Percentage of household waste sent for reuse, recycling or composted.</i></li> <li>• The amount of Council generated trade waste recycled through the Office recycling scheme or composted.</li> </ul>	35%  None set	<i>35.44%</i>  Over 10,000 sacks sold: estimated weight 43 tonnes of paper	41%  None set
WM3	<i>NI193</i>	<ul style="list-style-type: none"> <li>• <i>The percentage and tonnage of household waste arisings sent to landfill.</i></li> </ul>	<i>55.44%</i>	<i>63.30%</i>	49.27%

#### Council waste: recycling

Fast Lane Freight continued to provide a recycling service to 35 buildings, generally weekly.

In November 2009 it was decided that schools could recycle free of charge. Collection of recyclables from schools has been expanding steadily since and recycling bins have been supplied to over to over 80 schools (to November 2010 )

# Herefordshire Council's Environmental Objectives and Targets: End of year report for 2009/10

## Carbon Management

*Reduce carbon emissions from our own activities and respond to, mitigate and adapt to wider climate change impacts.*

**Lead Directorates:** Resources (Property Services); Sustainable Communities (Sustainability Unit)

**Key Documents:** Council carbon management action plan, Herefordshire Carbon Descent Plan, Local Development Framework

GEM Objective	Relevant Indicator	Indicator Description	Target 2009/10	Achievement	Target 2010/11
CM1	NI185 Council carbon emissions	CO <sub>2</sub> reduction from Local Authority operations	1.25% reduction Report to Env Scrutiny	0.9% increase overall including contracts and schools. Emissions from council run premises and transport decreased.	1.25% reduction:
CM2	<i>NI186 / LAA County carbon emissions</i>	<i>Per capita reduction in CO<sub>2</sub> emissions in the Local Authority area.</i>	<i>2008-11: 13.1% reduction including 4.9% from local measures</i>	2005: 9.0 tonnes/head 2008: 8.6 tonnes/head Reduction below target set (2008 figures released Sept 2010)	2008-11: 13.1% reduction including 4.9% from local measures
		Number of energy efficiency schemes carried out in the housing sector.	700	1137	700
CM2-A1	DGS – Strategic Housing	Tackling fuel poverty – Percentage of people receiving income based benefits living in homes with low and high energy efficiency rating.		Low SAP – 14.4% High SAP – 39.6%	
CM2-C2	DGS - Planning	Production of Supplementary Planning Document (SPD) incorporating Climate Change issues in the Local development Framework (LDF)		LDF Climate change background paper published December 2009	

## Herefordshire Council's Environmental Objectives and Targets: End of year report for 2009/10

GEM Objective	Relevant Indicator	Indicator Description	Target 2009/10	Achievement	Target 2010/11
CM3	NI188: adapting to climate change	Self assessment on matrix from 0 to 4 (high achievement)	None set.	Level 0	Level 1
CM1 / CM2 / CM3	Nottingham Declaration	Action against 7 key commitments in the Nottingham Declaration (see Legal Compliance review).	100%	Up to end Aug 09 – 100%	100%

### **CARBON MANAGEMENT : Overall performance:**

#### **Reduce carbon emissions from our own activities**

2009/10 saw an increase in the amount of overall carbon emissions (including contractors and schools) of 0.9% overall from 2008/09. Changes in various sectors varied from +22% to -8%. The Council's 1.25% annual reduction target runs to 2020. However the Council now testing the practicality of an aspirational 5 year target of 30% in 5 years as part of participation in LACM programme.

#### **Working in partnership to reduce county carbon emissions**

Worked with third sector to put on several events including 350 event (part of an international day of climate action) and a series of climate change carnivals in High Town running up to the Copenhagen summit . These events helped increase links between community groups active in their area and led to the formation of the Herefordshire in Transition Alliance.

New Leaf was formed in Jan 2010 to undertake further work on county carbon reduction, working closely with HEP, communities and other key stakeholders.

Housing brought out a revised booklet, 'Take action on climate change', to help householders to reduce their household energy bills in October 2009. The booklet, also available online, gives energy and water saving advice for householders, including energy grants available: the numbers seeking information on grants rose considerably during the year.

# Herefordshire Council's Environmental Objectives and Targets: End of year report for 2009/10

## Local Environmental Quality

*Promote the benefits of a healthy and attractive environmental to community well being and health*

**Lead Directorates:** Sustainable Communities (Waste Management), (Amey Wye Valley)

**Key Documents:** Amey contract, Local Development Framework

GEM Objective	Relevant Indicator	Indicator Description	Target 2009/10	Achievement	Target 2010/11
LEQ1	NI195	<p><i>Improved street and environmental cleanliness</i></p> <ul style="list-style-type: none"> <li>• <i>Litter</i></li> <li>• <i>Detritus</i></li> <li>• <i>Graffiti</i></li> <li>• <i>Fly Posting</i></li> </ul>	<p>5%</p> <p>9%</p> <p>1%</p> <p>1%</p>	<p>5%</p> <p>9%</p> <p>2%</p> <p>1%</p>	<p>5%</p> <p>8%</p> <p>1%</p> <p>1%</p>
LEQ1	NI196	<ul style="list-style-type: none"> <li>• <i>Number of flytipping incidents reported.</i></li> <li>• Percentage of flytipping incidents investigated and cleared within three days</li> </ul>	<i>Grade 1</i>	<i>Grade 1</i>	Grade 1

### Improve street and environmental standards

NI 195 measures the percentage of relevant land and highways that is assessed as having deposits of litter, detritus, graffiti and fly-posting that fall below an acceptable level.

NI 196 measures a local authority's performance based on a combination of calculating its year on year change in total incidents of fly-tipping dealt with, compared with its year on year change in enforcement actions taken against fly-tipping

Although the target for graffiti was not achieved in 2009-10, there has been an overall improvement in street cleanliness compared with 2008/09. In all categories performance improved as the year progressed.

Amey have undertaken a considerable amount of work on developing the survey methodology for street cleanliness into a 'place based' systematic approach to assessing wider environmental quality. This will be tested and refined during 2010-11 and has the potential to support local activity to develop communities and improve their environment.

See next section for LDF documents published during the year.

## Herefordshire Council's Environmental Objectives and Targets: End of year report for 2009/10

### Natural and Built Environment

*Conserve the natural and historic environment by protecting and enhancing landscape, biodiversity and historic assets.  
Provide a planning system that seeks to ensure that development is sustainable.*

**Lead Directorates:** Sustainable Communities (Parks, Conservation), Amey Wye Valley (Countryside); Resources (Property Services); Public Health (Environmental Health)

**Key Documents:** Biodiversity Action Plans, West Midlands Biodiversity Pledge, Local Development Framework, Asset Management Plan, Annual Monitoring Report (Planning)

GEM Objective	Relevant Indicator	Indicator Description	Target 2009/10	Achievement	Target 2010/11
NB1	WM Biodiversity Pledge	Action against 10 key commitments in the West Midlands Biodiversity Pledge (see Legal Compliance review).	100%	100% (Up to end Aug 2009)	
NB1	<i>NI197 (LAA target)</i>	<i>Proportion of local sites where positive conservation management has been or is being implemented.</i>	<i>38.3%</i>	<i>43.2%</i>	44.1%
NB3	NI170	<ul style="list-style-type: none"> <li>Previously developed land that has been vacant or derelict for more than 5 years.</li> <li>Number of supplementary planning guidance (SPG) that have been issued on landscape character, biodiversity conservation and trees</li> </ul>	0.07%	0.07%	Deleted
NB1-D2				LDF papers published in Jan 2010: *Sustainability Appraisal and Habitats Regulations Assessment for the Place Shaping Paper, <b>Policy Direction Papers on</b> *Areas of Outstanding Natural Beauty / Landscape *Design * Local distinctiveness * Green Infrastructure	

In 2009-10 Amey developed a biodiversity action plan for highways, which will ensure improvements in future years.

# Herefordshire Council's Environmental Objectives and Targets: End of year report for 2009/10

## Transport and Accessibility

*Promote sustainable and integrated transport solutions that meet the needs of the county.*

**Lead Directorate:** Sustainable Communities (Transport)

**Directorate:** Transport, CYPD, Social Services

**Key Documents:** Local Transport Plan, Annual Health Improvement Business Plan (will promote walking and cycling), Travel choices, Staff Travel Survey

GEM Objective	Relevant Indicator	Indicator Description	Target 2009/10	Achievement	Target 2010/11
TR1 TR2	NI175	Proportion of members of the public that accesses Council's services and facilities by public transport, walking and cycling	91%	91%	91%
TR1 TR2	NI177	Number of local bus and light rail passenger journeys originating in the authority area	3.44 million	3.15 million	3.2 million
TR1 / TR2	NI198	Percentage of students that use public transport to school.	23.5%	22.7%	24%
		Percentage of schools with School Travel Plans.	100%	86%	100%
		Percentage of students walking to school.	38%	37.7%	39%
		Percentage of students that cycle to School	1.5%	1.4%	2%
		Percentage of students that go to school by car	32.5%	31.9%	32%
		Percentage of students that car-share	4%	6%	3%
	LTP2a	Change in area wide road traffic mileage (Hereford) compared to 2003/04		98.1%, down from 100.2%	
TR2-B2	NI 178	Percentage of buses services running on time	71%	86%	73%
TR1		The number of pool cars available / mileage recorded		4 pool cars travelled 76,443 miles	
TR2-B2	NI 178	Percentage of buses services running on time	71%	86%	73%



## Herefordshire Council's Environmental Objectives and Targets: End of year report for 2009/10

GEM Objective	Relevant Indicator	Indicator Description	Target 2009/10	Achievement	Target 2010/11
TR 3	NI 168	Percentage of County's principal Roads that have been improved	5%	5%	5%
	N I169	Percentage of County's non-principal roads that have been improved	9%	9%	9%

### Overview

#### Council journeys

All but one of the Staff Travel Plan targets were achieved - see square brackets at end for actual performance as measured by the 2009 Staff Travel Survey

- To reduce the number of solo car commuter trips by 10% over 3 years [15%]
- To increase the number of car-share commuter trips by 20% over 3 years [-5%]
- To increase the number of bus commuter trips by 30% over the first 3 years, and by 10% over the next 3 years (i.e. 2007-09) [45%]
- To increase the number of walking trips by 30% over 3 years [38%]
- To increase the number of cycling trips by 100% over the first 3 years, and by 50% over the next 3 years (i.e. 2007-09) [56%]
- The Travel Plan was then relaunched as Travel Choices with targets running to 2012. The team continue to work actively with staff.

#### County journeys

The volume of traffic decreased by over 1% during the period, probably in response to high fuel prices.

Further information on county traffic developments is available in the Herefordshire Local Transport Plan 2, 2009/10 Progress Report, which is on the council website.

## Herefordshire Council's Environmental Objectives and Targets: End of year report for 2009/10

### ***Responsible Environmental Practice***

*Lead by example and use our influence to actively encourage responsible environmental practice among staff, suppliers, contractors, partners and the public. Integrate relevant environmental specifications and standards into procurement and commissioning processes.*

**Lead Directorates:** Resources (Procurement, Property Services and Facilities Management); Sustainable Communities (Sustainability Unit, Economic Regeneration).

**Key Documents:** Procurement Strategy, GEMOP procedures 34IE and 28C.

<b>GEM Objective</b>	<b>Relevant Indicator</b>	<b>Indicator Description</b>	<b>Target 2009/10</b>	<b>Achievement</b>	<b>Target 2010/11</b>
REP5	Corporate Plan	Up to date Council's Environmental Policy and Sustainable Procurement Strategy	Carry out a gap analysis on PCT functions.	Gap analysis carried out December 2009	

One day training for contract officers on sustainable procurement, November 2010, with Fay Blair, national lead in this area. Information on use of Fairtrade and locally sourced products is not currently known. Internal Audit undertook an audit (C1a) on procurement from WMS (Paper, Green list, Energy).

# Herefordshire Council's Environmental Objectives and Targets: End of year report for 2009/10

## Resource Efficiency

*Make efficient use of natural resources including water, heat and electricity and promote the use of appropriate sources of renewable energy and recycled products.*

**Lead Directorates:** Resources (Property Services); DCE (Procurement); Sustainable Communities (Strategic Housing, Development Control, Forward Planning)

**Key Documents:** Local Development Framework - Green Infrastructure Strategy / Habitats Regulations Assessment

GEM Objective	Relevant indicator	Indicator Description	Target 2009/10	Achievement	Target 2010/11
NR2		<ul style="list-style-type: none"><li>Proportion of recycled papers used in the Council's offices</li></ul>	100%		100%

There is very little monitoring of performance in relation to resource efficiency – which reduces costs and quantities thrown away. Information relating to energy is included in the section on carbon management.

WMS continues to expand their Greenlist of office products and can produce reports on spend by Herefordshire customers on request. CAA included a key line of enquiry on Use of Natural Resources.

## Environmental Risk and Pollution

*Take action to prevent pollution and minimise environmental risk.*

**Lead Directorates:** Sustainable Communities (Environmental Health and Trading Standards); Public Health (Emergency Planning)

**Key Documents:** Air Quality Management Plans, Contaminated Land Strategy, EHTS Service Plan, Emergency Planning documents, Risk Register

No data has been provided to the Sustainability Unit against environmental risk and pollution for 2009/10. A legal compliance review is undertaken each year and is currently underway for this period.

NB: Prevention of pollution is an explicit requirement of ISO14001 certification.



<b>MEETING:</b>	<b>ENVIRONMENT SCRUTINY COMMITTEE</b>
<b>DATE:</b>	<b>26 NOVEMBER 2010</b>
<b>TITLE OF REPORT:</b>	<b>RAILWAYS – UPDATE REPORT</b>
<b>REPORT BY:</b>	<b>ASSISTANT DIRECTOR HIGHWAYS, TRANSPORT &amp; COMMUNITY SERVICES</b>

**CLASSIFICATION:** Open

### **Wards Affected**

County-wide

### **Purpose**

To provide an update to the committee on planned improvements for rail services and facilities in Herefordshire.

### **Recommendation**

**THAT: the contents of the report are noted.**

### **Key Points Summary**

- The responsibility for rail services and facilities in Herefordshire lies with a number of train operating companies and network rail.
- Arriva Trains Wales is developing measures to address overcrowding problems on the Hereford–Ludlow line.
- Networks Rail's planned improvements to enable better access for users of Hereford and Leominster rail stations are now programmed and works are due to commence at Leominster in January 2011. A scheme to provide lifts at Hereford rail station is due to be completed by 2013.

### **Alternative Options**

1 Not applicable.

### **Reasons for Recommendations**

2 Not applicable

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

## Introduction and Background

- 3 At the Committee meeting held on 7<sup>th</sup> June 2010, Members criticised the rail operators for overcrowding of passengers on trains in particular between Ludlow – Leominster – Hereford. Members also raised concerns about lack of access facilities in accordance with Disability Discrimination at stations. The Cabinet Member for Highways and Transportation agreed to pursue these matters and report back on progress to this Committee.
- 4 A series of meetings have now taken place between Council officers and rail industry representatives and the Cabinet Member for Highways and Transportation. This report summarises the key areas of progress in terms of ongoing and planned improvements to rail facilities and services in the County.

## Key Considerations

### Provision of rail services and facilities

- 5 Herefordshire's passenger rail network is limited to four stations which are served by two lines, one providing north / south linkages between Cardiff and Manchester (Welsh Marches Line) via Hereford and Leominster, the other providing east / west linkages to Birmingham and London (Cotswold Line) via Hereford, Ledbury and Colwall.
- 6 The key providers of rail services and facilities in the County are:
  - a) Arriva Trains Wales (ATW) – Wales and Border Railway Franchise – from 2003, 15 year franchise with 5 and 10 year review periods. Provides north/south services on the Welsh marches line. Manages Hereford and Leominster rail stations.
  - b) London Midland – West Midlands Rail Franchise – from 2007 to 2015. Provides west/east services on the Cotswold line. Manages Ledbury and Colwall rail stations.
  - c) Network Rail – owns and is responsible for railway track, signals, bridges, tunnels and level crossings and most stations.

### Passenger overcrowding

- 7 The overcrowding on trains through the County is most pronounced at peak times on the line between Ludlow and Hereford and is at its worst between Leominster and Hereford. This is due to the large numbers of college students travelling between these centres. At a positive meeting with ATW (8 November) it was confirmed that the Company is aware of the situation and has been exploring opportunities to provide relief from the overcrowding. Whilst the details are not yet available, ATW confirmed that overcrowding was worse in the afternoon when there are fewer services to spread passenger loading. It is likely that they will propose timetable changes to spread out the student passengers across the available services. These proposals will need to be considered and agreed by the Welsh Assembly which subsidises the service. Additionally, ATW are investigating whether it is possible to increase the capacity of the train service concerned.

### Planned Station and Access Improvements

- 8 Currently, improvements are being implemented by ATW to provide better access to ticketing and information for passengers at Hereford Station. This work, funded through the National Station Improvement Programme, will provide DDA compliant toilets and dual height counters to improve access for wheelchair users.

- 9 Additional access improvements to platforms via the provision of lifts are planned for completion in 2013. Officers are seeking to make contact with Network Rail to clarify if the completion of this scheme can be brought forward. This project will be funded through the Government's Access for All programme.
- 10 ATW confirmed that the Network Rail led project to improve access to north and southbound platforms at Leominster rail station is progressing well and that implementation of the scheme will commence January 2011 with completion due October 2011. The scheme will comprise of ramps enabling disabled passengers to access both platforms.
- 11 The capacity of the parking provided at Ledbury station has been identified as an issue in recent discussions with the town council and local ward member. A proposal has been put forward by the Cotswold Line Promotion Group which might enable increased parking to be provided at the station. The proposal, based on a similar scheme at Pershore rail station which involved utilisation of land on the periphery of the station, will be pursued at a meeting with London Midland representatives in December.

#### General Rail Matters

- 12 Network Rail are progressing large scale signalling works on the Cotswold Line which should be complete by summer 2011. Although this work is outside Herefordshire it will be beneficial as trains entering the County will not be subject to delays and consequently will improve reliability.
- 13 Representation will continue to be made to Network Rail regarding track improvements between Hereford and Ledbury although in the current climate these costs are likely to be prohibitive. Whilst this issue has been acknowledged by Network Rail in its Route Plan for the West Midlands as a capacity and operational constraint it has not included a scheme to introduce doubling or passing loops for the line in its planned control periods 5 and 6 (which cover 2009 – 2019).

#### **Community Impact**

- 14 The community impact will be to reduce the problems of overcrowding on rail services between Hereford – Ludlow and improve access for disabled passengers.

#### **Financial Implications**

- 15 None as a result of this report

#### **Legal Implications**

- 16 None as a result of this report.

#### **Risk Management**

- 17 Engagement with rail industry partners by officers and the Cabinet Member seek to influence the industry to better the needs of Herefordshire.

#### **Background Papers**

- None identified







<b>MEETING:</b>	<b>ENVIRONMENT SCRUTINY COMMITTEE</b>
<b>DATE:</b>	<b>26 NOVEMBER 2010</b>
<b>TITLE OF REPORT:</b>	<b>REPORT OF THE REVIEW GROUP ON THE HEREFORDSHIRE TRAVELLERS' POLICY</b>
<b>Report by:</b>	<b>Chairman of the Traveller Policy Review Group</b>

**CLASSIFICATION:** Open

### **Wards Affected**

County-wide

### **Purpose**

To consider the finding of the review of the Travellers' Policy and progress on the actions arising from the Herefordshire Travellers' Policy adopted on the 25<sup>th</sup> November 2008.

### **Recommendation(s)**

**THAT**

- (a) **The Environment Scrutiny Committee refers the amended Travellers Policy, as indicated by the 'conclusions', to the Cabinet Member (Environment and Strategic Housing) for approval;**
- (b) **Subject to the Review being approved, the Executive's response to the Review is reported to the first available meeting of the Committee after the Executive has approved its response.**
- (c) **The Cabinet Member (Environment and Strategic Housing) considers involving the Review Group in any further development of this Policy.**

### **Introduction and Background**

The Environment Scrutiny Committee appointed a Review Group to look at the Herefordshire Travellers' Policy. The Group reported back to Committee with their findings on 31<sup>st</sup> March 2008 and the resultant report was forwarded to the Executive for consideration.

The report detailing the work carried out by the Environment Scrutiny Committee's Review Group during 2007/08 on the draft Travellers Policy was considered by the Cabinet Member (Environment and Strategic Housing) on 25<sup>th</sup> November 2008. The recommendations contained in the report were approved and the draft Travellers' Policy adopted. An action

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Further information on the subject of this report is available from Paul Nicholas on 01432 260543

Plan was drawn up and considered by Committee.

The Environment Scrutiny Committee resolved on the 22<sup>nd</sup> March 2010, that a further report on progress against actions arising from the Travellers' Policy together with an update of the findings of it's Review Group be reported to the November 2010 meeting.

## **Information Gathering**

Representations for suggested amendments have been sought both from external organisations and departments within this Council. Those consulted include Education, Planning Services, Legal Services, Private Sector Housing, Equalities and Diversity, The Herefordshire Traveller Support Group and the West Mercia Police.

The Review Group (Cllrs WLS Bowen (Chair); TW Hunt; PJ Watts) met to consider the representations received and were informed of any new developments in legislation and of the progress on the actions arising from the adopted policy. The Policy is a large document and therefore is available on request.

## **Key Considerations**

In reviewing the Policy a number of minor changes and additions to reflect changes in legislation and circumstance etc. have been made throughout the document, however, the Review Group have specifically concentrated on a number of identified key issues which were subject of the existing action plan but remain outstanding.

### **1.1. Security of Tenure**

Residents of Council managed Gypsy and Traveller sites occupy their plots by license from the Local Authority and do not have the same security of tenure as other mobile home residents or tenants of traditional housing. The European Court of Human Rights has ruled that the lack of the procedural safeguards to the eviction of Gypsies and Travellers on local authority sites breaches article 8 of the convention (The right to respect for private, family and home life) New legislation was proposed by the previous government to address these concerns and afford the occupiers of Council owned sites the same protections and rights as those living on privately owned sites, in that the provisions of the Mobile Homes Act 1983 were to apply to all sites. Eric Pickles Secretary of State for Communities and Local Government announced in August 2010 that changes of legislation would be introduced that would give Travellers who abide by the terms of their agreement the same rights and responsibilities as other social tenants. This will make significant changes to the protection travellers have on our sites and will also involve rewriting all current licences to tenancies and setting annual rent reviews.

### **1.2. Future of existing sites**

The condition of the Council maintained sites remains as is described in the Travellers' Policy. Herefordshire Council Property Services undertook condition surveys of the sites earlier this year which identified the cost of maintenance of these sites for the next five years but these works have not been funded. However the main concerns remain about the site at Stoney Street, Madley, and the Open Fields Site, Bromyard.

- Stoney Street, Madley, - this is a seventeen pitch site with no utility buildings having just concrete slabs, water standpipes and electricity. It was only ever intended as a transit/semi-permanent site and suffered problems with drainage and sanitation. It was also never popular with travellers as it is

somewhat isolated and is not on the usual routes used by Travellers. The site has not been used since 2002 apart from occasional unauthorised encampments and has suffered vandalism. The site remains available for use until a more favourable site can be found. The Housing Needs of Gypsies and Travellers Working Group (HNGTWG) action plan has recognised the need to either refurbish this site or to find alternatives. Refurbishment costs have been sought and alternative sites considered.

- Open Fields, Bromyard - this is a fourteen-pitch site which has been badly vandalised. At present only two pitches are occupied. These are the only plots that could be occupied without major refurbishment. The Herefordshire Unitary Development Plan has identified that this site needs to be redeveloped and redesigned with a reduction in pitch numbers. There are ongoing negotiations between council officers and a developer which if successful would secure this objective and the Review Panel take the view that these negotiations should be progressed as quickly as possible.

### 1.3. Future Site Provision

In 2008 the Herefordshire, Shropshire, Telford & Wrekin and Powys Council Gypsy and Traveller Accommodation Assessment was completed. This identified a need in Herefordshire for 83 additional pitches to 2012 with an additional 26 pitches to 2017. A further requirement was to identify temporary stopping places.

In order to ensure the additional pitches are delivered across Herefordshire, a working group has been established consisting of Officers from a number of different service areas. The purpose of the group is:

*‘To ensure that the needs of the Gypsies & Travellers across the County are being met through partnership working at local and sub regional level by considering the outcome of the research undertaken at local and sub regional level and formulating an action plan to meet the need identified’.*

To date, progress is being made to meet the pitch requirements through identifying and recognising long term unauthorised pitches as meeting the housing needs of the Gypsy and Traveller community, as well as supporting new planning applications where appropriate.

Forward planning are in the process of identifying land opportunities for pitch provision through a ‘call out for sites’ which will assist in identifying potential locations that will serve to meet the need.

Expressions of interest are currently being sought for organisations that are keen to commit to delivering a range of affordable housing solutions across the county and those that have a particular interest in delivering Gypsy and Traveller pitches are being encouraged to apply.

This issue has been placed on the Public Health Directorate Risk Register.

#### 1.4. Protocol with West Mercia Police

A draft protocol with the West Mercia Police that clarifies responsibilities and duties primarily in the event of unauthorised encampments has been produced in consultation with a representative of the force having responsibilities for Gypsy and Traveller issues. Formal ratification of this protocol is being progressed with the Herefordshire Territorial Policing Unit. No formal sign-off date has yet been identified.

## **Conclusions**

The Traveller Policy Review Group recommend to the Executive that:

1. Stoney Street Madley - This site should continue to remain available for use until a more favourable site is secured.
2. Open Fields, Linton, Bromyard - Ongoing work to secure its redevelopment should be progressed without undue delay.
3. Further investment in the form of officer time will be required in the review of licence agreements.
4. There are pressures to identify and provide more Traveller sites in Herefordshire.
5. A protocol with the West Mercia Police which clarifies responsibilities and duties primarily in the event of unauthorised encampments needs to be formally agreed. This should be done as quickly as practicable without any undue delay.
6. The Review Group considers that there is a continuing role for elected members on the ongoing development of policy for this particularly sensitive minority.

## **Next Steps**

The Review Group anticipates that if approved by the Environment Scrutiny Committee the amended Traveller's Policy will be presented to Cabinet for consideration.

The Review Group anticipates that if the report is approved the Council would act upon the recommendations and suggestions made in the report.

The Review Group expect the Cabinet to report back to the Environment Scrutiny Committee in 2 months with details on activity taken on the Review Groups recommendations.

## **Legal Implications**

None as a result of this report.

## **Risk Management**

The issue around future site provision has been placed on the Public Health Directorate Risk Register.

## **Consultees**

Representations for suggested amendments have been sought both from external organisations and departments within this Council. These include Education, Planning Services, Legal Services, Private Sector Housing, Equalities and Diversity, The Herefordshire Traveller Support Group and the West Mercia Police.

## **Appendices**

None.

## **Background Papers**

- None.



<b>MEETING:</b>	<b>ENVIRONMENT SCRUTINY COMMITTEE</b>
<b>DATE:</b>	<b>26 NOVEMBER 2010</b>
<b>TITLE OF REPORT:</b>	<b>COUNCIL VEHICLE FLEET</b>
<b>REPORT BY:</b>	<b>DIRECTOR OF RESOURCES</b>

**CLASSIFICATION:** Open

### **Wards Affected**

County-side

### **Purpose**

The report outlines the results of the vehicle fleet review. It contains details of the proposed approach to management of the vehicle fleet.

### **Recommendation(s)**

**THAT: subject to any comments that they wish to make, the Committee note the report;**

### **Key Points Summary**

- The project has put in place interim arrangements for fleet management which provide assurance and control over the current fleet
- Management of the individual leased vehicle fleet across Herefordshire Public Services is expected to be consolidated and will ultimately be delivered from the Shared Services Organisation
- Arrangements for managing the rest of the fleet are being developed with our fleet management partner, Amey Herefordshire. These arrangements will be put in place over the next 6 months so that the business fleet will be managed centrally early in the next financial year
- The new arrangements will prioritise the development and roll out of policies and procedures that will help to reduce carbon emissions (and with them cost) and reduce the risks associated with fleet operation
- Centralised fleet asset management will be rolled out commencing in April 2011. Centralising fleet management will allow both the implementation of a more consistent vehicle replacement policy and increased flexibility of asset use

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Further information on the subject of this report is available from  
Rob Hemblade, Parks, Countryside & Leisure Development Manager on (01432) 261981

## **Alternative Options**

- 1 There are no alternative options as the committee are not being asked to make a decision.

## **Reasons for Recommendations**

- 2 To keep the committee apprised of progress and advised of future development.

## **Introduction and Background**

- 3 The committee at their meeting on 23 September 2009 asked that “a report be made to the next meeting on the findings by the Energy Saving Trust into the Council’s vehicle fleet, detailing in particular the number of vehicles owned and maintained by the Council, specifically detailing vehicle age and emissions.”
- 4 The report delivered on 23 November 2009 gave details of the council’s fleet, based on the best available information at that time, together with a summary of the recommendations from the Green Fleet Review carried out by the Energy Saving Trust in August 2009. It also highlighted a number of issues with the council’s fleet asset management.
- 5 A further report on 26 March 2010 proposed a process for defining a new way of managing the council’s vehicle fleet with a set of criteria for choosing between options.
- 6 A detailed report was presented to the June 2010 meeting on how the management of the Council’s vehicle fleet was to be addressed. The report also included full details of the vehicle fleet including those of the Council’s shared service partners which were to be considered for inclusion in the strategy.
- 7 This report gives further details of the plan and timetable for development of the new arrangements.

## **Key Considerations**

- 8 The report on 22 June presented an action plan to implement the centralisation of the current directorate based approach to fleet management and so reduce the Council’s exposure to risk and ensure value for money.
- 9 Interim procedures were put in place before the last report to ensure that the fleet asset register is kept up to date and the Corporate Risk Team informed of all acquisitions and disposals of vehicles. An officer within the council’s Resources directorate now owns the fleet asset register and ensures that the new procedures are followed.
- 10 Since the last report, Herefordshire Public Services’ approach to managing lease vehicles has been agreed. The agreed approach will see the management of PCT and council individual leased vehicles brought together in a shared function. This function will ultimately be moved to the Shared Service Organisation.
- 11 A project has also been initiated that will manage the implementation of new fleet management policies and the transition to centralised fleet management. This project will deliver the changes over the next 6 months with the transition to a fully centralised fleet asset management forecast to commence early in the next financial year. The project has identified a number of priority areas that will help to reduce carbon emissions (and with them cost) and reduce the risks associated with fleet operation. The target for the reduction in carbon emissions will be in line with Amey’s future targets which are currently being negotiated.



- 12 The priority areas include: travel policy incorporating implications for pool cars,, procurement and disposal policy; mileage and fuel management policy; accident management; management of legal documentation; driver license checks; accident management; servicing and maintenance.
- 13 It is anticipated that fleet management will be commissioned from Amey Herefordshire, using our existing contract management arrangements, and will be delivered by Amey Herefordshire’s existing local fleet management team.
- 14 Changes to the arrangements for managing lease vehicles and revisions to the service delivery agreement with Amey will be checked against the criteria agreed for assessing fleet management options. These are shown below:

<i>Fleet management criteria</i>
<ul style="list-style-type: none"> <li>• <b>Reduce corporate risk:</b> we need to be able to demonstrate that we follow best practice across the organisation</li> <li>• Put in place <b>effective centralised asset management</b> across the organisation to ensure that we have a fleet that is value for money and fit for purpose</li> <li>• Allow us to make <b>efficient use of fleet assets</b> flexibly across the organisation</li> <li>• Allow us to implement the recommendations in the <b>Green Fleet Review</b> to take advantage of both the carbon footprint reductions and financial savings</li> <li>• Any approach must be capable of being <b>implemented</b></li> </ul>

- 15 The Procurement Centre of Excellence will be involved in the project, helping to define a set of benchmarks that will be used to demonstrate that the new arrangements offer value for money. They will also provide advice as to whether the arrangements should be continued beyond the end of the initial contract form of September 2013.

**Community Impact**

- 16 There is no direct community impact but any costs savings and reduction in CO2 emissions will be of benefit to the community.

**Financial Implications**

- 17 There are no financial implications of this project in the short term. However, improved fleet management including fleet performance management offers the potential for efficiency savings and environmental benefits.

**Legal Implications**

- 18 None as a result of this report.

## **Risk Management**

- 19 Financial Risks – An improved approach to fleet management has the potential to deliver savings for example, in relation to fuel purchase, servicing of vehicles, lease and short term hire.
- 20 Climate change – The council has set itself a target of reducing its own carbon emissions by 20% by 2020 - equivalent to 1.25% a year. The council is also the lead body for the Local Area Agreement target to reduce county carbon emissions by 13.1% over 3 years and thus has a community leadership role and therefore a reputational risk may occur if we are seen not to manage our own carbon emissions.
- 21 Lack of robust fleet management has the potential to expose the council to risks associated with claims against the council, health and safety and road safety.

## **Consultees**

- 22 Amey Herefordshire

## **Appendices**

- 23 None

## **Background Papers**

- EST Green Fleet review 2009
- Wales Audit Office's Fleet Management Checklist (June 2008)

<b>MEETING:</b>	<b>ENVIRONMENT SCRUTINY COMMITTEE</b>
<b>DATE:</b>	<b>26 NOVEMBER 2010</b>
<b>TITLE OF REPORT:</b>	<b>CONNECT 2 GREENWAY – SCHEME UPDATE</b>
<b>REPORT BY:</b>	<b>ASSISTANT DIRECTOR HIGHWAYS, TRANSPORT AND COMMUNITY SERVICES</b>

**CLASSIFICATION:** Open

### **Wards Affected**

Central, Hollington, St Martins and Hinton & Tupsley

### **Purpose**

To provide an update to the Committee regarding Connect 2 Greenway scheme prior to submission of planning application for the scheme.

### **Recommendation**

**THAT: the Committee note the contents of this report.**

### **Key Points Summary**

- Following representations from Local Residents in the vicinity of the Preferred Route (New Bridge), additional investigations into possible routes utilising Outfall Works Road, the Welsh Water bridge and Network Rail underpass are being undertaken. This work will inform a decision on whether to submit the planning application for the current preferred route or whether to alter the preferred route and follow the original Welsh Water route.
- This review will be sufficiently detailed to inform the decision on whether to progress with the new bridge planning application or to revert to the Welsh Water bridge route.
- Both options can still be delivered by Spring 2013 which is the requirement of the Sustrans funding for this project.
- The scheme budget remains at £2.6M.

### **Alternative Options**

- 1 No alternative options.

### **Reasons for Recommendations**

- 2 Report provides update for committee as requested.

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Further information on the subject of this report is available from  
Mairead Lane, Construction Manager on (01432) 260944

## Introduction and Background

- 3 The Connect 2 project aims to establish a 5km non-motorised user commuting and leisure route between Hereford City Centre, Rotherwas and Holme Lacy. The objectives of the route are to:
- Reduce traffic by providing sustainable transport links between Rotherwas and the City;
  - Bring the northeast of the City (Tupsley and Hampton Park) into the catchment area of the industrial estate by cutting out six commuting miles a day;
  - Open up the existing network of footpaths and provide further leisure walking opportunities in the Rotherwas Chapel and Sink Green areas which are only really accessible by car at present;
  - Provide a safe cycling and walking alternative to the busy Holme Lacy Road/ Straight Mile between the City and Holme Lacy, the Agricultural College and the quiet country lanes beyond;
  - Offer an attractive leisure cycle facility for Holme Lacy House Hotel to the City;
  - Provide a direct link between the City and the Wye Valley Area of Outstanding Natural Beauty (AONB); and, open up the potential for two market town cycle links via Holme Lacy.

### 4 Route Option Appraisal and Selection

In 2007 Herefordshire Council completed a feasibility report which assessed route options for the Connect2 scheme. This included a review of the constraints and scheme costs for two options involving new bridges and a third option to utilise the existing Welsh Water Bridge.

The option to use the Welsh Water bridge was selected at the time on the grounds of cost and formed the original approved route. This route featured in the submission for Big Lotto funding although a new bridge was recognised as being along a more favourable desire line and funding was secured for Connect 2 schemes nationwide.

The council established a project team to progress the scheme and carry out detailed design of the route to enable a planning application to be submitted. Negotiations with affected landowners also commenced.

As a result of these detailed works / investigations issues were identified with the original preferred route and a review of alternative options undertaken.

Two further route options were then considered – one utilised an existing towpath adjacent to the River Wye and the second was a route utilising a new bridge over the river. This review concluded that a route utilising a new bridge should be recommended for adoption as a new preferred route. A report to the Cabinet Member was therefore prepared and considered. A cabinet member decision was taken on 17 March 2010 authorising the adoption of the new preferred route and for the scheme to be progressed.

### 5 Current Preferred Route

The current preferred route would involve construction of a new bridge over the River Wye (close to Quay Close / Hampton Park Road). This has resulted in some local opposition to the choice of this route.

Immediately following the cabinet member decision in March 2010, the project team began communications with affected residents to establish their concerns and discuss possible mitigation measures. This local group requested that other options be considered (including the possibility of fixing a bridge for the Connect 2 scheme to the existing Eign Road railway bridge). These options are being fully investigated.

A meeting was held with the local residents on 14<sup>th</sup> September to discuss the scheme and outline these technical investigations.

At this meeting it was agreed that additional discussions with asset owners Network Rail and Welsh Water would be undertaken at a higher level to enable effective decision making to explore the potential to deliver the original Welsh Water route at a lower risk and cost to the Council. This will enable the risks associated with each route to be comprehensively established and reduced if possible. Following these high level discussions it is hoped that secure rights over the bridge and under the underpass can be agreed to enable the original route to be delivered. The following paragraphs outline the work being undertaken to fully secure this agreement:

## 6 Route Option Review

Following representations from Local Residents in the vicinity of the Preferred Route (New Bridge), additional investigations into the route utilising Outfall Works Road, the Welsh Water bridge and Network Rail underpass are being considered in more detail. This work will inform a decision on whether to submit the planning application for the current preferred route or whether to alter the preferred route and follow the original Welsh Water route.

The constraints on completion will still be met (open by 1<sup>st</sup> April 2013) and the scheme budget remains at £2.6M.

This additional review will consider the condition of the Network Rail underpass to assess the structural condition of the underpass and produce a costed maintenance schedule. This will inform any decision to assume responsibility for the structure to secure more permanent rights under it through further negotiations with Network Rail. They will also consider the likely failures which could occur in the structure and consider options and costs for remedial works

The review will also undertake a desk study and visual inspection of the Welsh Water Bridge to inform a costed maintenance schedule and propose and cost any obvious remedial works. This will be done in an effort to secure more permanent rights over this structure for the scheme through further negotiations with Welsh Water.

This will enable a decision to be taken on whether to progress with the new bridge planning application or to revert to the Welsh Water bridge route. Both options can still be delivered by Spring 2013 which is the requirement of the Sustrans funding for this project

## 7 Conclusion

The scheme remains within the Councils capital programme for delivery. Consultation continues to be undertaken on the various route options. Public consultation events have taken place in advance of the submission of a planning application for the scheme to engage with residents of and visitors to Hereford about the project. Each event has generated a great deal of interest and discussion. To date 91% of respondents has provided positive feedback for the Project and it does not appear that this support is dependent on the proposed route for the scheme. The further work being undertaken will inform the decision about which route is progressed further into planning.

## Community Impact

8 The provision of the Connect 2 scheme will promote increased use as a commuter route to the Industrial estate reducing traffic travelling through the town centre and on the congested A49. This commuter use and increased leisure use will promote health and wellbeing within the community and contribute to a modal shift from car use. The route for this scheme which will be submitted for planning will be informed by the additional route review work currently being undertaken.

9 The current preferred route will involve the construction of a new bridge which has prompted

some local opposition to this route. The additional route review work described within this report is being undertaken in an effort to mitigate the impact of the delivery of this scheme on adjacent residents.

## **Financial Implications**

- 10 The project is included within the Council's current capital programme for delivery by Spring 2013. The current estimated cost is circa £2.6 million. The funding package for the scheme comprises:
- 54% - Herefordshire Council Capital programme
  - 13% - Sustrans (national sustainable transport charity) lottery funding
  - 33% - Government Growth Point funding for infrastructure development in Hereford

## **Legal Implications**

- 11 The additional review work being undertaken will outline environmental and health and safety impacts of each route considered. This will inform the decision on which route is to be promoted further.

## **Risk Management**

- 12 The report prepared on conclusion of this review will contain detailed risk assessment and mitigation measures associated with each route. This will inform the decision as to which route is to be promoted further.
- 13 The current preferred route was selected to mitigate the risk of closure of the route by Network Rail and Welsh Water. Further works are underway to secure more permanent rights and to identify if these risks can be mitigated leading to a lower risk (and possibly lower cost) route for the greenway.

## **Consultees**

- Connect2 Steering Group
- Welsh Water
- Environment Agency
- Network Rail
- Central Networks
- Affected Landowners
- Affected residents
- Affected Parish Councils & County Councillors
- Respective Herefordshire Council departments via the Major Projects Board and internal project team.

## **Appendices**

- 14 None

## **Background Papers**

- None identified.

<b>MEETING:</b>	<b>ENVIRONMENT SCRUTINY COMMITTEE</b>
<b>DATE:</b>	<b>26<sup>TH</sup> NOVEMBER 2010</b>
<b>TITLE OF REPORT:</b>	<b>ENVIRONMENT PERFORMANCE UP TO SEPTEMBER 2010</b>
<b>REPORT BY:</b>	<b>Performance Improvement Officer</b>

**CLASSIFICATION:** Open

### **Purpose**

To provide a report on the current outturns and progress against the actions for key national performance indicator targets for 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

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

government departments.

4. This report covers the Performance Indicator Outturns as at 30<sup>th</sup> 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 December 2010 for the second quarter as there is a time delay of approximately 2-3 months for the information to be analysed and reported. However the outturn to June 2010 reported that 77% of business were satisfied with regulatory services and therefore is rated as Green as it is 10% or more above the target.
7. **NI 195 - Improved street cleanliness and environmental cleanliness** - The revised action plan that is in place with Amey has delivered all of the 4 sub targets in the second quarter and is rated as blue, which means that they continue to achieve the target for 2010/11. However, there has been improvement in 2 of the sub targets that are now rated as green as they are 10% or more above 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 therefore rated continues to be rated as blue as it is 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 192 – Percentage of household waste sent for reuse, recycling and composting** – There has been a reduction in the percentage therefore the indicator is currently amber as the outturn is below target by upto 5%. The team continue to promote recycling and are confident that the target will be achieved for 2010/11 as the direction of travel is improving.
11. **NI 157 – Processing of Planning Applications** – All of the three sub targets of this indicator are now on track and are rated as blue, the outturn is above target by up to 10%. 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 197 – Improved biodiversity** – This indicator is currently below target and therefore is rated as amber. Work is taking place on 27 sites currently, however there is currently a halt on ABG spend that may affect the delivery of the challenging target of 50 sites.
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 by the end of 2010.



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 48 up to the end of September. 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 September 78% of the respondents were satisfied with the service that they received overall while 14% were dissatisfied. (8% 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	
<b>4</b>	Overall, performance is significantly better than target(s)
<b>3</b>	Achieved, or on track to achieve, target(s)
<b>2</b>	Slightly behind target(s)
<b>1</b>	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	
<b>4</b>	Outturn is 10% or more above target
<b>3</b>	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
<b>2</b>	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
<b>1</b>	Outturn is 5% or more below target  or no target has been set without good reason  or there is no action plan
<p><b>N.B.</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.</p>	
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 &amp; Enterprise

Indicator	Lead Director	Tolerance	Performance		Target 2010-11	Latest Performance	Judgement		Direction of Travel		Analysis
			2008-09	2009-10			June	Sept	June	Sept	
<b>Citizen</b>											
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	n/a	This data is the outturn for 2009-10. Data collection for this year has commenced and will be 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: 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.
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	n/a	
<b>Service</b>											
NI 182 – business satisfaction with regulatory services	Director of Public Health	Bigger is better		62%	63%	77% (June 2010)	4	4	n/a	n/a	Quarter 2 data is dependent on return of questionnaires, which were sent out October 2010. Report expected December 2010.
<b>Partnership</b>											
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	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.
<b>Statutory</b>											
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									All targets achieved or exceeded during the months of July, August, September and October.
a) Major applications within 13 weeks			73%	79%	60%	64%	1	3	▼	▲	
b) Minor applications within 8 weeks			73%	67%	65%	70%	3	3	▼	▲	
c) Other applications within 8 weeks			87%	72%	80%	84%	2	3	◀▶	▲	

## Safer Communities

Indicator	Lead Director	Tolerance	Target				Judgement		Direction of Travel		Analysis
			2008-09	2009-10	2010-11	Latest Performance	June	Sept	June	Sept	
<b>Citizen</b>											
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)	48	4	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 KSI's) are above 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.
<b>Environment</b>											
<b>Citizen</b>											
NI 191 – residual household waste per household (LAA)	Director of Sustainable Communities	Smaller is better	690.01kg	639.95	685 kg	309.20 kg	4	4	▲	n/a	Indicator is currently performing better than target- see commentaries for NI 192 and 193.
NI 195 – improved street cleanliness and environmental cleanliness:	Director of Sustainable Communities	Smaller is better									This data is for the first 4-month survey tranche. As anticipated from analysis of early survey reports the improved performance seen in the last two tranches last year is being sustained. To reduce the levels of detritus in urban areas a street cleansing campaign targeting areas with high volumes of parked vehicles commenced in July 2010. Coordinated sweeps have taken 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. This campaign has been very successful to date and it is intended to widen the scope of operations - e.g. gully emptying will be included later in the year.
a) Litter			5%	5%	5%	5% (July 2010)	3	3	◄►	◄►	
b) Detritus			13%	9%	8%	9% (July 2010)	3	3	▲	◄►	
c) Graffiti			1%	2%	1%	0% (July 2010)	1	4	▼	▲	
d) Fly-posting			1%	1%	1%	0% (July 2010)	3	4	◄►	▲	
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	◄►	◄►	47 incidents of fly-tipping recorded in October (56 in 2009). 449 incidents ytd compared to 396 in 2009/10 (11.8% increase). The improved response to reports is likely to be a causal factor in this, the reassurance that something will get done quickly, encouraging reporting. An increasing number of reports are of small (in volume) fly-tips - single items. Actions against fly-tipping remain high. In October there were 3 successful prosecutions at Magistrates Court, and one formal caution. One FPN was issued, and paid. 30 duty of care inspections were carried out. A further case was recommended for formal caution, and 4 cases recommended for prosecution. The weighted defra score for the authority remains at grade 1 - very effective.
<b>Service</b>											
NI 192 – % of household waste sent for reuse, recycling and composting	Director of Sustainable Communities	Bigger is better	33.24%	35.60%	41%	40.80%	3	2	▲	▲	Further improvement of recycling performance will continue by introducing the service to more flats and similar developments and further expansion to schools. Following agreement with our contractors we hope to introduce recycling services to village halls and charities within the next few weeks. We will continue to promote recycling, composting and waste prevention through events and promotional events. It should be noted that the 40.8 recycling figure is supported by a seasonally high level of garden waste composting which will reduce over the winter months. Consequently the initiatives identified here will be even more important as we reach the end of year so we meet, or exceed our 41% year-end target.
<b>Partnership</b>											
NI 197 – improved biodiversity (LAA)	Director of Sustainable Communities	Bigger is better	40.90%	43.20%	44.10%	43.2% (March 2010)	4	2	n/a	n/a	Work is taking place on 27 sites towards the target of 50. However 23 sites are still outstanding due to halt in ABG spend. The indicator may not be met if further funds are not found.
<b>Statutory</b>											
NI 186 – CO <sub>2</sub> emissions (LAA)	Director of Sustainable Communities	Smaller is better			13.1% (2010)	2.3% (2007)	3	3	n/a	n/a	Although some tasks are not taking place as planned due to limited resources and funding, h.Energy Week took place as planned with many events full to capacity and some even oversubscribed. The programme included more than 40 events. The final report from the Herefordshire Renewables Study has now been received and a meeting has been held with a potential Woodfuel producer/supplier interested in forming a cooperative within the County. Energy efficiency schemes continue to run as planned with 120 Powerdown devices distributed up to the end of October 2010 and 70 grants issued via the SEES renewable scheme.
NI 193 - % of municipal waste landfilled	Director of Sustainable Communities	Smaller is better	64.61%	62.30%	60.00%	56.7% (August 2010)	1	4	▲	n/a	Complete data only available from 1 April 2010 to 31 August 2010. 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.



<b>MEETING:</b>	<b>ENVIRONMENT SCRUTINY COMMITTEE</b>
<b>DATE:</b>	<b>26 NOVEMBER 2010</b>
<b>TITLE OF REPORT:</b>	<b>CAPITAL BUDGET MONITORING</b>
<b>REPORT BY:</b>	<b>DIRECTOR OF RESOURCES</b>

## 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 September 2010. The Environment Capital Working Group is keeping the overall spending position under careful review.
- 2 The total spent and committed at 30 September 2010 is £11.6 million or 64.3% of the Revised Forecast. The actual amount spent to date is £7.9 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 reduced to £17,998k from the figure of £18,838k previously reported to this committee. This is a reduction of £840k and relates to the following variances:

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

- a. An increase of £117k in relation to Hereford Transport Strategy in relation to the Relief Road Study to reflect funding for this project from Growth Point revenue grant.
- b. A reduction of £233k in relation to the Closed Landfill Site at Leominster. The Environment Agency have now provided further guidance on this scheme and the work to install the remainder of the leachate perimeter drain is now expected to be carried out in Spring 2011 to avoid delays and additional costs likely to be caused by winter weather. The project is funded through prudential borrowing and will be included in the 2011/12 Capital Programme.
- c. A reduction of £750k in relation to Yazor Brook Flood Alleviation Scheme and reflects works that are now expected to be carried out in 2011/12. The scheme is fully funded by Advantage West Midlands as part of the Hereford Futures programme. This funding will be reprofiled into the final delivery year of this project so there is no overall reduction in funding for this scheme.
- d. An addition of £26k in relation to the purchase of Radios for the Parking and Community Protection teams, this is funded through revenue budget savings within Parking.

## **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 September 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 30th September 2010	Change in Forecast	Spend & Commitments to 30th September 2010	% Spend & Committed to 30th September 2010 %
<b>Hereford Integrated Transport Strategy:</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>	
Behavioural Change Countrywide	75	62	-13	27	43.5
Hereford Transport Strategy	1,050	640	-410	315	49.2
Rural Herefordshire Transport Strategy	390	360	-30	82	22.8
Road Safety Strategy	785	785	0	374	47.6
Maintaining the Transport Network	11,553	11,176	-377	7,760	69.4
Integrated Transport Staff Contribution	301	678	377	678	100.0
<b>LTP TOTAL</b>	<b>14,154</b>	<b>13,701</b>	<b>-453</b>	<b>9,236</b>	<b>67.4</b>
<b>Other Schemes</b>					
Emergency Fund Winter Damage 2010/11	1,017	1,017		390	38.3
Growth Area Funding (Hereford Transport Infrastructure)	1,000	0	-1,000		
Widemarsh Street Refurbishment Scheme	891	891		547	61.4
Hereford Crematorium	27	27		2	7.4
Grafton Travellers' site	33	33			
Leominster Closed Landfill Site Monitoring Infrastructure	243	10	-233	10	100.0
Waste Infrastructure Capital Grant	115	115			
Connect 2	558	558		108	19.4
Stretton Sugwas Closed Landfill Site )	40	25	-15	25	100.0
Strangford Closed Landfill Site	20	15	-5	6	40.0
Taxi CCTV Scheme		22	22		
Specific Road Safety Grant	72	27	-45	30	111.1
Improvements of A40 & A465	130	130			
Transport Asset Management Plan	56	56		53	94.6
Pay on foot Parking Scheme	120	120		61	50.8
Rotherwas Access Road		187	187	160	85.6
Yazor Brook Flood Alleviation Scheme		750	750	698	93.1
Purchase of Gritters		288	288	288	100.0
Parking & Community Radios		26	26		
Buttermarket Project				2	
Ross Flood Alleviation Scheme				-65	
s106 Schemes				15	
<b>OTHER SCHEMES TOTAL</b>	<b>4,322</b>	<b>4,297</b>	<b>-25</b>	<b>2,330</b>	<b>54.2</b>
<b>Expenditure to be Financed</b>	<b>18,476</b>	<b>17,998</b>	<b>(478)</b>	<b>11,566</b>	<b>64.3</b>
<b>Funded by:</b>	<b>Budget 2010/11 £000</b>	<b>Revised Forecast as at 30th September 2010 £000</b>			
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 (Capital)	1,000				
Growth Point Grant (Revenue)		117			
Department of Transport Grant	1,017	1,017			
Specific Road Safety Grant	72	27			
Prudential Borrowing	1,549	1,797			
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)		750			
Taxi CCTV Scheme		22			
<b>Total Environment Capital Funding</b>	<b>18,476</b>	<b>17,998</b>			





<b>MEETING:</b>	<b>ENVIRONMENT SCRUTINY COMMITTEE</b>
<b>DATE:</b>	<b>26 NOVEMBER 2010</b>
<b>TITLE OF REPORT:</b>	<b>REVENUE BUDGET MONITORING</b>
<b>REPORT BY:</b>	<b>DIRECTOR OF RESOURCES</b>

## Wards Affected

County-wide

## Purpose

To advise members of the Environment committee of the financial position for the Environment budgets for the six months to 30 September 2010. The report lists the variations against budget at this stage in the year and the projected outturn for the year.

## Key Decision

This is not a Key Decision.

## Recommendation

**THAT the report be noted**

## Key Points Summary

- The current position for Environment is a projected over spend of £48k.

## Key Considerations

1. The detailed Budget Monitoring Report to 30 September 2010 is attached at Appendix 1 for Members' consideration.
2. The total Environment budget for 2010/11 has increased to £24,921k from the amount reported to previous meeting, which was £24,881k. This is a net increase of £40k and relates to a transfer of £40k from Countryside services staff budgets to Car park income budgets to alleviate income pressures. The Countryside budget forms part of the service portfolio for Community Services Scrutiny.
3. The summary position is set out in the table below and included in full at Appendix 1.

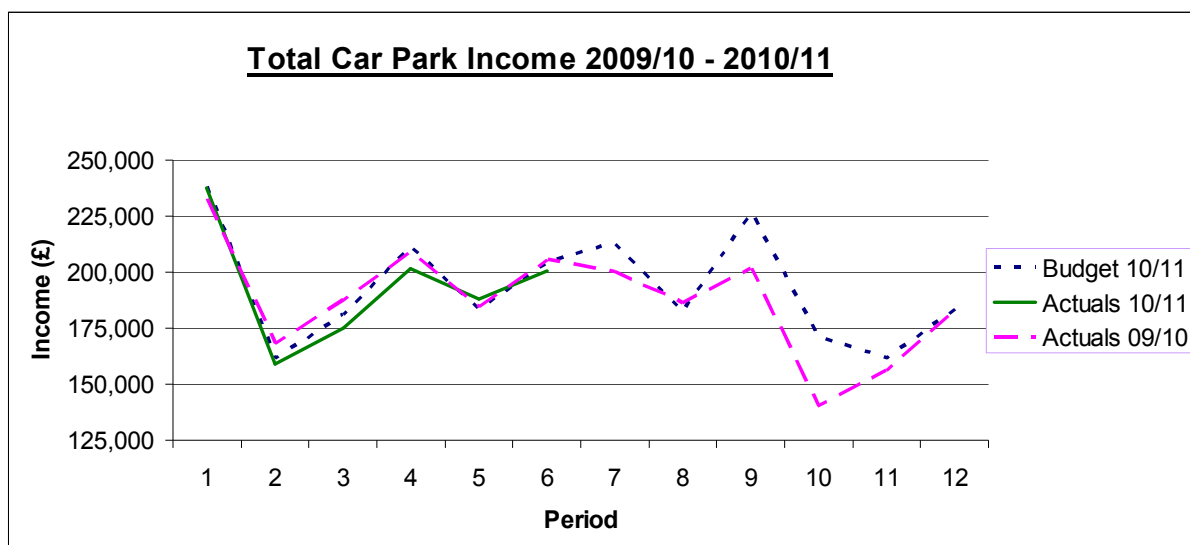
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Further information on the subject of this report is available from  
Cathy Stokes, Principal Accountant on 01432 261849

2010/11	Annual Budget	Projected Outturn	Under/-Over spend
<u>Service Area</u>	£000	£000	£000
Highways, Transport & Community Services	9,294	9,342	-48
Environment, Planning & Waste	13,644	13,644	0
Environmental Health & Trading Standards	1,983	1,983	0
<b>Environment Total</b>	<b>24,921</b>	<b>24,969</b>	<b>-48</b>

### Highways, Transport & Community Services

- Following the virement from countryside services to reduce the income budget the shortfall on parking income has reduced to £65k. As illustrated in the table below, income from the sales of car park tickets to the end of September 2010 continues to be 3% lower than the same period in 2009. The charges have not been increased for inflation and both these factors produce the shortfall against the budget. Income from penalty charge notices is expected to be below target by £60k.
- Action has been taken to manage this pressure within the Sustainable Communities Directorate by reducing non essential spend on Car Parks, this mainly relates to spend on security and replacement of Pay & Display machines. The pressure on parking has thereby reduced to an overspend of £48k.



- There is an expected overspend of £145k in relation to Public Transport. This is due to the impact of inflationary rises on bus contracts mainly related to fuel prices increasing from an estimated 2% to 4.5%. This over spend for bus subsidies is currently being managed within existing budgets through staff vacancies.

7. As reported at the last meeting transportation route subsidies, rely heavily on the Area Based Grant. It has now been confirmed that the full anticipated grant will be available for the Route subsidies so further overspending is not anticipated.
8. In the Comprehensive Spending Review in October, it was announced that a number of specific and Areas Based Grants would be moved into Formula Grant over the review period. Grants specifically relating to the Environment portfolio include Public and Other Transport, Detrunking, Road Safety and Animal Health grants and although reductions in these grants are expected, the impact on Herefordshire's formula grant will not be known until December 2010.

### **Environment, Planning & Waste**

9. Environment, Planning & Waste services are currently forecasting that they will come in within budget.
10. 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 £45k. Income from Crematorium Fees has exceeded budget to date and this is expected to mitigate the pressure in Markets for the year.
11. Building control and development control income levels continue to meet profiled budgeted income targets. Due to the unpredictability of these income streams these will continue to be closely monitored throughout the year and any significant improvement or deterioration will be reported to this committee.
12. The number of valid planning applications received in the period April to Sept 2010 was 1751 compared to 1516 for the same period last year, which represents an increase of approximately 15%.
13. 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. Courier and legal costs of approximately £19k are also expected. These will all be managed for this year only by support from the Housing Planning and delivery grant for 2009/10 already received. Idox and courier costs are expected to diminish next financial year as document scanning is introduced.
14. Although latest estimates from Worcestershire County Council of waste disposal contract costs project an over spend of £420k against the current budget this will largely 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.
15. The risk that Herefordshire tonnage share of the contract will exceed 1% in 2010/11 is high and the current position is 1.6% to our detriment, which has remained stable over the last few months. This will be closely monitored over the coming months via monthly reports from Worcestershire County council.
16. The National Indicator target for recycling by the end of 2010 is 40%. Recycling outturn for 2009/10 year was 33.92% and our current standing is 39.8%.

## **Environmental Health & Trading Standards**

17. Overall Environmental Health & Trading Standards are expected to meet budget for the year.

## **Recovery Plan**

18. Whilst the Environment budgets are currently expected to overspend by £48k, this is being managed within other services in the Sustainable Communities directorate, which do not fall within the Environment Scrutiny remit.
19. The Director of Resources has indicated that where possible Directorates should aim to under spend in order to contribute to the Council's overall over spend position. Further work is being carried out to ascertain any further savings that can be made within the Sustainable Communities Directorate and those relating to the environment portfolio services, will be reported to the next environment scrutiny meeting.

## **Financial Implications**

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

## **Risk Management**

21. The risks are set out in the body of the report in terms of the 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 30TH SEPTEMBER 2010**

	Annual Budget £000	Outturn £000	Under/-over spend £000	Actual to date £000	Budget to date £000	Under/-over spend to date £000
<b><u>Highways, Transport &amp; Community Services</u></b>						
MAC Services	1,199	1,199		1,897	1,880	-17
MAC Client Team	175	175		149	171	22
<b><u>Highways</u></b>						
Public Conveniences	383	383		240	179	-61
Highways Running Costs (inc staff)	382	382		240	231	-9
Roads Maintenance	1,733	1,733		791	735	-56
NRSWA	-132	-132		-5	13	18
Emergency Maintenance	155	155		62	65	3
Winter Maintenance	799	799		222	130	-92
Detrunking Grant	-230	-230		0	0	0
Land Drainage/Flood Alleviation	172	172		68	64	-4
Bridgeworks	57	57		-15	22	37
Street Lighting	850	850		413	393	-20
Traffic Management	81	81		49	31	-18
Street Cleansing	1,247	1,247		507	523	16
Public Rights of Way	266	266		120	131	11
Parking & Comm Protection Management & Admin	75	75		34	37	3
Community Protection Team	287	287		139	128	-11
Parking	-1,358	-1,310	-48	-682	-703	-21
<b><u>Transportation</u></b>						
Road Safety Aip	92	92		39	52	13
Bus Stations	-16	-16		12	-6	-18
Design Planning	55	55		-20	28	48
S38	-46	-46		-61	-23	38
Public Transport Rural	121	121		57	60	3
Public Transport	1,137	1,137		1,111	1,039	-72
Concessionary Travel	1,112	1,112		401	394	-7
Road Safety	143	143		58	72	14
Running costs	136	136		72	65	-7
Staff	439	439		191	230	39
Searches	-20	-20		-12	-10	2
<b>Sub-Total Highways, Transport &amp; Community Services</b>	<b>9,294</b>	<b>9,342</b>	<b>-48</b>	<b>6,077</b>	<b>5,931</b>	<b>-146</b>

**SUMMARY ENVIRONMENT REVENUE BUDGET REPORT 2010/11**  
**AS AT 30TH SEPTEMBER 2010**

	Annual Budget £000	Outturn £000	Under/-over spend £000	Actual to date £000	Budget to date £000	Under/-over spend to date £000
<b><u>Environment, Planning &amp; Waste</u></b>						
<b><u>Planning Services</u></b>						
Building Control	-24	-24		-102	-15	87
Conservation	730	730		311	362	51
Development Control	223	223		43	105	62
Forward Planning	720	720		-142	-165	-23
Planning Management	339	339		146	164	18
Head Of Planning Services	98	98		48	49	1
B Servs, Mkt & Fairs Management	19	19		7	9	2
Markets, Fairs and Street Trading	-264	-219	-45	-149	-127	22
<b><u>Bereavement Services</u></b>						
Cemeteries Budget	44	44		-8	10	18
Hereford Crematorium	-316	-361	45	-165	-168	-3
Waste Disposal	7,851	7,851		2,203	2,205	2
Household Waste Recycling	1,774	1,774		755	808	53
Trade Waste Collection	-429	-429		-429	-413	16
Domestic Waste Collection	2,708	2,708		944	946	2
Sustainability	171	171		85	85	0
<b>Sub-Total Environment, Planning &amp; Waste</b>	<b>13,644</b>	<b>13,644</b>	<b>0</b>	<b>3,547</b>	<b>3,855</b>	<b>308</b>
<b><u>Environmental Health &amp; Trading Standards</u></b>						
Commercial Environmental Health	371	371		176	181	5
Pollution	372	372		177	143	-34
Landfill & Contaminated Land	334	334		124	124	0
Pest Control	16	16		-20	5	25
Animal Health & Welfare	126	126		87	121	34
Trading Standards	406	406		160	199	39
Licensing	-114	-114		-54	-39	15
Travellers' Sites	44	44		29	19	-10
Envt Health Management & Support	413	413		209	200	-9
Environment Support	16	16		14	15	1
<b>Sub-Total Environmental Health &amp; Trading Standards</b>	<b>1,984</b>	<b>1,984</b>	<b>0</b>	<b>902</b>	<b>968</b>	<b>66</b>





<b>MEETING:</b>	<b>ENVIRONMENT SCRUTINY COMMITTEE</b>
<b>DATE:</b>	<b>26 NOVEMBER 2010</b>
<b>TITLE OF REPORT:</b>	<b>WORK PROGRAMME</b>
<b>REPORT BY:</b>	<b>Democratic Services Officer</b>

**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 26 November 2010

<b>9.30am 28 February 2011</b>	
	<ul style="list-style-type: none"><li>• Public Rights of Way Service – Update.</li><li>• Road over Rail Bridges – To report on number, liability for and condition (including former road over rail bridges).</li><li>• County Flood Policy - (to consider the Preliminary Flood Risk Assessment policy prior to submission to Cabinet and Environment Agency)</li><li>• Capital Budget Monitoring</li><li>• Revenue Budget Monitoring.</li><li>• Report on Performance Indicators.</li><li>• Committee Work Programme</li></ul>

<b>9.30am 4 July 2011</b>	
	<ul style="list-style-type: none"><li>• Recycling – actions being taken to encourage further recycling.</li><li>• Land Maintenance and its effect upon the County (e.g. Hedge cutting, drainage ditch clearance etc)</li><li>• Capital Budget Monitoring</li><li>• Revenue Budget Monitoring.</li><li>• Report on Performance Indicators.</li><li>• Committee Work Programme</li></ul>

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

Items may be added for consideration as the programme is further developed.

- Consider any impact of the Open Windrow Greenwaste composting facility at Morton-on-Lugg (see Minute 60-Committee work programme and Minute 64). Invite Environment Agency to discuss.



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**

<b>Minute No. 78 ANNUAL REPORT BY CABINET MEMBER ENVIRONMENT AND STRATEGIC HOUSING</b>	
<b>Recommendations</b>	<b>Response/Action</b>
<b>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;</b>	A workshop had been arranged for 13 October but had to be postponed. The workshop was held on 17 November.

**Committee date: 28 June 2010**

<b>School Travel Plans</b>	
<b>Recommendations</b>	<b>Response/Action</b>
<b>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;</b>	Information awaited from planning.

**Committee date: 13 July 2010**

<b>Review the Rights of Way Service performance and outcomes</b>	
<b>Recommendations</b>	<b>Response/Action</b>
<b>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</b>	The list submitted by Mr. McKay has been prioritised and separated between those items to be taken forward by the forum, those items already progressing and those items which due to their technical nature should remain with officers to deal with. At their meeting on the 20 <sup>th</sup> October the Forum broadly agreed with the list and felt that the LAF working group should look at it in more detail with a view to making some recommendations as to the best way of working through the list.
<b>the Parks, Countryside &amp; 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;</b>	The PROW Team have applied for Leader funding for infrastructure improvement works on some parts of the network. The draft LTP 3 document also contains health and rights of way aspects and it is hoped that funding can be sourced through this route.

<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>No date has been set but the Local MP, Jesse Norman is still keen to observe a Forum meeting and if possible bring along the relevant minister. It was by the Local Access Forum (LAF) that June or July next year would be a good time and the LAF Chairman will discuss dates with Jesse Norman MP.</p>
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<b>Update on the operation of the Planning Committee and Enforcement Function</b>	
<b>Recommendations</b>	<b>Response/Action</b>
<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>

**Committee date: 13 September 2010**

<b>Local Transport Plan</b>	
<b>Recommendations</b>	<b>Response/Action</b>
<p>1. the Committee recommends that the Executive</p> <ul style="list-style-type: none"> <li>a. takes particular account of the higher range of traffic volume estimates when formulating the Local Transport Plan; and</li> <li>b. Ensures that the Council maximises any funding opportunities for transport issues.</li> </ul>	<p>The traffic volumes across the network have been taken into account in compiling the draft LTP. Funding opportunities will be covered in the report on the draft LTP to be considered by the Committee on 26 November.</p>
<p>the importance of cycle ways, walkways etc be noted for discussion when the Committee debates the draft LTP in November.</p>	<p>See the report on the draft LTP which will be discussed at the meeting on 26 November.</p>

<b>Safer Roads Partnership</b>	
<b>Recommendations</b>	<b>Response/Action</b>
<p>That the report be noted and the Committee recommends that an awareness campaign be initiated to highlight to the agricultural community the contribution they can make to improving road safety.</p>	<p>A Press release was issued by the Safer Roads Partnership warning drivers about rural roads with copies sent to Members on 24 September. Leaflets on farming and public highway issues are available from Council's Road Safety Team.</p>

<b>Colwall Railway Bridge</b>	
<b>Recommendations</b>	<b>Response/Action</b>
<b>that the verbal report and the comments by the ward member (Cllr Stockton) be noted and a report be presented on the number and condition of road bridges over railway lines for which the Council has any liability for maintenance</b>	Logged in the Work Programme

<b>Revenue Monitoring</b>	
<b>Recommendations</b>	<b>Response/Action</b>
<b>a report on the actions being taken to further encourage recycling, and consequently reduce landfill, be logged in the work programme for reporting to a future meeting</b>	Logged in the Work programme

<b>Work Programme</b>	
<b>Recommendations</b>	<b>Response/Action</b>
<b>a further update report on PROW performance be logged for consideration by the Chairman and Vice-Chairman for inclusion in the work programme</b>	Logged in the Work Programme

