

# AGENDA

## Environment Scrutiny Committee

Date: **Monday 19 April 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 CM Bartrum</b>
	<b>Councillor WLS Bowen</b>
	<b>Councillor DW Greenow</b>
	<b>Councillor JW Hope MBE</b>
	<b>Councillor MAF Hubbard</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.	<p><b>APOLOGIES FOR ABSENCE</b></p> <p>To receive apologies for absence.</p>	
2.	<p><b>NAMED SUBSTITUTES (IF ANY)</b></p> <p>To receive details any details of Members nominated to attend the meeting in place of a Member of the Committee.</p>	
3.	<p><b>DECLARATIONS OF INTEREST</b></p> <p>To receive any declarations of interest by Members in respect of items on the Agenda.</p>	
4.	<p><b>MINUTES</b></p> <p>To approve and sign the Minutes of the meetings held on 22March and 26 March 2010.</p>	1 - 14
5.	<p><b>SUGGESTIONS FROM MEMBERS OF THE PUBLIC ON ISSUES FOR FUTURE SCRUTINY</b></p> <p>To consider suggestions from members of the public on issues the Committee could scrutinise in the future.</p>	
6.	<p><b>HIGHWAY MAINTENANCE STANDARDS - UPDATE</b></p> <p>To update the Committee on current highway maintenance standards and the plans that are in place to improve the long term condition of the highway network and better satisfy the needs and desires of Herefordshire's communities in regard to roads maintenance</p>	15 - 18
7.	<p><b>STREET SCENE - CLEANLINESS AND FOOTWAY CONDITION</b></p> <p>To report on the current street cleansing standards and the plans that are in place to improve the cleanliness of the county and continue to better satisfy the needs and desires of Herefordshire communities in regard to street cleanliness.</p>	19 - 22
8.	<p><b>REDUCING ENERGY CONSUMPTION - STREET LIGHTING - FURTHER UPDATE</b></p> <p>To update the Committee on the progress made by the highway service in reducing the energy consumed and carbon dioxide generated through street lighting.</p>	23 - 32
9.	<p><b>COMMITTEE WORK PROGRAMME</b></p> <p>To consider the Committee work programme.</p>	33 - 40



## **PUBLIC INFORMATION**

### **HEREFORDSHIRE COUNCIL'S SCRUTINY COMMITTEES**

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

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

The principal roles of Scrutiny Committees are to

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

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

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

#### **1. Identifying Areas for Scrutiny**

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

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

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

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

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

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

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

### **Children's Services**

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

### **Community Services Scrutiny Committee**

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

### **Health**

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

### **Environment**

*Environmental Issues  
Highways and Transportation*

### **Overview and Scrutiny Committee**

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

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## **HEREFORDSHIRE COUNCIL**

**BROCKINGTON, 35 HAFOD ROAD, HEREFORD.**

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HEREFORDSHIRE COUNCIL

**MINUTES of the meeting of Environment Scrutiny Committee held at Council Chamber, Brockington, 35 Hafod Road, Hereford on Monday 22 March 2010 at 9.30 am**

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

Councillors: CM Bartrum, PJ Edwards, DW Greenow, JW Hope MBE, MAF Hubbard, TW Hunt, PM Morgan and A Seldon

**In attendance:** Councillors: JG Jarvis (Cabinet Member - Environment and Strategic Housing), SJ Robertson, J Stone, AM Toon and DB Wilcox (Cabinet Member – Highways and Transportation)

**40. APOLOGIES FOR ABSENCE**

Apologies were received from Councillors: WLS Bowen and NL Vaughan.

**41. NAMED SUBSTITUTES**

Councillor PJ Edwards substituted for Councillor WLS Bowen.

**42. DECLARATIONS OF INTEREST**

No interests were declared at this point.

**43. MINUTES**

**RESOLVED:** That the minutes of the meeting held 23 November 2009 be confirmed as a correct record and signed by the Chairman.

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

**Public Rights of Way – Documents on the Web Site**

Mr P McKay suggested that when scrutiny look at Public Rights of Way issues at its July 2010 meeting it should include in its scrutiny the list of documents available via the web site as set out in his question to Council on 5 February 2010.

The Chairman thanked Mr McKay for his suggestion and instructed officers to include this aspect in the range of issues to be scrutinised in July.

**Consultation and Working from Home – Agenda item 8**

Mr G Simmonds questioned in relation to agenda item 8 – Environmental effect of staff and member travel to work arrangements - 1) the consultation undertaken when writing the report and 2) the Council's policy regarding working from home.

The Chairman thanked Mr Simmonds for his questions and instructed that the questions be dealt with under agenda item 8.

### **Speed Roundals**

Mr M Wilson questioned whether any action had been taken in relation to Minute 32 Safer Roads Partnership – concerning resolution part B – taking up with Government the issue of speed limit repeater roundals. His attention was drawn to Appendix 2 to agenda item 16 which indicated that this had been included in the Highway Network Managers response to the Traffic Signs Regulations consultation, a copy of which would be made available to the Committee and Mr Wilson.

## **45. CARBON MANAGEMENT OVERVIEW**

The Committee considered an overview of the carbon management performance and the Council's intended action to achieve its carbon reduction targets.

The agenda report set out the Council's target for the reduction of carbon emissions from its own operations and, together with appendix 1 to the report, outlined actions to achieve the target.

The Committee debated at some length various issues arising out of the report. It was appreciated that various initiatives and monitoring were being undertaken by sub-Groups of the Herefordshire Partnership, however, the Committee doubted whether the Plan, set out at appendix 1 to the report, was sufficient to achieve the target and highlighted that the Council was the lead partner in the Herefordshire Partnership and in the LAA and therefore should be setting an example to the County by driving improvement both to its own operations and in the County as a whole. It was recognised that costs were involved but in many cases reducing carbon emissions resulted in reduced energy costs.

While appreciating that many schools now had School Travel Plans the Committee questioned whether those plans were contributing to meeting the environmental targets and requested that a report be brought to a future meeting on this point.

### **RESOLVED:**

- 1. the Committee were of the opinion that the Council's Planned Carbon reduction actions will not achieve the targets and requested that a further detailed report, on both the Council and Countywide intended actions, be submitted to the April 2010 Committee; and**
- 2. that a report on whether Schools Travel Plans were contributing to meeting environmental targets be considered at the April 2010 meeting**

## **46. SUSTAINABILITY AND PROPERTY PROCUREMENT**

The Committee were updated on the procedures in place to ensure that the Council incorporated sustainability within building contracts and were advised of the Display Energy Certificate (DEC) performance of the Council's major operational buildings.

The report responded to previous committee recommendations or questions concerning the Council's energy/carbon footprint and the need for energy/carbon management within contracts. It also included information on Display Energy Certificates (DEC) performance.

While discussing the building contract tender conditions (Appendix A to the report) the Committee noted that a number of contractors had missed out on contracts due to not supplying the required information. The Head of Asset Management and Property Services reported that they were working with local contractors to ensure that they were

clear about the range of information required. The Committee requested a briefing note setting out how this work was being undertaken.

Questioned why the facilities strategy with HALO only covered a 10 year period the Committee were informed that this linked into the length of the lease arrangements.

The Committee noted that during a period of high demand a number of specialist contracts had been let by AMEY to national companies rather than local companies. This had occurred as a result of local suppliers not meeting all the health and safety requirements, however, work was underway with local companies to address this issue.

Noting that a number of properties were DEC classified as G (see appendix B to the report) the Committee hoped that appropriate data would be forthcoming in the future.

**RESOLVED: That the report be noted and a Member Briefing note be provided setting out how local contractors were being informed of the details needed when tendering for contracts.**

#### **47. ENVIRONMENTAL EFFECT OF STAFF AND MEMBER TRAVEL TO WORK ARRANGEMENTS**

The Committee considered an overview of the Herefordshire Council's Travel Plan; including an update on targets for travel mode shift, and looked into the future with the Plough Lane, Hereford, accommodation.

A Travel Plan aimed to reduce unnecessary travel, and promote sustainable travel, with an emphasis on reducing reliance on single occupancy car travel, to reduce the impact of travel and transport on the environment. The report set out the key objectives of the Herefordshire Council staff travel plan, future initiatives and opportunities particularly reflecting the accommodation plans for Plough Lane offices and the deeper partnership with the Primary Care Trust.

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

- Answering the questions (see minute 44) concerning the consultation undertaken when writing the report and the Council's policy regarding working from home the Committee noted that a range of senior officers in a number of Directorates had been consulted. Report paragraph 10 indicated that a new Staff Travel Plan was being produced. The Committee requested a briefing note on the new plan when it had been compiled.
- In relation to home working the Committee noted that, while to a degree this already happened, with the move to the Plough Lane offices, home working would need to be further developed. Questions concerning the environmental balance between home working and office working were also raised.
- In view of the importance of the Plough Lane accommodation to meeting various environmental targets the Committee recommended that the Director of Resources make every effort to address the staff and Member travel to work issues set out in the report when considering the future development of the Plough Lane site.
- The Committee noted that while the Electric Smart Car had been well received, the trial period had ended due to battery problems. A member suggested a demonstration of an E-Motion eclectic powered bicycle.
- While noting this was a good return rate when compared nationally, members were disappointed that only 34% of staff had returned the Council's Travel Survey.

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

- 1. The Committee recommend that the Director of Resources make every effort to address staff and Member travel to work issues when considering the future development of the Plough Lane site; and**
- 2. A demonstration of E-Motion electric bike be arranged for Members; and**
- 3. Members be informed by Briefing Note when the Councils new Travel Plan is in place.**

#### **48. WINTER DAMAGE TO THE COUNTY'S ROADS**

The Committee were informed of the impact of the recent severe winter weather on the highway network and outline the strategy that was being adopted to return the County's roads to an acceptable standard over the coming year.

The report set out the Council's response during the severe weather period, indicated the extent of the damage to the highway network and provided an outline of the proposed response to be delivered by a significantly expanded highway maintenance programme over the coming year.

The Chairman thanked the Council and AMEY staff for their hard work during the severe weather.

Arising from debate the following principal points were noted:

- Questioned on how maintenance was prioritised, the Committee were informed that AMEY carried out the Highway maintenance works in accordance with the Councils Maintenance Plan which set out the criteria and targets to be met. AMEY reported that potholes reported were investigated and those considered dangerous were filled within 24 hours, others were categorised for attention in accordance with the maintenance plan criteria. Extra resources had been allocated to this area of work and they were now catching up with the backlog.
- Responding to whether the Government had been approached for extra funding to meet the additional cost of repairs the Committee were informed that nationally The AA had put a case to government for extra funding to local authorities which had been rejected.
- Noting the benefit to rural communities of strategically placed salt bins and that current contact with Parish Councils over their placement seemed to be on an adhoc basis, the Committee recommended that the Council, through AMEY, increase its liaison with Parish Councils over the number and placement of salt bins.
- Members would be informed in due course of the programmed highway maintenance works in their area.
- The Cabinet Member (Highways and Transportation) reported that while the Council only had a finite budget, Council had allocated £10.7 million to deliver a programme of capital highway maintenance during 2010/11. The programme would be delivered in accordance with the Council's Highway Maintenance policies, priorities for investment would be based on need and be focused on firstly addressing the maintenance of Principal and Non-Principal Classified roads. The AMEY representatives warned that while the increased budget would enable them to address the immediate and medium term issues it was unlikely to address the long term maintenance issues and another hard winter would affect the highway network condition.
- Members requested information on the length of highway maintenance works anticipated to be undertaken in 2010/11.

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

- 1. it be recommended that the Council, through AMEY, increase its liaison with Parish Councils over the number and placement of salt bins; and**
- 2. a Member briefing note be produced informing of the approximate length of highway maintenance works anticipated to be undertaken in 2010/11.**

**49. PROGRESS ON IMPLEMENTATION OF SCRUTINY REVIEW OF PLANNING SERVICE**

The Committee considered an update on progress on implementing the Scrutiny Review of the Planning Service.

On 14 September 2009 the Committee received a report setting out the Cabinet' response to both the Scrutiny Review and the parallel review carried out by the Audit Commission. Appendix 1 to the agenda report provided an update or progress to the recommendations identified through the Scrutiny Review.

On considering the progress the following principal points were noted:

- A major objective for the Service was to continue the work on the Local Development Framework (LDF). The ambitious target for responses to the consultation had been exceeded. External inspection of the process via a 'healthcheck' indicated that the soundness of the work was proceeding well. A further report on the LDF would be made to Cabinet and Council later in the year.
- Major advancements had been made in relation to the Section 106 processes with improvements to: the process; consistency, and the collection of monies where developer payments remained outstanding.
- It had been a bad year for planning fee income/application numbers, however, in the last 3 months there seemed to be an increase in confidence in the industry.
- The Committee expressed a range of views concerning the new Council Constitution and in particular the planning committee arrangements. Adverse comment centred around the reduced level of involvement non-committee members had concerning planning applications and the 'redirection' of applications. Noting that monitoring reports will be produced, Members requested that a report on the new planning committee arrangements be considered at a future meeting.
- In view of the increased development, primarily housing, expected in the County in the coming years it was suggested that to ensure that any potential consequential effects arising from a development were addressed at an early stage e.g. the need for any new or amended speed limits or road signs etc, a specific officer be nominated to co-ordinate such actions. The Committee noted that to a degree this already occurred in the transportation section, however, the Committee wished to ensure that a council-wide approach was taken.
- Issues were raised concerning the unavailability of certain planning application details via the Planning Website and the Committee noted that this may be due to the delay caused by scanning the documentation, which would improve when document scanning was brought in-house.

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

- 1. Progress in actioning the recommendations arising from the Scrutiny Review be noted and the Committee considered that no further update report was necessary;**

2. **A monitoring report be considered at the September 2010 meeting setting out how the new constitutional and planning committee arrangements were working in so far as it falls within the remit of this Committee; and**
3. **the Committee recommend that as part of the directorate restructure consideration be given to nominating a specific officer to be responsible for co-ordinating any consequential actions arising from a planning development.**

#### **50. PROGRESS ON ACTIONS RELATING TO THE HEREFORDSHIRE TRAVELLERS' POLICY**

The Committee considered progress on the actions arising from the review of the Herefordshire Travellers' Policy.

On the 8 June 2009 the Committee received a report setting out the Cabinet's response, and action plan, following the review of the Herefordshire Travellers' Policy. The agenda report set out the further actions, progress and responsibility as at 2 March 2010.

On considering the report the Committee noted that: action listed against (iii) related to (iv); that the protocol with West Mercia Police was expected to be confirmed by 1 May 2010 and that the economic climate had affected the proposals at Linton, however, a recent planning application had clarified the neighbouring intentions and further proposals could now be worked on.

The Assistant Director (Environment and Culture) anticipated that a further review of the Travellers' Policy would be undertaken later in the year and suggested that elected members may wish to have an involvement in that Policy Review Group.

#### **RESOLVED: That**

1. **Councillors: WLS Bowen; DW Greenow; TB Hunt and PJ Watts be appointed to the Policy Review Group that will meet before November 2010 to carry out a further review of the Policy with particular emphasis on its development with a report on its findings being made to the November 2010 meeting of the Committee; and**
2. **A further report on progress against the actions arising from the Review together with an update on the findings of the Policy Review Group be reported to the November 2010 meeting.**

#### **51. PARK & RIDE (NORTH) HEREFORD SCHEME**

The Committee were provided with an update on work to date on the Park and Ride (North) Hereford scheme.

The report set out the background to the scheme, the work undertaken to identify potential sites, consideration of the in principal site at the Racecourse, Hereford, and the further work undertaken since consideration of the Business Case.

The Committee noted the longer term business sense in linking any permanent Park and Ride sites to the development of the Outer Distributor Road and on questioning the time scales involved, noted that to progress the ESG development, temporary sites would be investigated and work on this would start in 2010/11.

While appreciating the volume of traffic on the A49 it was suggested that a site be considered for the A465 (from Belmont) as this also had high traffic volumes. The point



was made that traffic was unlikely to divert across from the A465 to a site at Grafton, and a site near Belmont could be linked to the existing cycleway.

A number of local ward members in attendance emphasised the importance that local members had early notice of any proposals.

In view of the intention to involve cycling and walking it was questioned whether the term Park and Ride should be changed.

The Committee noted that a separate pilot scheme was at an early stage whereby businesses on the outskirts of the City may be approached to make use of any spare parking capacity at their premises. Members would be informed further as the pilot progressed.

**RESOLVED: That the position regarding the Park and Ride (North) Hereford scheme as now reported be noted.**

## **52. CAPITAL BUDGET MONITORING**

(Councillor DW Greenow declared a personal interest in relation to Rotherwas Access Road)

The Committee were advised of progress on the 2009/10 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 of the Capital programme for environment had reduced to £15,764k from the figure of £16,717k previously reported. The reduction of £953k and the main variance were described in the report. Appendix 1 to the report set out in summary the capital budgets for 2009/10, on a scheme basis with funding arrangements indicated in overall terms.

On scrutinising the report the Committee requested that in future further background commentary be provided in Appendix 1. The Committee particularly noted the requirements to support highway maintenance and that the Council had retained ownership of its winter gritting fleet to provide a degree of resilience to external forces.

**RESOLVED That the Capital monitoring report be noted and future reports contain further background detail in Appendix 1.**

## **53. REVENUE BUDGET MONITORING**

The Committee were advised of the financial position for the Environment revenue budgets for the period to 31 January 2010. The report listed the variations against budget at this stage in the year and the projected outturn for the year.

The Director of Resources representative presented the report and highlighted a projected underspend of £95k. An underspend of £65k within the Environment and Culture Directorate and an underspend of £28k within the Regeneration Directorate. Further detail on the budgets was contained in the agenda report and its appendix.

The Committee noted that the full savings target under the Managing Agent Contract would not be achieved due to a delay in the start date for the contract and therefore savings would be pro-rata.

The Committee requested a report on the shortfall in income in the Parking budget, setting out the income/expenditure/staffing numbers – broken down by Market Towns.

Appreciating that some time ago a large retailer had vacated a number of stalls at the Hereford Butter Market, the Committee also requested a report on the shortfall in income in the 'Markets and Fairs' budget, including details of the stalls letting strategy.

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

1. a report be considered at the April 2010 meeting concerning the Parking Budget (setting out the income/expenditure/staffing numbers – broken down by Market Town) ;and
2. a report be considered at the April 2010 meeting concerning the Markets and Fairs budget (concentrating on the income, expenditure and letting of the Butter Market, and outlining the current letting strategy).

**54. ENVIRONMENT & CULTURE AND REGENERATION DIRECTORATES:  
PERFORMANCE FOR THE NINE-MONTH PERIOD TO DECEMBER 2009**

The Committee received an update on the progress towards the achievement of targets for 2009-10 relevant to the Environment Scrutiny Committee and contained within the Environment & Culture and Regeneration Directorates' Plans.

The Committee noted that government publication of data was still awaited in relation to NI185 – CO2 reduction from local authority operations. On further questioning it was noted that the targets related to the 2008/9 action plan and therefore progress had been rated as on target. Updated but unconfirmed data had been reported earlier in the meeting.

The Assistant Director (Environment and Culture) reported that in relation to NI182 actions had been put in place and he anticipated a better end of year position than indicated in the report.

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

**55. COMMITTEE WORK PROGRAMME**

The Committee considered its work programme.

**RESOLVED That subject to the inclusion of the items identified earlier in the meeting the work programme be noted and reported to Overview and Scrutiny Committee.**

**MR M HAINGE, DIRECTOR OF ENVIRONMENT AND CULTURE**

The Chairman announced that Mr Michael Hainge, Director of Environment and Culture, had left the Council on 19 March 2010. On behalf of the Committee the Chairman thanked Mr Hainge for the improvements in the services for which he had had responsibility and wished him well with his future plans.

The meeting ended at 1.30 pm

**CHAIRMAN**

**MINUTES of the meeting of Environment Scrutiny Committee held at The Council Chamber, Brockington, 35 Hafod Road, Hereford on Friday 26 March 2010 at 9.30 am**

**Present:** Councillor RI Matthews (Chairman)

**Councillors:** CM Bartrum, PJ Edwards, DW Greenow, KS Guthrie, JW Hope MBE, TW Hunt, PM Morgan, A Seldon, NL Vaughan and JD Woodward

**In attendance:** Councillors: MD Lloyd-Hayes, SJ Robertson and DB Wilcox (Cabinet Member-Highways and Transportation)

**56. APOLOGIES FOR ABSENCE**

Apologies were received from Councillors: WLS Bowen; MAF Hubbard and JP Watts. The Cabinet Member (Environment and Strategic Housing) also submitted his apologies.

**57. NAMED SUBSTITUTES**

Councillor PJ Edwards substituted for Councillor WLS Bowen; Councillor KS Guthrie substituted for Councillor PJ Watts and Councillor JD Woodward substituted for Councillor MAF Hubbard.

**58. DECLARATIONS OF INTEREST**

No interests were declared.

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

No suggested areas for scrutiny were received from members of the public.

**60. COUNCIL VEHICLE FLEET**

The Committee considered the current position regarding the Council's vehicle fleet and considered an outline programme of work aimed at improving the management of the vehicle fleet.

The Assistant Director Environment and Culture presented the report and highlighted that a total of 204 vehicles had been identified as forming the Councils vehicle fleet; a Green Fleet Review had concluded that there were opportunities to achieve both financial and carbon savings; that currently the fleet administration was done within individual directorates and that the Director of Resources, supported by the Assistant Director of Environment and Culture, would lead a programme of work aimed at identifying the best way to improve the fleet asset management and its subsequent implementation. Five possible options to develop the strategy were put to the Committee for consideration together with a set of criteria against which the options could be assessed.

The Director of Resources reported that initial analysis of the options against the criteria would be undertaken by a task and finish project board involving the directorates concerned. It would also explore the opportunities for joint management of vehicles across public

services/partners to ensure that a cost and CO2 effective management strategy was developed. While audited on an individual directorate basis Internal Audit had been instructed to log the audit of vehicles as part of the Corporate Audit Plan.

During the course of debate the following principal points were noted:

- It was noted that in the chart at paragraph 4 the CO2 emissions for a range of vehicles was unknown.
- Responding to a comment that vehicle costs were out of control the Director of Resources responded that costs were controlled by individual directorates in accordance with their budgets, however, a vehicle strategy would bring improved fleet management including fleet performance management and offered the potential for efficiency savings and environmental benefits.
- Noting that a detailed audit of all vehicles would be undertaken, criticism was expressed that as lead body for the Local Area Agreement target, the Council was unaware of the exact details of its own vehicle fleet.
- Reference was made to the key issues highlighted by the EST Green Fleet Review and it was suggested that more ambitious, but attainable, targets should be sought. It was also noted that significant savings in both cost and CO2 could be made.
- The Committee briefly debated the difference between vehicle management and vehicle administration and the need for appropriate resources e.g. IT systems, to support a new strategy. It was also suggested that consideration be given to appointing an interim officer to lead on the transformation.
- The Committee supported the set of criteria to assess the options.
- While the Council had a number of 'fuel cards' it was noted that vehicle fuel was usually purchased on an individual vehicle basis. It was suggested that economies could be made in this area.

The Committee requested that as a matter of urgency the Director of Resources proceed with formulating a vehicle fleet strategy based on the criteria indicated and consider appointing, on an interim basis, an officer experienced in vehicle fleet management to lead on developing and implementing the strategy. The Committee also requested that a full report on progress in developing the strategy, including full details of the vehicles e.g. costs; number, emissions, servicing etc, be made to the June 2010 meeting.

**RESOLVED: That**

- 1. the Committee supports the suggested criteria (set out in paragraph 12 of the report) to assess the chosen approach to developing the Vehicle Fleet Strategy;**
- 2. a detailed report be made to the June 2010 meeting on how the management of the Council's vehicle fleet is to be addressed with full details of the vehicles involved including any involving the Council's shared partners considered for inclusion in the strategy.**
- 3. it is suggested that the Director of Resources consider appointing on an interim basis an officer experienced in vehicle fleet management to lead on developing and implementing the Strategy.**

At this point the Committee adjourned for 8 minutes and resumed at 10.45am

**61. PROGRESS REPORT ON COMMUNITY PROTECTION TEAM**

The Committee received an update on the work of the Community Protection Team since its last report in September 2009.

The Acting Regulatory Services Manager presented the report and highlighted the Teams enforcement work in relation to: Fly-tipping; abandoned vehicles; littering; graffiti

and dog related issues (stray dogs and dog fouling) and outlined a number of future plans for the Team's work. He also highlighted that the Team had secured four successful prosecutions.

The Chairman congratulated the Community Protection Team on the improvements to enforcement work, however, it was acknowledged that there was still room for improvement.

During debate the following principal points were noted:

- Following recent increased activity, the Team were more optimistic about achieving the National Indicator 196 target for reducing incidences of fly-tipping.
- While AMEY were responsible for clearing litter, the Team were taking a targeted approach to enforcement and public education. A Member expressed concern that the abandonment of the Parish Freighter service would increase litter and fly-tipping. It was suggested that town and parish councils should be approached to assist in providing litter bins.
- Following the contracting out of the stray dog service and some changes in work practices, more time will be devoted to dog enforcement and owner education. A Member highlighted the damage stray dogs could do, particularly at lambing time.
- The Committee noted the successful prosecutions and that there were another 15, mainly concerning fly-tipping, currently going through the legal system. While the Team worked with the Public Relations Team in publicising the successes the Committee requested that greater effort be made to bring the prosecutions to the public notice as a deterrent to others. Questioning the level of fines imposed the Committee noted that magistrates were constrained by ensuring that offenders had the means to pay the fine, having a criminal record was also part of the deterrent.
- The Committee noted and supported the intention to explore the closer working of the Civil Enforcement Officers (CEO) with the Community Protection Team and were informed that the Chief Constable, West Mercia Police, had previously strongly intimated that Police Community Support Officers (PCSOs) may be authorised to issue Fixed Penalty Notices for low level offences such as littering and dog fouling..
- It was noted that in partnership with AMEY and Safer Herefordshire the Council had submitted a bid to become one of 16 pilot programmes to tackle discarded chewing gum.
- Responding to questions about cars for sale parked on green verges, the Committee were informed that enforcement could be taken under graffiti legislation as the tyres would leave lasting marks on the grass.
- It was suggested that all Members be provided with brief details of the remit of the Team and their powers.

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

- 1. the Committee suggested that greater emphasis be given to publicising the successful prosecutions as a deterrent to others;**
- 2. further consideration be given by the Director to amending the job title/ job description to reflect the closer working between Civil Enforcement Officers and the Community Protection Team;**
- 3. the Assistant Director of Environment and Culture be urged to remind the West Mercia Police of their previous commitment to authorise Police Community Support Officers (PCSOs) to issue Fixed Penalty Notices for low level offences and**
- 4. the Committee recommend that closer liaison be entered into with Town and Parish Councils in investigating whether they can further support the placement of litter bins thereby supporting the work being undertaken;**

**5. the Committee supported the enforcement of criminal damage to green verges.**

**62. CONNECT 2 GREENWAY ROUTE OPTIONS**

The Committee were provided with an update regarding the Connect 2 Greenway preferred route which had been the subject of a Cabinet Member (Highways and Transportation) key decision.

The Assistant Director Environment and Culture and the Acting Construction Manager reported that the Connect 2 cycle scheme sought to link Hereford City, via Rotherwas to Holme Lacy. The scheme had been in development for a number of years and following issues identified during the design stage a report had been considered by the Cabinet Member (Highways and Transportation) to determine the way forward to deliver the scheme. The agenda report and appended key decision report to the Cabinet Member, set out the current approved route; the issues identified; the four further options considered; the financial implications for a new preferred route, and indicated the associated risks. It was reported that whilst additional funding of £845,000 was required to pursue the Preferred Route, in continuing with the current agreed route, £461,850 additional funding would be required for a less attractive route with less guarantee over its long term accessibility. There was a difference in cost of £382,000 between delivery of the Current Route and the Preferred Route.

The Chairman commented that the Cabinet Member key decision had not been called-in in the interests of progressing the scheme. He had, however, requested an agenda item to clarify the increased costs and the time taken in progressing the scheme.

The Assistant Director of Environment and Culture reported that a scheme (the agreed route) had been submitted, had won a public vote and had been granted Big Lottery Funding. Since then more detailed work on the route had been undertaken including discussion with Welsh Water and Network Rail over the use of their bridge and railway underpass respectively. Since initial discussions additional costs had been identified and serious risks had been identified concerning the guaranteed use of the railway underpass. Following instruction from the Cabinet Member alternative options were considered for the delivery of the Connect 2 scheme. A new Preferred Route had been considered in detail and had been accepted by the Cabinet Member in his recent decision (Ref No.2101.H&T.002KEY). The financial implications of the scheme including an indication of how the scheme was to be grant funded was contained in the report to the Cabinet Member and a route appraisal table was contained at appendix B.

Questioned why the risks had not been identified at an earlier stage the Committee were informed that outline discussions with the key parties involved had been favourable, however, as the scheme had progressed to the formal design stage the heightened risks had emerged and these were indicated in the 'Risk Management' table in the appendix to the report.

A point was made that before the Council embarked on major projects the Director of Resources should ensure that proper levels of resources, both financial and officer time, were available from the outset to ensure that projects progressed efficiently and therefore didn't cost more due to slippages.

The Committee appreciated that the scheme would provide a valuable link between north and south of the city and provided a convenient route to access employment sites at Rotherwas. The point was made that the new preferred route would now provide a safer route for walkers and easier access for wheelchair users and supported the Herefordshire Community Strategy theme of Healthier Communities.

The Cabinet Member (Highways and Transportation) reported that the delay to the scheme had, in part, been due to a 12 month delay in receiving funding confirmation from Sustrans. In addition part of the slippage to the scheme had also been down to him as, when the increased risks and costs had come to light, he had requested officers to explore other options. He considered that had been a prudent use of resources in view of the expenditure involved, the long term risks and the need to ensure value for money.

**RESOLVED: That the Committee:**

- 1. welcomed in principal the proposals for the new Preferred Route;**
- 2. expressed its concern over the delays to the project and, arising from the necessity to consider an alternative route, that the cost of the project had increased;**
- 3. recommend that the Director of Resources ensures that proper resources are available from the outset when major projects are considered.**

The meeting ended at 12.21 pm

**CHAIRMAN**







<b>MEETING:</b>	<b>ENVIRONMENT SCRUTINY COMMITTEE</b>
<b>DATE:</b>	<b>19 APRIL 2010</b>
<b>TITLE OF REPORT:</b>	<b>HIGHWAY MAINTENANCE STANDARDS - UPDATE</b>
<b>PORTFOLIO AREA:</b>	<b>HIGHWAYS AND TRANSPORTATION</b>

**CLASSIFICATION:** Open

### **Wards Affected**

County-wide

### **Purpose**

To update the Committee on current highway maintenance standards and the plans that are in place to improve the long term condition of the highway network and better satisfy the needs and desires of Herefordshire's communities in regard to roads maintenance.

### **Recommendation**

**THAT subject to any comments the Committee may wish to make the report be noted.**

### **Key Points Summary**

- An additional £4.7 Million is being invested in the highway network during the 2010/11 financial year which will enable a programme totalling £11.7million of highway maintenance to be delivered.
- This will counter the impact of this last winter on the condition of A, B and C roads, with the targeted performance remaining at the levels set in September 2009.
- As priority for investment is given to the classified road network, the action in relation to the condition of the unclassified road network will seek to ensure that it is returned to 2009 levels.
- A revised means of assessing footway condition is being introduced. This will take account of the condition of footways across the county. The previous BVPI indicator only took account of high usage footways, such as in the city and town centres.

### **Alternative Options**

- 1 None.

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Further information on the subject of this report is available from  
Clive Hall, Highway Network Manager, Herefordshire Council on (01432) 260786  
Mark Thomas, Service Director, Amey Herefordshire on 01432 845915

## Reasons for Recommendations

- 2 The report provides an update on the current highway maintenance targets and action to achieve them.

## Introduction and Background

- 3 The Environment Scrutiny had identified, as part of their work programme, the need for an update report on highway maintenance standards.

## Key Considerations

### Road Condition

- 4 The impact of the recent severe winter weather on the highway network and outline the strategy that is being adopted to returning the County's roads to an acceptable standard over the coming year was reported to this committee on the 22<sup>nd</sup> March 2010.
- 5 Prior to this winter, as part of the revised service delivery partnership arrangements with Amey Herefordshire, the Council set enhanced road condition targets. These targets were to deliver improved road condition on A roads, to a level that only 5% of this network should be considered for maintenance, only 8% of our B and C roads, to require maintenance and unclassified road network to have its overall condition stabilised at 17% by length in need maintenance.
- 6 The targets for A, B and C road condition are included in the Local Area Agreement. Attaining these national indicator targets drives funding into the County and are considered a priority.
- 7 As reported to the 22<sup>nd</sup> March meeting of this committee, the damage to the network caused by the severe winter weather was estimated as £5M. It was also reported that an additional £3.7 million had been identified from various existing Council funds to respond to this damage and enable a £10.7 million programme of highway maintenance to be delivered during the coming year. As members may be aware, in response to lobbying by the Local Government Association and Herefordshire Council direct, the Government announced additional funding for highway authorities to invest in highway maintenance as part of the recent budget announcements. As a result, Herefordshire has been allocated a further £1.0174 million which will enable a further expansion of the maintenance programme to over £11.7million. This additional funding from central government is welcomed and will enable further maintenance schemes to be delivered.
- 8 Given the circumstances set out above, it is anticipated that the performance targeted for our A, B and C roads will be attained in 2010.
- 9 As the use of the currently available funding will prioritise the classified road network, performance targets for the condition of the unclassified roads are being reviewed. The aim for the condition of unclassified roads will be based on sound asset management practice and seek to ensure that the condition does not fall below the 2009 standard of 23%.
- 10 A comprehensive programme of highway surfacing is to be delivered over the coming months and as a result of the additional funding we can expect to see 218 km (135 miles) of road treated this financial year. The breakdown of treatment types is listed

below

Surface Dressing 89 Km

Resurfacing 39 Km

Micro asphalt 13Km

Patching 77k ( total length of treated carriageway)

- 11 The detailed programme of works is currently being finalised and will be circulated to all local members shortly so that they are aware of works planned within their ward. In addition, a briefing on the maintenance programme for the County is being arranged to inform all Members of how the programme will be delivered.

### **Footway Condition**

- 12 The method of footway assessment has changed; previous methods of assessment only encompassed high priority areas (eg Town Centres). The new inspection system now covers a variety of footpath locations. The historical method of footway assessment was through a Detailed Visual Inspection (DVI): Annual survey for BVPI 187 is made up of a random sample of 50% on the class 1, 1A and 2 footways approximately 14 km in length.
- 13 The Footway Network Survey (FNS) is replacing the DVI survey: this is a walked Course Visual Inspection (CVI) type survey on all classes of footway. The FNS starts in 2010 and will cover 25% of footways annually.
- 14 In addition to the survey for BVPI 187 we have, in the past, undertaken additional CVI footway surveys: This survey covers all classes of road and footway in Hereford, the market towns and larger villages, this uses the same four categories as the FNS survey. From this we have been able to gain a better understanding of the condition of the entire footway asset. This CVI survey has been used in the recent years to produce planned footway maintenance jobs and has been steadily lowering the amount of defective footways in the county.
- 15 We are currently working to establish meaningful performance targets using the new FNS methodology, which should provide a better indication of the condition of the footways throughout the County. This in turn should enable us to target improved footway condition standards that reflect the experience of pedestrians across the county.

### **Conclusion**

- 16 Ensuring the effective maintenance of the highway network is a priority and the standard of highway maintenance will continue to be a key target against which the delivery of Highway Services by Amey Herefordshire is monitored. Bearing in mind the challenge as a result of this winters severe weather, the additional funding and through effective joint working, the programme of highway maintenance over the coming year will return the network to an acceptable standard.

### **Community Impact**

- 17 The highway network is a vital and highly visible community asset which supports the local economy and contributes to the character and environment of the County. The

quality and usability of our highways matters to the people of Herefordshire.

## **Financial Implications**

18 None as a direct result of this report.

## **Legal Implications**

19 Herefordshire Council, as the Highway Authority for all roads in the County except Trunk Roads and Motorways, has the duty to maintain the highway in line with its character and usage. This duty is set out in detail in the Highways Act 1980.

## **Risk Management**

20 The Council, as Highway Authority, has a duty to maintain highways within the County and the Highway Maintenance Plan sets out the approach taken to meeting this duty. Poor road condition, can have implications for road safety, the local economy and claims against the council for damage to property. Failure to effectively maintain the network could prevent the achievement of corporate and LAA targets for road condition. The additional funding and approach to delivering a significantly expanded highway maintenance programme over the coming year seeks to mitigate these risks and return the network to an acceptable standard.

## **Consultees**

21 None

## **Appendices**

22 None

## **Background Papers**

- The Environment Scrutiny report titled, 'Highway Maintenance Standards', as presented to the Scrutiny Committee on the 23<sup>rd</sup> November 2009 and available via the Council's web site.
- The Environment Scrutiny report titled, 'Winter damage to the County's Roads', as presented to the Scrutiny Committee on the 22<sup>nd</sup> March 2010 and available via the Council's web site.



<b>MEETING:</b>	<b>ENVIRONMENT SCRUTINY COMMITTEE</b>
<b>DATE:</b>	<b>19 APRIL 2010</b>
<b>TITLE OF REPORT:</b>	<b>STREET SCENE – CLEANLINESS AND FOOTWAY CONDITION</b>
<b>PORTFOLIO AREA:</b>	<b>HIGHWAYS &amp; TRANSPORTATION</b>

**CLASSIFICATION:** Open

### **Wards Affected**

Countywide

### **Purpose**

To report on the current street cleansing standards and the plans that are in place to improve the cleanliness of the county and continue to better satisfy the needs and desires of Herefordshire communities in regard to street cleanliness.

### **Recommendation**

**That subject to any comments the Committee may wish to make the Committee note the report.**

### **Key Points Summary**

- The standard being attained by Amey Herefordshire for street cleanliness, as measured using the methodology for NI195 will be: Litter 5%, Detritus 9%, Graffiti 1% and Fly posting 1%.
  - The 2010 TAAG Graffiti Campaign (Targeted Action Against Graffiti) ran from Monday 22nd February - Friday 5th March.
  - We are working in partnership with Herefordshire Council's Community Protection Team, Safer Herefordshire and West Mercia Police to reduce criminal damage and anti-social behavior across the county.
  - As a group we are continually looking at other initiatives to target street cleanliness.

### **Reasons for Recommendations**

The report provides an update on streetscene activities at the request of the committee.

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Further information on the subject of this report is available from  
Ruth Kinsella, Watchman in Chief, Amey Herefordshire on (01432) 845936

## Introduction and Background

- 3 The quality of Herefordshire's unique environment is important to the Council and local people. This report has been put together to inform the Committee of the actions to be taken to maintain and improve current levels of street cleanliness.

## Key Considerations

- 4 The performance in regard to the cleanliness of Herefordshire's streets forms part of the performance framework of the Council's service delivery partnership with Amey Herefordshire. The attainment of agreed standards in this area is linked to the award of contract extension and failure to deliver service effectively and / or achieve targets in this and other identified areas will result in no contract extension and / or financial implications.
- 5 The initially targeted performance is to have achieved the following performance for the period 1 April 2009 - 31 March 2010:
  - Litter 5%
  - Detritus 9%
  - Graffiti 1%
  - Fly posting 1%
- 6 The surveys used to establish these performance returns takes place in three tranches and follows a nationally agreed methodology and reports against agreed standards (NI195). The first tranche (April 09 to July 09) of results were poor and this poor performance has hindered the Tranche 2 and 3 returns as the final out-turn, which will be reported to the June meeting of this committee, is an average of the three tranches.
- 7 Following the poor tranche 1 results and since the commencement of the new service delivery arrangements in September 2009, Amey Herefordshire have identified and implemented a comprehensive improvement strategy. This strategy includes:
  - the identification of litter hotspots with purchase of bins;
  - further training and comprehensive guide for all operatives in order to increase their understanding of the level of cleanliness required and the implications on the survey results;
  - the review of cleansing schedules;
  - the use of unimog and mini diggers to assist with detritus removal;
  - a 'see it – clear it' policy for staff for removal of graffiti;
  - provision of tie clips in all vans for operatives to remove fly posting plastic tags; and
  - improved links and joint working with other organisations e.g. housing associations, Safer Hereford, police and the Council's community protection team.
- 8 The 2<sup>nd</sup> tranche data has shown significant improvement, reversing the downward trend in overall performance. Continued implementation of the strategy is expected to further reduce the returns to within target for litter, detritus and fly posting. The results from the third tranche are currently being collated and will contribute to the overall out-turn for this indicator.
- 9 Graffiti is the category which is most difficult to influence as the survey takes into account all graffiti present including those on private property not just public property

such as within the highway or in parks etc. In the past, separate funding was available to assist private owners to remove graffiti on their property. Further funding has been identified to assist in this area and improvement is anticipated in future years returns. Our recent TAAG (Targeted Action Against Graffiti) carried out in conjunction with the Community Protection Team targeted cleansing activities within the City and Market Towns to clean graffiti off Council properties and public areas. This was a holistic approach, including litter picks in conjunction with Network Rail to ensure that the emphasis is not only on graffiti but on the overall approach to the entrances to the City and market towns

10 Further initiatives are being introduced by Amey Herefordshire and include the following:

- Aquazura Scrubber Machine – we have taken out a year long hire on this machine and it is starting in Hereford City High Town and will move out to the Market Towns throughout the year on a rotational basis.
- Community Litter Picks – we continue to work with the different communities throughout Herefordshire, issuing litter picking packs, collecting their arisings and, where appropriate, offer assistance and advice. To date (from 1<sup>st</sup> September 2009) we have assisted the following areas with Litter Packs amounting to 157 people voluntarily picking litter in their communities.

Newton Farm  
Elgar Housing Association  
Sutton Parish Litter Pick  
Grafton  
Burghill, Holmer and Lyde PC  
Pyon Group PC  
St James  
Marden Parish  
Gloucester Marches Housing Ass

- Staff and HC volunteer litter picks (Belmont Haywood Country Park Community Project) – donation of skips and litter picking equipment, risk assessments, practical assistance and large mechanical machinery where appropriate.
- Partnership working with Network Rail has allowed the co-ordinated cleansing of the land around Barrs Court Road.
- Continuing on the theme of Partnership working, we are looking to expand this type of approach to fast food outlets and major supermarkets.
- Meetings with local ‘Litter Tzars’
- A & B Road Litter Picking – this bi-annual activity has now started and additional resource is being provided to ensure that this activity has the maximum impact and is completed in as short a time as possible.
- To bring in additional resource from other business areas to allow a targeted approach to particular problem areas – an example of this would be lay-by cleansing.
- Walk to Work Week – 26 April 2010, to pay particular attention to detritus around the areas around Rotherwas Industrial Estate to support and encourage the Walk to Work week. This type of approach is also taken with any other HC supported event.
- Engendering a sense of pride in the community – this educational approach is intended to educate communities on the need to work together with our Council to make the best use of resources available within the funding available. We will work with those communities who are willing to help themselves and share this good practice amongst those communities who are wishing to take the first step in this type of approach to community pride.

- The Community Protection Team scrutiny report of 26<sup>th</sup> March 2010 further highlights and supports the joint approach to street cleansing activities.

## **Community Impact**

- 11 It is clear that the cleanliness of Herefordshire's public spaces matters to the people of Herefordshire. Improved performance standards in this area are targeted as a fundamental part of our agreement with Amey Herefordshire, this reflecting the importance of this service to the community.

## **Financial Implications**

- 12 None as a direct result of this report.

## **Legal Implications**

- 13 None as a direct result of this report.

## **Risk Management**

- 14 The quality of the streetscene and local environment has a significant impact on quality of life in Herefordshire and directly affects the reputation of the Council's services. The contracted arrangements with Amey which include clear performance targets and expectation of continuous improvement such to minimise the risks associated with this service.

## **Consultees**

None

## **Appendices**

None

## **Background Papers**

None





<b>MEETING:</b>	<b>ENVIRONMENT SCRUTINY COMMITTEE</b>
<b>DATE:</b>	<b>19 APRIL 2010</b>
<b>TITLE OF REPORT:</b>	<b>REDUCING ENERGY CONSUMPTION - STREET LIGHTING – FURTHER UPDATE</b>
<b>PORTFOLIO AREA:</b>	<b>HIGHWAYS &amp; TRANSPORTATION</b>

**CLASSIFICATION:** Open

### **Wards Affected**

County-wide

### **Purpose**

To update the Committee on the progress made by the highway service in reducing the energy consumed and carbon dioxide generated through street lighting.

### **Recommendation**

**THAT subject to any comments the Committee wish to make the report be noted.**

### **Key Points Summary**

- Our street lighting energy is provided from a green source at a rate of approximately 9.5p a unit from April 2010 (Green tariff premium now 0.062p).
- Work continues on the implementation and evaluation of a range of energy reduction options.
- Over 10 tonnes reduction in Co2 has been achieved to date since last report, mainly as a result of trial applications, the scope for further improvement is considerable and will be pursued, informed by the results of our trials.

### **Alternative Options**

- 1 None.

### **Reasons for Recommendations**

- 2 This report provides an update to members on the progress made by the highway

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Further information on the subject of this report is available from  
 Clive Hall, Highway Network Manager  
 01432 260786 [clhall@herefordshire.gov.uk](mailto:clhall@herefordshire.gov.uk)

service in reducing the energy consumed and carbon dioxide generated through street lighting.

## Introduction and Background

- 3 At their meeting on the 15 September 2008 the Environment Scrutiny Committee raised the following question 'In view of light pollution, rising electricity costs and the need to meet carbon emissions targets (NI185) it was asked whether street lights could be turned off e.g. after midnight, light levels reduced or low energy light bulbs used?' They acknowledged that 'the suggestion would have to be balanced against other social expectations e.g. personal security and crime levels.' and the Committee requested a report to the next meeting.
- 4 A report titled, 'Reducing Energy Consumption - Street Lighting', was presented to the Scrutiny Committee on the 24 November 2008.
- 5 A report titled, 'Reducing Energy Consumption - Street Lighting - Update', was presented to the Scrutiny Committee on the 8 June 2009.
- 6 This report is intended to update the members of the Scrutiny Committee on the progress made by the Highway Service in regard to this issue since the June 2009 meeting.

## Key Considerations

### Energy Source

- 7 Our street lighting energy continues to be provided from a green source at a rate of approximately 9.5p a unit from April 2010 (Green tariff premium now 0.062p).

### Potential options for reducing usage

- 8 As part of our last report we detailed the range of possible options, with an initial view on the potential level of advantage/disadvantage to Herefordshire, by way of a reminder these options are summarised in the table below:

<u>Option</u>	<u>Potential advantage/disadvantage</u>	<u>Potential timescale</u>
<b>Dimming</b> - This involves installing a device which allows light levels to be varied in relation to the Average Daily Traffic Flow.	Highly beneficial at selected sites. Costs are more feasible with quantity which means larger programmed schemes = better returns on energy saving & reductions in Co2.	Medium term could be introduced as part of selected highway lighting improvements.
<b>Trimming</b> -This is simply a reduction in the number of hours a lamp is lit.	Moderately beneficial, provides a reasonable compromise solution of switching lights off.	Short to medium term
<b>24 hour burners</b> - Generally only	Limited benefits,	Short term.

<p>closed subways require continuous lighting therefore any signs or bollards which are currently lit for 24 hours can be fitted with photo electric cells, this will effectively half their energy requirements.</p>		
<p><b>De-illuminate signs</b> – The Traffic Signs Regulations and General Directions (TSRDG, 2002) details requirements for lighting road signs. Some signs will be illuminated that are no longer required to be. These lights can be switched off.</p>	<p>Limited benefit as the majority of energy is consumed by street lights as opposed to signs. But should not be discounted.</p>	<p>Short to medium term, new inventory system being implemented from April 2010.</p>
<p><b>Bollards</b> - Take advantage of the relaxation to de-illuminate bollards or fit solar powered LED bollards. Approval from the Department for Transport is required in some instances but many bollards, for example plain faced bollards no longer require illumination.</p>	<p>Limited benefit as the majority of energy is consumed by street lights as opposed to signs. But should not be discounted.</p>	<p>Short to medium term, new inventory system being implemented from April 2010.</p>
<p><b>LEDs</b> – Development in LEDs is still ongoing and but whilst cost effective street lighting units are in reality still not available there are many opportunities to utilise both the energy, but more so the maintenance savings, that LED's offer. Cost effective LED signs and bollards are now available and should there be a requirement for illumination.</p>	<p>Limited benefits Ongoing review to this type of retrofit work.</p>	<p>Short to medium term, new inventory system being implemented from April 2010</p>

<b>Electronic control</b> – Conventional control gear can significantly increase the total circuit wattage for a lamp. Electronic control gear offers energy savings and can extend the life of the lamp.	High.	Short to medium term, being pursued as part of the street lighting priority schemes. New inventory system & policy being implemented from April 2010.
<b>White light</b> – Take advantage of reduction of lighting levels in residential areas by using 'white light' sources.	Medium.	Short to Medium term, introduced as part of the programme of street lighting maintenance/improvement works.
<b>Part night lighting</b> – Consideration in rural areas may be given to part night lighting, whereby lighting is switched off in residential areas from around midnight to 6:00am (Winter time)	Highly beneficial in carefully selected areas. Risk assessments to be undertaken.	Short to medium term, if pursued as part of the street lighting maintenance cycle.  Parish trials have been set up & await feedback.
<b>Switching lights off</b> – As explored by Powys County Council, Buckinghamshire County Council and other UK authorities.	Potentially highly beneficial in carefully selected areas.	Longer term, if introduced (safety element & high disconnection costs).

### Current Progress on Energy Reduction Options in Herefordshire

- 9 The progress that has been made by the Street Lighting Team is summarised in Appendix 1:

### Community Impact

- 10 Over 10 tonnes reduction in Co2 has been achieved to date. Also improvements to lighting standards delivered in Hereford (residential schemes carried out on the Hillside / Newtown Farm/ Redhill estates plus footway upgrades at Churchill Gardens / St Martins / Hurdman Walk / Union Walk ) & parishes such as in Pembridge. As can be seen from the table above the scope for further improvement is considerable and this will be pursued, informed by the results of our trials.

### Financial Implications

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

## **Legal Implications**

12 None as a result of this report.

## **Risk Management**

13 The risk associated with the delivery of the street lighting service are being managed as part of the risk management arrangements embedded within the 'MAC' contract with Amey Herefordshire.

## **Consultees**

14 None.

## **Appendices**

15 None

## **Background Papers**

- The Environment Scrutiny report titled, 'Reducing Energy Consumption - Street Lighting', as presented to the Scrutiny Committee on the 24 November 2008 and available via the Council's web site.
- The Environment Scrutiny report titled, 'Reducing Energy Consumption - Street Lighting - Update', as presented to the Scrutiny Committee on the 8<sup>t</sup> June 2009 and available via the Council's web site.



## Appendix 1

### Current Progress on Energy Reduction Options in Herefordshire

The progress that has been made by the Street Lighting Team is summarised in the table below:

Action planned	Predicted CO2 reductions per year in tonnes of CO2	Predicted Annual energy savings	Cost of proposed action	Progress to date and summary of any £ savings based on 0.082p kW/hr
<p><b>Light emitting Diodes(LED) - Signs / bollards</b> Replace Illuminated bollards &amp; street signage with a more efficient replacement (LED unit) rather than the 2 x 11w lights and a mechanical switch.</p> <p><b>LED - Luminaires Trials have been set up with up to 50 No LED luminaires being utilised at select sites.</b></p>	<p>Based on 0.537 kg/kWhr ongoing replacements Potential future saving if remaining total asset of approx 350units replaced further saving of = 44tonnes</p> <p>Replacing existing Low Pressure Sodium SOX= Low pressure Sodium lamp with a distinctive deep yellow/orange lighting appearance with a poor colour rendering,&amp; virtually monochromatic. Can take up to 7 mins to warm up to full light output.</p> <p>(SOX) with LED with benefit of illuminance to achieve relevant standard approx 1 Tonne savings to be made on initial trials.</p>	<p>Ongoing studies with LED technology &amp; whole life costs.(25 yrs)</p> <p>Based on 8.2p rate Up to 40w per unit saved 50 units = £700.00 savings</p>	<p>Other lighting priorities on strategic routes therefore require more funding for LED installations.</p>	<p><b>LED Street Lights</b> Installations have been completed on selected footpaths in &amp; around Hereford. More are planned once the budgets have been agreed for this type of upgrade. Energy savings of 40% + TBC after suitable trial period.</p>
<p><b>ELECTRONIC CONTROL GEAR (&amp; *CMS ref Gen Notes)-</b> Reduced electricity use from the service's 14000</p>	<p>The savings on electronic gear on actual schemes to date = 10w approx per unit to date over 500 installed = 21.9kg per unit. Total = 11 tonnes</p>	<p>Assessments of this option has identified a luminaire / ballast 'retrofit' solutions which when linked with CMS, the benefits can be studied accurately</p>	<p>The full cost has yet to be established, indications are that this could be £150.00 per unit for CMS. Our</p>	<p>Our investigations still indicate that 'Quick Fix' one for one replacement can lead to non compliance to latest highway lighting standards</p>

<p>lighting units. Inventory near completion will form the basis for a rolling replacement programme and allow this reduction to be quantified. We will be installing all new lights with more efficient electronic control gear where the lighting levels can be reduced. At some sites we will convert existing control gear to electronic, and will retrofit on existing columns that are deemed to comply.</p>		<p>with ref to payback &amp; actual energy consumed. Further investigations of this option are being carried out.</p>	<p>investigations are ongoing.</p>	<p>and poor colour rendering.</p> <p>To date we have introduced this solution in schemes carried out on the Hillside / Newtown Farm/ Redhill estates</p> <p>Whole life cost studies - ongoing evaluation with site trials (CMS will benefit monitoring this)</p> <p>Over 10 Tonnes saved &amp; up to 30% energy saving p/a</p>
<p><b>Part Night - DIMMING 150w High Pressure Sodium SON = Golden yellow colour appearance. Cosmopolis = (electronic ballast control) giving a whiter appearance with good energy to light output ratio.</b></p>	<p>TBA ongoing trials</p>	<p>Studies have shown that approx £10.00 p/a per unit can be saved also extended lamp life - reduced maintenance costs.</p>	<p>£118 k + disconnection &amp; new electrical connection charges.</p>	<p>Strategic routes have been started including Three Elms / Green lanes - Whitecross. &amp; First parish upgrade in Pembridge. Other parishes to be evaluated depending on available budgets. One for one Approx 15% energy savings.</p>
<p><b>Part Night - Dimming Cosmopolis (white light) lamps / electronic gear</b></p>	<p>60w - 45w 00.00 - 0600hrs = 18kg per unit Compared to standard 70watt luminaires studies show 55kg annual savings per unit.</p>	<p>Further data to be evaluated from manufacturers. Potential energy savings of over £12.00 each for some types of replacements.</p>	<p>£15k Connections may not be required depending on additional areas that can be included in scheme to relevant standard.</p>	<p>Trial being implemented in Ledbury Rd and trial still being considered on the Hinton estate as type of equipment used is compatible with luminaires. Approx 15 % energy savings</p>



<b>Part Night - Switch off</b>	If used on 70watts per asset = 90 x 2268 x 0537 = 85kg per unit saving	2268 x 204kW = saving of 109 kg each x 500 = 54 Tonnes saving	TBC through trial.	Identification of potential sites has commenced & trials now in place, including Dorstone
<b>De-Illumination of signs In accordance with relevant standards (ie: CSS SL5/2007TRL/D ft &amp; TSRGD 2002)</b>	TBA	TBA	TBA	New inventory system being implemented April 2010.
<b>Trimming</b>	TBA	There is not much incentive at moment to change from the standard control unit as the annual burning hours assumed in the energy cost calculations are very similar.	£25k +	Initial investigations being carried out & trials now set up which are being evaluated.  Approx 3% energy savings.

**GENERAL NOTES – ‘SOX’ lamps are most common type used in Herefordshire on residential & some main roads – ie: Shobdon.**

**‘SON’ used on main roads Three Elms / Grandstand Roads.**

**‘Cosmo’ used on residential estates Hinton / Redhill.**

**LED used on footways – Churchill Gardens etc**

More trials have been undertaken & studied to date, that the option of Electronic gear with dimming facility SON/White light seems to be a sensible way forward. Maintenance periods can actually be extended & this is being considered for new policy. Warranty periods with manufacturers have been extended where possible. The latest indications are that the normal 12 month warranty can be improved to up to 8 yrs depending on type of equipment. Also a \*Central Monitoring System (CMS) still could be worth consideration for future control of asset as mentioned in tabulated report. Solar energy being used on Traffic schemes – Speed Indicator Display.





<b>MEETING:</b>	<b>ENVIRONMENT SCRUTINY COMMITTEE</b>
<b>DATE:</b>	<b>19 APRIL 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 19 April 2010.**

<b>Monday 9.30am 7 June 2010 Function Room, Bridge Street Sports Centre, Leominster</b>	
	<ul style="list-style-type: none"> <li>• Annual Presentation by Cabinet Member (Environment &amp; Strategic Housing)</li> <li>• Annual Presentation by Cabinet Member (Highways and Transportation)</li> <li>• Council's Planned Carbon Reduction Actions – in relation to both Council and Countywide.</li> <li>• Proposed Strategy for the Management of the Council Vehicle Fleet.</li> <li>• Whether school travel plans are contributing to meeting environmental targets.</li> <li>• Capital Budget Monitoring</li> <li>• Revenue Budget Monitoring.</li> <li>• Report on Performance Indicators.</li> <li>• Committee Work Programme</li> </ul>

<b>Tuesday 2.00pm 13 July 2010 Brockington</b>	
	<ul style="list-style-type: none"> <li>• The Herefordshire Local Access Forum – presentation on their work and questioning by the Committee. (provisional item)</li> <li>• Public Rights of Way and Highway Definitive Map – to assess overall performance and consider progress in addressing various issues identified at various meetings.</li> <li>• Committee Work Programme</li> </ul>

<b>9.30am 13 September 2010</b>	
	<ul style="list-style-type: none"> <li>• Good Environmental Management (GEM) – end of year performance report.</li> <li>• ** Consideration of the draft LTP3 (provisional item)</li> <li>• Progress report on actions following the Scrutiny Review of On-Street Parking.</li> <li>• Planning Committee arrangements.</li> <li>• Safer Roads Partnership – Update by Council's Member on SRP Board.</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 26 November 2010</b>	
	<ul style="list-style-type: none"> <li>• Further update on the Review of the Travellers' Policy</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 28 February 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 for consideration as the programme is further developed:

- The effect on Herefordshire of changes to the Single Farm Payments system (e.g. hedge cutting, drainage ditch clearance)
- Any specific issues arising from Council Strategies or Plans.
- \*\*Contribute to policy development of LTP3. Draft timetable for the policy review indicates this could come to scrutiny in September 2010.
- Consideration of revised/reviewed Flood Defence Policy.
- Consider inviting the Environment Agency to discuss the environmental impact, of the Open Windrow Greenwaste composting facility at Morton-on-Lugg. (Minute 60 – Committee work programme and Minute 64)
- Colwall Railway Bridge – review any traffic/pedestrian safety issues arising (see Minute 65 of 20.4.09)

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.**

Due to the Easter break and the short time between these meetings and the agenda despatch date for this meeting, officers have had little time to progress issues. It is intended that a fuller update on progress will be made to the next meeting.

**Committee date: 22 March 2010**

<b>SUGGESTIONS FROM MEMBERS OF THE PUBLIC</b>	
<b>Issues Noted</b>	<b>Response/Action</b>
<b>Public Rights of Way – Documents on the Web Site</b>	To be scrutinised in July 2010.
<b>Speed Roundals</b>	The response by the Highway Network Managers to the Traffic Signs Regulations consultation, will be forwarded to members in due course.

<b>CARBON MANAGEMENT OVERVIEW</b>	
<b>Recommendations</b>	<b>Response/Action</b>
<b>the Committee were of the opinion that the Council's Planned Carbon reduction actions will not achieve the targets and requested that a further detailed report, on both the Council and Countywide intended actions, be submitted to the April 2010 Committee; and</b>	Following consideration by the Chairman the item has been listed for debate at the 7 June 2010 meeting.
<b>that a report on whether Schools Travel Plans were contributing to meeting environmental targets be considered at the April 2010 meeting</b>	Following consideration by the Chairman the item has been listed for debate at the 7 June 2010 meeting.

<b>SUSTAINABILITY AND PROPERTY PROCUREMENT</b>	
<b>Recommendations</b>	<b>Response/Action</b>
<b>That the report be noted and a Member Briefing note be provided setting out how local contractors were being informed of the details needed when tendering for contracts</b>	Member Briefing note being drafted.

<b>ENVIRONMENTAL EFFECT OF STAFF AND MEMBER TRAVEL TO WORK ARRANGEMENTS</b>	
<b>Recommendations</b>	<b>Response/Action</b>
<b>The Committee recommend that the Director of Resources make every effort to address staff and Member travel to work issues when considering the future development of the Plough Lane site</b>	This has been brought to the attention of the Director of Resources.
<b>A demonstration of E-Motion electric bike be arranged for Members</b>	A demonstration for Members is being investigated.
<b>Members be informed by Briefing Note when the Councils new Travel Plan is in place</b>	A Member Briefing note will be forwarded in due course.

<b>WINTER DAMAGE TO THE COUNTY'S ROADS</b>	
<b>Recommendations</b>	<b>Response/Action</b>
<b>it be recommended that the Council, through AMEY, increase its liaison with Parish Councils over the number and placement of salt bins</b>	This is being actioned by the Highway Network Manager.
<b>a Member briefing note be produced informing of the approximate length of highway maintenance works anticipated to be undertaken in 2010/11</b>	This is set out in the report to this committee entitled 'Highway Maintenance Standards' at paragraphs 10 & 11.

<b>PROGRESS ON IMPLEMENTATION OF SCRUTINY REVIEW OF PLANNING SERVICE</b>	
<b>Recommendations</b>	<b>Response/Action</b>
<b>A monitoring report be considered at the September 2010 meeting setting out how the new constitutional and planning committee arrangements were working in so far as it falls within the remit of this Committee</b>	Item has been listed on the Committee work Programme for September 2010.
<b>the Committee recommend that as part of the directorate restructure consideration be given to nominating a specific officer to be responsible for co-ordinating any consequential actions arising from a planning development</b>	This has been brought to the attention of the Director of Regeneration.



<b>PROGRESS ON ACTIONS RELATING TO THE HEREFORDSHIRE TRAVELLERS' POLICY</b>	
<b>Recommendations</b>	<b>Response/Action</b>
<b>Councillors: WLS Bowen; DW Greenow; TB Hunt and PJ Watts be appointed to the Policy Review Group that will meet before November 2010 to carry out a further review of the Policy with particular emphasis on its development with a report on its findings being made to the November 2010 meeting of the Committee</b>	Listed Members will be notified when a meeting of the Review Group has been arranged.
<b>A further report on progress against the actions arising from the Review together with an update on the findings of the Policy Review Group be reported to the November 2010 meeting</b>	Item has been listed on the Committee work Programme for November 2010.

<b>REVENUE BUDGET MONITORING</b>	
<b>Recommendations</b>	<b>Response/Action</b>
<b>a report be considered at the April 2010 meeting concerning the Parking Budget (setting out the income/expenditure/staffing numbers – broken down by Market Town)</b>	Following consideration by the Chairman the item will be fully reported as part of the Budget monitoring report to June 2010.
<b>a report be considered at the April 2010 meeting concerning the Markets and Fairs budget (concentrating on the income, expenditure and letting of the Butter Market, and outlining the current letting strategy).</b>	Following consideration by the Chairman the item will be fully reported as part of the Budget monitoring report to June 2010.

**Committee Date: 26 March 2010**

<b>COUNCIL VEHICLE FLEET</b>	
<b>Recommendations</b>	<b>Response/Action</b>
<b>a detailed report be made to the June 2010 meeting on how the management of the Council's vehicle fleet is to be addressed with full details of the vehicles involved including any involving the Council's shared</b>	Item has been listed on the Committee work Programme for June 2010.

<b>partners considered for inclusion in the strategy</b>	
<b>it is suggested that the Director of Resources consider appointing on an interim basis an officer experienced in vehicle fleet management to lead on developing and implementing the Strategy</b>	Director of Resources will nominate a member of his staff to maintain the list of vehicles in future.

<b>PROGRESS REPORT ON COMMUNITY PROTECTION TEAM</b>	
<b>Recommendations</b>	<b>Response/Action</b>
<b>further consideration be given by the Director to amending the job title/ job description to reflect the closer working between Civil Enforcement Officers and the Community Protection Team</b>	This has been referred to the Director of Regeneration for consideration.
<b>the Assistant Director of Environment and Culture be urged to remind the West Mercia Police of their previous commitment to authorise Community Support Officers in issuing low level enforcement notices</b>	This has been referred to the Assistant Director of Environment and Culture to take up with the Police.
<b>the Committee recommend that closer liaison be entered into with Town and Parish Councils in investigating whether they can further support the placement of litter bins thereby supporting the work being undertaken</b>	The Assistant Director of Environment and Culture will investigate further.

<b>CONNECT 2 GREENWAY ROUTE OPTIONS</b>	
<b>Recommendations</b>	<b>Response/Action</b>
<b>recommend that the Director of Resources ensures that proper resources are available from the outset when major projects are considered.</b>	This has been brought to the attention of the Director of Resources.