INTEGRATED PLAN

PART B - STRATEGIC DIRECTION AND FINANCIAL CONSEQUENCES

Environment, Planning & Transport Portfolio

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Environment, Planning & Transport

Strategic Direction:

Supporting the delivery of sustainable development and growth, promoting safe reliable and sustainable travel and protecting the physical and natural environment of Hertfordshire

Key priorities and programmes:

- Adoption of a Local Transport Plan for Hertfordshire
- Review of the Minerals Plan
- Dealing with major planning applications for school expansion, waste facilities, Mineral sites and Transport Infrastructure
- Responding to Local Plan submissions, the Mayor for London's Plan and growth at Stansted and Luton
- Improving rail services including Cross Rail 2, WAML and franchising bids.
- Working with the LEP and LPAs on major projects including the A414 Strategy,
- Assessing and responding to the Impact and implications of the Local Bus Service Act 2017
- Supporting the Local Bus network
- Home to school mainstream and special needs transport
- Education programmes such as Learn 2 Live
- Protecting the physical and natural environment of Hertfordshire through Health Walks, Volunteering Opportunities, Rights of Way and Countryside Management Services
- Overview of the local flood risk management strategy
- Flood risk mitigation
- The provision of timely, relevant and up-to-date advice related to the historic environment
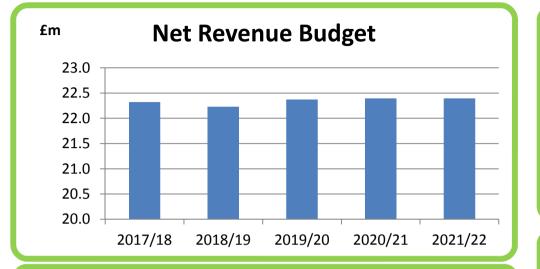- Review of cross departmental Total Transport opportunities

Key services provided:

- Promote and provide access to a sustainable transport network and manage the public Rights of Way network and promote Health Walks
- Provide planning advice related to sustainable drainage, flood investigation and the promotion of flood risk management schemes
- Provide planning advice on the historic environment, ecology, landscape and built environment
- Working with LPAs on Local Plans and Infrastructure requirements
- Transport Policy and Planning
- Minerals and Waste Policy
- Dealing with and enforcing planning applications for County Council own development, and Minerals and Waste.
- Safeguarding the County Council interests in relation to growth pressures from London, surrounding areas and Airport expansion.

Key risks in achieving IP proposals:

- The recruitment and retention of planners.
- The size and scale of growth and pace of development, key projects.
- Availability of resources (staff and funding) to respond to needs and volume of work involved.
- Threat to county's trees from pests and diseases and the cost and disruption of dealing with it.
- Increasing frequency of extreme weather events resulting in intense and heavy rainfall leading to increased demand and expectation of services provided by HCC as the Lead Local Flood Authority
- Balancing the delivery of contracted (non-commercial) bus services with increasing expectations
- Loss of revenue from Driver Training courses

Environment, Planning and Transport

Net Revenue Budget

£m

Summary Revenue Budget Movements

	2018/19 TOTAL £000	2019/20 TOTAL £000	2020/21 TOTAL £000	2021/22 TOTAL £000
Service Specific Inflation	160	160	160	160
Legislative	-	-	60	60
Other Pressures	575	890	890	890
TOTAL PRESSURES	**575**	**890**	**950**	**950**
New Efficiencies	(500)	(655)	(675)	(675)
New Policy Choice	(15)	(35)	(51)	(51)
TOTAL SAVINGS	**(515)**	**(690)**	**(726)**	**(726)**

	2018/19 £000	2019/20 £000	2020/21 £000	2021/22 £000
Capital Programme	21,090	31,770	21,552	2,975

Key Revenue Pressures:

- Increased level of growth and development activity
- Further changes to the planning system
- Reduction in driver training income
- Cost of SEN and Mainstream home to school transport (provided on behalf of CS and ACS)

Key Revenue Savings Proposals:

- Increased fees for planning applications
- Increased charge for Savercard applications
- Changes to the reimbursement method for Savercard (Usage vs Mileage method)
- Income from charging for TCPA orders

Key Capital Schemes:

- Croxley Rail Link (Metropolitan Line Extension)
- Passenger Transport Information Screens
- Rail improvement projects
- Rights of Way Management and improvements

Environment, Planning & Transport Portfolio: Future Strategic Direction

1   What are the key priorities for the portfolio over the period 2018/19 – 2021/22

- Adopt a new Local Transport Plan for Hertfordshire.

- Work with the rail industry to secure better train services.

- Work with the Local Enterprise Partnership to support the creation of a strong economy and secure funding and investment for Hertfordshire and delivery of key growth projects.

- Support the delivery of sustainable development underpinned by the right infrastructure.

- Safeguard the interests of Hertfordshire in relation to growth pressures from London, surrounding areas and airport expansion.

- To launch multi operator smart cards with bus operators for bus tickets and provide real-time information on bus times on 90% of buses across the county.

- Provide sustainable transport choices to communities, improve transport information, and encourage walking and cycling.

- The introduction of the Bus Service Act 2017 will give Hertfordshire County Council powers to review Franchising, Partnerships and Open Data.

2   What are the key pressures and challenges facing your portfolio for 2018/19 – 2021/22?

2.1   The services in this portfolio have a key role in relation to the long-term future stewardship of Hertfordshire's quality of life. The key pressures and challenges facing the services arise from the geography of Hertfordshire, the pressure for growth and development, population change and the high expectations of our communities.

2.2   Hertfordshire is a complex county with over 23 distinct settlements ranging from major urban centres on the edge of London, to a cathedral city, market towns, villages, and new towns. The dispersed nature of our settlements, four national motorways, three international airports on our borders and two national rail lines, make Hertfordshire one of the busiest counties in the country. Traffic on our roads is 35% higher than the national average and our population is expected to increase to 1.4m by 2037, an increase of 24%.

2.3   Over 95% of Hertfordshire is covered by some form of planning constraint – Green Belt, Areas of Outstanding Natural Beauty, and high grade agricultural Land. This makes planning for growth a major challenge. The current set of local plans propose an additional 91,000 houses and 90,000 jobs by 2031 and future rounds of plan preparation are likely to lead to even higher rates of building. There is a significant risk of a shortfall in funding available for future infrastructure to cope with this scale of growth.

2.4   The growth pressures from our surrounding areas (particularly London, Luton/ South Bedfordshire and Harlow and the M11 corridor) also present a major challenge to Hertfordshire. The Full Review of the London Plan is underway and this will be attempting to plan for much higher levels of housing and employment growth, with major potential implications for the areas such as Hertfordshire that abut the capital.

2.5 In addition, there are likely to be continuing growth pressures from the two adjacent airports at Luton and Stansted, which have experienced very rapid growth in recent years and are planning for further expansions.

2.6 A key challenge is what role the County Council should have in the future planning of Hertfordshire. Although we are no longer required to produce a structure plan or input into regional plans, there remains a need to ensure a strategic overview of planning issues across the county to ensure effective management of growth and infrastructure. The county council already plays a coordinating role in relation to growth and infrastructure planning in key corridors such as the A414 and the A1 and at key growth locations. In addition the County Council is also looking to play a bigger role in the planning for major new development sites in the county such as Gilston, Stevenage Town Centre, and Birchall Garden Suburb to ensure that sustainable communities are delivered with adequate levels of infrastructure.

2.7 The development of a longer-term transport vision and a fresh set of transport projects to support future growth has been a key priority for the last few years. Already levels of growth proposed in the county to 2031 in emerging local plans are proving to be extremely challenging in terms of the transport infrastructure required. The new Local Transport Plan will set out the next round of major transport investment in the county to meet those needs in the context of a longer-term vision of growth and technological change to 2050.

3 What are the key projects/programmes that the portfolio will deliver 2018/19 – 2021/

Planning and Growth:

3.1 Much of the work of the spatial planning unit is statutory. However, the planning system continues to be the subject of quite radical reform. Brexit is likely to have an impact on the UK Planning system as many EU regulations and directives underpin the current system, and leaving the EU will require the legal basis of the planning system to be redrawn.

3.2 Other key areas of work for the future include:

- the adoption of the new Local Transport Plan for the county and the development of key daughter policy documents;
- strengthening the role and effectiveness of Herts Infrastructure and Planning Partnership (HIPP) to improve strategic planning, growth and infrastructure;
- helping the District Councils to get Local Plans in place and to keep them up to date;
- supporting the delivery of the LEP Strategic Economic Plan ;
- preparation of the Revised Minerals Local Plan;
- the Review of the Waste Local Plan; and
- ensuring the interests of Hertfordshire are safeguarded by making appropriate representations on growth proposals affecting the County.

3.3 The Government has signalled its intent to keep raising the performance level for planning applications. Therefore, further scope for change in this area appears limited. However, there is increasing recognition that to continue to raise standards will require adequate funding. At present, the Government's offer is to raise National Planning fees

by 20%. However, it is likely that a more radical approach to funding for planning will have to be identified to make any substantial difference.

3.4   Passenger Transport – to expand multi operator smart cards with bus operators for bus tickets, which allow passengers to top up their cards and not need to worry about paying cash to travel. Funding to progress will be dependent upon a capital bid and potential funding through the DfT.

3.5   Members will make a decision on what powers they would like officers to explore with the Bus Service Act. Once a decision has been made on Franchising, implementing the Intalink partnership into an Advanced Partnership or Enhanced Partnership and what powers can be used for Open Data a programme of how this will be implemented will be designed.

4   How has the portfolio reviewed its effectiveness / value for money in delivering service outcomes?

Spatial Planning:

4.1   An in-depth assessment of the Development Management function was carried out by the Planning Officers Society in 2014. The review led in overall terms to efficiency savings that have been taken.

4.2   Comparison of cost information for planning with other county councils has been made available from the Public Sector Audit Appointments (PSAA - formerly the Audit Commission) Value for Money profiles. The last available data for 2014/15 shows the planning policy function as being in the top 20% most expensive for a county council (£1.66 per head as compared to the national average of £1.14). For Economic Development the spending per head is £1.05 compared to an average for all county councils of £3.41 and relates solely to HCC core funding for the LEP and Visit Herts.

4.3   A Review of Enforcement Practice and Procedures has been undertaken and recommendations for changes to this service area will be made to Development Control Committee and EPT Panel in the New Year.

4.4   As part of work on the recruitment and Retention of Planners there have been a number of visits to other county planning authorities, which have, collected data regarding staffing levels. Once again, in general terms the county council's structure and staffing levels seem to be generally comparable with other similar Authorities such as Surrey, Essex and West Sussex. Cambridgeshire have adopted a more radical cost-cutting regime with the abandonment of all policy planning on minerals and waste. However, in the corporate Risk register the potential problems of this approach have been identified as one of the key risks to the Authority as a whole.

Passenger Transport:

4.5   The Association of Transport Co-ordinating Officers (ATCO) Local Authority Passenger Transport Survey published January 2017, illustrates comparative data across all English shire counties. This survey, along with data from PSAA, shows Hertfordshire is relatively low cost and high performing when compared to the average of other Local Authorities. Punctuality, Passenger Satisfaction and service information indicators were also high compared to elsewhere.

4.6 Previous measures to enhance channel shift in terms of the online processing of tickets through offering a £5 discount on buying Savercards has been positive and with improvements to the website it is believed this will continue. Through improving our online processes there has been a significant shift to online application up from 25% in 2014 to 95% in September 2017. There are 15,000 Savercards produced. That is an increase of 5,000 students purchasing Savercards in this academic year of 2017. All Savercards are now smart cards which mean that usage can be monitored giving the county council better data management on student travel patterns. The introduction of Mobile Ticketing has also enhanced usage and management information of passenger journeys.

4.7 Spend to support local bus services in Hertfordshire is £4.62 per head, which is slightly below the average of English Shire Counties figure of £4.62. Punctuality of bus services for Hertfordshire is 81%, which is in line with the national average. (ATCO. Passenger timetable information is displayed at 92% of bus stops, compared to the national average of 50.4%, which ranks Hertfordshire third in the country. Real Time Passenger Information (RTPI) is displayed at 5.9% of our total stops, significantly better than average of 2.2% and the second highest performing shire county in the country. The service is linking with other authorities to show RTPI across the borders.

Access & Rights of Way (ARoW)

4.8 There is no national comparative data available for Access & Rights of Way or the Countryside Management Service. However, local data shows that over 68% of our paths were assessed as easy to use (average over the previous 4 years is 69%). CMS have increased the opportunities for volunteers to deliver surveying, maintenance and development of the network. They are also working with ARoW colleagues to develop packages of access improvement work for delivery with the support of external funds.

4.9 Transport Access and Road Safety has reviewed the work of the ARoW and CMS teams in 2017/18. For 2018/19, the teams will be restructured into a single unit to maximise efficiency and enhance performance through better collaborative working. It is expected that this will deliver efficiency savings of £150,000 by April 2019.

4.10 The Hertfordshire Health Walks initiative grew participation levels by 19% in 16/17. It has been identified to be the largest and best value scheme in the country following simple benchmarking at a national level (number of participants and cost per participant). A programme of work undertaken in 2017/18 extended this benchmarking deeper and developed understanding of the success of the scheme. This identified that the volunteer led walks were enabling people to become more active and attracting people who were either inactive or suffering one or more long-term illness. The data identified that for increased prevention performance, the initiative should be marketed to a more targeted audience, with focus on the least active in our society and those living with long-term ill-health.

5   What are the key risks in delivering projects and programmes for this portfolio, and what mitigations are in place? What steps are being taken to ensure resilience?

5.1 The potential for further planning reform and the potential implications of Brexit have been highlighted in Section 3. It is too early to have developed mitigations for these issues given that the eventual form that potential reform of the planning system will take is as yet unknown.

5.2   Much of the work of the Spatial Planning Team is based on collaboration with other Agencies such as the District Councils, the LEP, the Environment Agency and Central Government Departments. The current programme of reductions in funding for the public sector as a whole and for local authorities in particular could have very significant impacts on the work of the team. At present, for example, it is not known how many of the Districts Councils in the county will resource their planning functions. Further cuts for instance in funding for the HCC monitoring service which is delivered in a large part to support the District Council's plan making function and is largely funded by them, could have a very significant service impact.

5.3   Recruitment and Retention of planning staff is a critical issue for service provision. A significant piece of work was undertaken in 2015 to review Recruitment and Retention practice with a view to dealing with an emerging problem across the sector. A number of initiatives have been adopted which appear to have helped to increase the quantity of applicants at the graduate and early career grade stage of progression. However recruitment to more senior posts and to specialist areas such as Waste and Minerals Planning remains a problem.

5.4   The unit is also actively supporting the development of the Apprenticeship route into Planning, with a level 3 Apprenticeship post created. We are also working with the University of Hertfordshire to support the development of a Degree level Apprenticeship course.

5.5   The county council is taking part in an ELGA initiative to come forward with initiatives to confront these problems. Alternative service delivery models are being looked at for certain business critical areas of the service. However, given that there are simply industry wide shortages of senior planners these alternatives are unlikely to deliver savings and indeed may be more expensive.

5.6   At this stage it is unclear what changes might be made to the Bus Services Act as it passes through the secondary legislative process. However, the Act's proposals present an opportunity for a step change in how bus services are planned and delivered with significant control and responsibility in the domain of local authorities. Unsurprisingly the commercial bus sector is very concerned about the loss of control and has voiced intentions to mount legal challenges.

KEY BUDGET MOVEMENTS 2018/19 - 2021/22

	2018/19 TOTAL £000s	2019/20 TOTAL £000s	2020/21 TOTAL £000s	2021/22 TOTAL £000s
Service Specific Inflation	160	160	160	160
Legislative	0	0	60	60
Other Pressures	575	890	890	890
TOTAL PRESSURES	575	890	950	950
New Efficiencies	(500)	(655)	(675)	(675)
New Policy Choice	(15)	(35)	(51)	(51)
TOTAL SAVINGS	(515)	(690)	(726)	(726)

Ref	Description	Dept	Type of budget movement	2018/19 TOTAL £000s	2019/20 TOTAL £000s	2020/21 TOTAL £000s	2021/22 TOTAL £000s	Approximate current budget £'000
	Technical Adjustments							
	None							
	Service Specific Inflation							
	Transport Access & Road Safety: Bus Contracts - expenditure Clause in the bus contract that allows for a price increase of CPI minus 1	Environment	Service Specific Inflation	102	102	102	102	
	Transport Access & Road Safety - income Various fees set by other bodies	Environment	Service Specific Inflation	58	58	58	58	
	Pressures							
L1	Sustainable Drainage Systems The SuDS function is a statutory responsibility part of the duties of the county council as Lead Local Flood Authority. Residual grant funding is available to continue, with current service provision until 20/21.	Environment	Legislative	0	0	60	60	180
OP12	Advice on Tree Health Extending existing fixed term post to enable the county council to continue with a strategy to respond to Ash Dieback and other tree diseases likely to have a major effect on the tree population of Hertfordshire on County owned land.	Environment	Other Pressures	0	(10)	(10)	(10)	378
OP15	Driver Training Based on current levels there is a worst case scenario that only 25,000 clients are referred in 2018/9 which would result in a net budget shortfall of £250,000.	Environment	Other Pressures	250	250	250	250	1,000
OP29	Review of Spatial Planning - Responding to Growth A new Growth & Infrastructure Team within the Environment Department to strengthen HCC's ability to respond to the growth agenda effectively.	Environment	Other Pressures	325	650	650	650	1,677
	Savings							
NE11	Review & integrate Countryside Management Service (CMS) / Rights of Way By bringing these two teams together (made possible by a refocus of HCC funded CMS activity in to access and rights of way) it should be possible to deliver an efficiency saving, mainly from existing staff budgets.	Environment	New Efficiencies	(100)	(150)	(150)	(150)	1,326
NE23	Planning advisory work - increase charging	Environment	New Efficiencies	(30)	(45)	(65)	(65)	278
NPC9	Review of funding to Groundwork Hertfordshire and the Herts & Middlesex Wildlife Trust	Environment	New Policy Choice	(15)	(35)	(51)	(51)	(51)
NE16	Strategic Planning Authority Inquiries Fund - one-off contribution from Reserves	Environment	New Efficiencies	(200)	0	0	0	-387

Ref	Description	Dept	Type of budget movement	2018/19 TOTAL £000s	2019/20 TOTAL £000s	2020/21 TOTAL £000s	2021/22 TOTAL £000s	Approximate current budget £'000
NE18	National Nature Reserve - one off contribution	Environment	New Efficiencies	(20)	0	0	0	-187
NE19	Environmental Records Centre - one-off contribution	Environment	New Efficiencies	(20)	0	0	0	-20
NE20	Savercard Saving could be achieved through adopting a revised payments system based on actual usage of the scheme rather than the proportion of current mileage delivered by operators.	Environment	New Efficiencies	0	(200)	(200)	(200)	1,600
NE21	Concessionary Bus Fares (Elderly & Disabled) Negotiations with bus operators on the reimbursements made for the operation of a concessionary fares scheme have concluded satisfactorily with below inflation increases secured for 24 months.	Environment	New Efficiencies	(100)	(200)	(200)	(200)	12,500
NE24	Savercard - increased income	Environment	New Efficiencies	(30)	(60)	(60)	(60)	

Note 1

A number of pressures and savings impact on a serveral portfolios. The total amounts across
all portfolios is given here:

EE3 (X1) - Printing Contract Savings	(37)	(37)	(37)	(37)
NE2 (X1) - Serco SMS contract savings	(199)	(533)	(691)	(665)
EE13 (X2) - Enabling the Worker	(685)	(685)	(685)	(685)

ANALYSIS OF REVENUE BUDGET BY OBJECTIVE AREAS

2017/18 Original Net Budget £'000	Objective Area	Gross Budget 2018/19 £'000	Income £'000	Net Budget 2018/19 £'000	Net Budget 2019/20 £'000	Net Budget 2020/21 £'000	Net Budget 2021/22 £'000
	Environment						
18,657	Passenger Transport The primary use of the budget is to provide bus services by direct contract where these are not provided commercially and to operate the national elderly and disabled concessionary fares scheme. The unit also has a wider coordination of public transport role and manages home to school/college contracts on behalf of the Children's Services Department and a number of adult care transport services on behalf of the HCS department.	20,054	(1,404)	18,650	18,320	18,320	18,320
2,291	Environmental Management The group works with other organisations, notably district and parish councils, the business community and the voluntary sector, on environmental issues. Areas covered include Countryside Management, Rights of Way and Flood Risk Management	2,621	(569)	2,052	1,997	2,021	2,021
1,373	Spatial Land Use and Planning The purpose of spatial land use and planning is to maintain and enhance the high quality of Hertfordshire's physical and economic environment. In particular, to review and maintain planning strategies such that the integration of land use with transportation and other investment strategies for settlements is secured and to ensure that major greenfield development is kept to a minimum.	1,807	(278)	1,529	2,054	2,054	2,054
22,321	**Environment , Planning & Transport Total**	**24,482**	**(2,251)**	**22,231**	**22,371**	**22,395**	**22,395**

Environment, Planning & Transport Capital Programme 2018/19-2021/22

The total Capital Programme 2018/19 to 2021/22 for the portfolio is £77.387m and for 2018/19 is £21.090m. This includes all new bids and re-programming from 2017/18 at the end of quarter 2.

	2018/19	2019/20	2020/21	2021/22	Total
	£'000	£'000	£'000	£'000	£'000
HCC Funding	814	18,652	15,307	880	**35,653**
Grant	205	205	205	205	**0,820**
Contributions	20,071	12,913	6,040	1,890	**40,914**
Total	**21,090**	**31,770**	**21,552**	**2,975**	**77,387**

New Capital Bids
There is one new capital bid for the directorate that requires £0.010m in 2018/19, of which £0.009m is HCC funding.

Scheme	Total Cost 2018/19	HCC Funding 2018/19	External funding 2018/19	Total scheme cost 2018/19 to 2021/22	Total HCC Funding 2018/19 – 2021/22	Total external funding 2018/19-2021/22	
	£'000	£'000	£'000	£'000	£'000	£'000	
Countryside Management Services	**10**	9	1	**10**	9	1	Replacement of vehicle to enable site visits and attendance at meetings and by volunteers undertaking roles on behalf of the CMS/RoW service.

Revised Capital Bids
Environment, Planning & Transport has one bid which increases total HCC funding compared to the previous Integrated Plan. In total, £0.525m of additional funding is requested for 2018/19 to 2021/22.

Scheme	Total increase/ (decrease) 2018/19	HCC Funding Increase/ (decrease) 2018/19	External Funding Increase/ (decrease) 2018/19	Total Increase/ (decrease) 2018/19 to 2021/22	HCC Funding Increase/ (decrease) 2018/19 to 2021/22	External Funding Increase/ (decrease) 2018/19 to 2021/22	
	£'000	£'000	£'000	£'000	£'000	£'000	
Rail Improvement project	-	-	-	**525**	525	-	Costs p.a. increased to include an annual provision for minor works and scheme preparation costs

Proposed Environment Directorate's Capital Programme 2018/19 - 2021/22

	Scheme New request (N), Existing request (E) or Revised request (R)	Portfolio	Total scheme cost	2018/19 Integrated Plan				2019/20	2020/21	2021/22
				Cost	HCC Funding	Grants	Contributions	Cost	Cost	Cost
				£'000	£'000	£'000	£'000	£'000	£'000	£'000
1	**Rail Improvement project (R)** To continue the county council's role in the development and establishment of rail interchanges and sustainable access to and at stations in co-operation with the rail industry. The bid supports the delivery of the county council's Rail and Bus strategies which form part of the statutory Local Transport Plan.	Environment, Planning & Transport	Annual programme	**400**	400	-	-	**475**	**475**	**475**
2	**Passenger Transport Information (E)** The continuation of the County Council's role in the development and establishment of Passenger Transport Information including bus stop infrastructure, as set out in the Bus Strategy.	Environment, Planning & Transport	Annual programme	**250**	250	-	-	**250**	**250**	**250**
3	**Management & Improvement of the Access & RoW Network (E)** Highway Authority statutory duties to manage the Rights of Way (RoW) network. There is an ongoing need for investment to cover repairs and maintenance to bring the network up to the required legal standard. Work involved includes; bridge repair and replacement, surfacing & drainage, clearing obstructions, constructing new routes and improving routes, especially for people with limited mobility.	Environment, Planning & Transport	Annual programme	**400**	155	205	40	**400**	**400**	**400**

	Scheme New request (N), Existing request (E) or Revised request (R)	Portfolio	Total scheme cost	2018/19 Integrated Plan				2019/20	2020/21	2021/22
				Cost	HCC Funding	Grants	Contributions	Cost	Cost	Cost
				£'000	£'000	£'000	£'000	£'000	£'000	£'000
4	**Metropolitan Line Extension (E)** The Metropolitan Line Extension (Croxley Rail Link) is a proposed diversion and extension of the Watford Branch of the Metropolitan line to Watford Junction via Watford High Street. New stations will be provided on the new rail link at Ascot Road, which forms a park and ride site for the area, and Watford General Hospital serving the proposed Watford Health Campus.	Environment, Planning & Transport	128,060	**20,030**	-	-	20,030	**30,645**	**20,427**	**1,850**
5	**Countryside Management Services (N)** Replacement of vehicle used by CMS, RoW and TARS staff to enable site visits and attendance at meetings and by volunteers undertaking roles on behalf of the CMS/RoW service.	Environment, Planning & Transport	10	**10**	9	-	1	**-**	**-**	**-**
	Total			**21,090**	814	205	20,071	**31,770**	**21,552**	**2,975**