

Agenda



AGENDA for a meeting of the ENVIRONMENT, PLANNING AND TRANSPORT CABINET PANEL in COMMITTEE ROOM B at County Hall, Hertford on MONDAY, 5 FEBRUARY 2017 at 10:00AM

MEMBERS OF THE PANEL (12) (Quorum 3)

D A Ashley (Chairman), D J Barnard, S Bedford, S J Boulton, R C Deering, S J Featherstone, N A Hollinghurst, A K Khan, G McAndrew, A Stevenson (Vice-Chairman), J A West, A S B Walkington

Meetings of the Cabinet Panel are open to the public (this includes the press) and attendance is welcomed. However, there may be occasions when the public are excluded from the meeting for particular items of business. Any such items are taken at the end of the public part of the meeting and are listed under "Part II ('closed') agenda".

The Committee Room B is fitted with an audio system to assist those with hearing impairment. Anyone who wishes to use this should contact main (front) reception.

Members are reminded that all equalities implications and equalities impact assessments undertaken in relation to any matter on this agenda must be rigorously considered prior to any decision being reached on that matter.

Members are reminded that:

- (1) if they consider that they have a Disclosable Pecuniary Interest in any matter to be considered at the meeting they must declare that interest and must not participate in or vote on that matter unless a dispensation has been granted by the Standards Committee;**
- (2) if they consider that they have a Declarable Interest (as defined in paragraph 5.3 of the Code of Conduct for Members) in any matter to be considered at the meeting they must declare the existence and nature of that interest. If a member has a Declarable Interest they should consider whether they should participate in consideration of the matter and vote on it.**

PART I (PUBLIC) AGENDA

1. MINUTES

To confirm the Minutes of the meeting held on 1 November 2017 (attached).

2. PUBLIC PETITIONS

The opportunity for any member of the public, being resident in or a registered local government elector of Hertfordshire to present a petition relating to a matter with which the Council is concerned, and is relevant to the remit of this Cabinet Panel, containing 100 or more signatures of residents or business ratepayers of Hertfordshire.

Notification of intent to present a petition must have been given to the Chief Legal Officer at least 20 clear days before the meeting where an item relating to the subject matter of the petition does not appear in the agenda, or at least 5 clear days where the item is the subject of a report already on the agenda.

[Members of the public who are considering raising an issue of concern via a petition are advised to contact their local member of the Council. The Council's arrangements for the receipt of petitions are set out in Annex 22 - Petitions Scheme of the Constitution.]

If you have any queries about the procedure please contact Michelle Diprose, by telephone on (01992 555566) or by e-mail to michelle.diprose@hertfordshire.gov.uk

Notification of intent to present a petition has been received for the following petitions:-

1. Tansy Rothwell, details provided under 2A below.

2A. TO RECEIVE A PETITION FOR THE DISUSED RAILWAY LAND IN LOWER BENGEO

Report of the Director of Chief Executive and Director of Environment

Local Members: Andrew Stevenson

Notice has been received that Tansy Rothwell wishes to present a petition in the following terms:

'We the undersigned petition the council to open up the Lower Bengo railway land, making it a footpath and cycle track to provide a safe and traffic free route through Lower Bengo from Port Hill to Beane Road. In so doing we can retain the trees and green embankments and a corridor for wildlife too.'

A report on the subject of the petition is attached (2A)

3. PRESENTATION BY LONDON LUTON AIRPORT LIMITED REGARDING RECENT, ONGOING AND PROPOSED DEVELOPMENT/GROWTH AT LONDON LUTON AIRPORT

Report of the Chief Executive and Director of Environment

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4. INTEGRATED PLAN PROPOSALS 2018/19 2021/22

Report of the Director of Resources

Members are asked to bring the following reports to the meeting:

'Public Engagement on the Integrated Plan 2018/19 – 2021/22'
(circulated as Item 4(i) for the Cabinet meeting of 22 January 2018); and

'Integrated Plan 2018/19 – 2021/22 (incorporating the Strategic Direction and Financial Consequences and the Treasury Management Strategy)'
(circulated as Item 4(ii) for the Cabinet meeting of 22 January 2018).

5. RAIL UPDATE

Report of the Chief Executive and Director of Environment

6. CONSULTATION BY THE MAYOR OF LONDON ON A DRAFT LONDON PLAN

Report of the Chief Executive and Director of Environment

7. REVISED WASTE LOCAL PLAN TARGETS AND INDICATORS

Report of the Chief Executive and Director of Environment

8. ENVIRONMENT, PLANNING & TRANSPORT PERFORMANCE MONITOR QUARTER 3

Report of the Chief Executive and Director of Environment

9. OTHER PART I BUSINESS

Such Part I (public) business which, if the Chairman agrees, is of sufficient urgency to warrant consideration.

PART II ('CLOSED') AGENDA

EXCLUSION OF PRESS AND PUBLIC

There are no items of Part II business on this agenda. If Part II business is notified the Chairman will move:-

“That under Section 100(A) (4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following item/s of business on the grounds that it/they involve/s the likely disclosure of exempt information as defined in paragraph/s of Part 1 of Schedule 12A to the said Act and the public interest in maintaining the exemption outweighs the public interest in disclosing the information.”

**If you require further information about this agenda please contact
Michelle Diprose, Democratic Services, telephone number (01992) 555566 or email
michelle.diprose@hertfordshire.gov.uk**

Agenda documents are also available on the internet at: [Environment, Planning & Transport Cabinet Panel](#).

**KATHRYN PETTITT
CHIEF LEGAL OFFICER**

Minutes



To: All Members of the Environment, Planning and Transport Cabinet Panel, Chief Executive, Chief Officers, All officers named for 'actions'

From: Legal, Democratic & Statutory Services
Ask for: Michelle Diprose
Ext: 25566

ENVIRONMENT, PLANNING AND TRANSPORT CABINET PANEL, WEDNESDAY, 1 NOVEMBER 2017

ATTENDANCE

MEMBERS OF THE PANEL

D A Ashley (Chairman), D J Barnard, S Bedford, S J Boulton, R C Deering, S J Featherstone, N A Hollinghurst, A K Khan, G McAndrew, A Stevenson (Vice-Chairman), J A West, A S B Walkington

Upon consideration of the agenda for the Environment, Planning and Transport Cabinet Panel meeting on Wednesday, 1 November 2017 as circulated, copy annexed, conclusions were reached and are recorded below:

*Note: N A Hollinghurst declared an interest as recorded at minute 1 and 6
A K Khan declared an interest as recorded at minute 5
D A Ashley, S J Featherstone and A S B Walkington declared an interest as recorded in minute 6*

PART I ('OPEN') BUSINESS

1. MINUTES

- 1.1 The Minutes of the Cabinet Panel meeting held on Thursday, 5 October 2017 were agreed.

2. PUBLIC PETITIONS

- 2.1 There were no public petitions.

3. PRESENTATION AND INFORMATION REPORT ON THE CHILTERN'S AREA OF OUTSTANDING NATURAL BEAUTY (AONB)

[Officer Contact: Tony Bradford, Head of Countryside Management,
Tel: 01992 556028]

ACTION

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- 3.1 N A Hollinghurst declared a personal interest in this item as he lived in the AONB.
- 3.2 The Cabinet Panel received a presentation from Sue Holden, Chief Officer for the Conservation Board of the Chilterns Area of Outstanding Natural Beauty. The Presentation gave an update of the work being carried out across the Chilterns. The presentation can be viewed [here](#):
- 3.2 Members noted there were two thousand rights of way in the Chilterns. The presentation gave details on:
- The impact of the local geology on the landscape and wildlife of the Chilterns as well as the use of clay and flint in the local architecture
 - England's light pollution and dark skies and their conservation in the Chilterns
 - The Chilterns Building Design Awards
 - Chalk streams, their conservation and threat of pollution and over-abstraction
 - Chilterns walking festival and food and drink festival
 - A new, Lottery Landscape Partnership project in development for the land to the north and east of the Chilterns
- 3.3 The Panel heard that one of the biggest health challenges the UK faces is inactivity. Getting people walking is an ideal intervention and the board recognised there was work they were well placed to deliver to help people to maximise leisure opportunities. The Board was also keen to encourage volunteering and recognised that involvement of local residents of Hertfordshire would help maximise their health and wellbeing.
- 3.4 In response to a question in relation to HS2, Members noted a review group had received a sum of money to mitigate the social and environmental impact along the route including in the AONB. Funding to support business, enhance the environment and benefit community was available. The Board had bid for additional funds for the AONB but was unsuccessful.
- 3.5 In relation to the boundaries of the AONB, the Chief Officer informed the Panel that a boundary review took place in 2014. However, the limited resource with Natural England (part of Defra) and other pressing issues on that team meant that there is small chance of the boundary being changed in the near future. However, improvement activity would always be carried out beyond the boundaries where areas of habitat needed it and as such the Board would treat the boundary of the AONB as flexible.

Conclusion:

3.6 That the Environment, Planning and Transport Cabinet Panel note the content of the report and subsequent presentation from Sue Holden, Chief Officer of the Chilterns Area of Outstanding Natural Beauty Conservation Board, .

4. HERTFORDSHIRE WATER STUDY

[Officer Contact: Sally Talbot, Planning Officer, Tel: 01992 555047
John Rumble, Head of Environmental Resource Planning 01992 556296]

4.1 The Cabinet Panel reviewed a report and presentation which provided an update on the findings of the Hertfordshire Water Study. The Water Study was commissioned in 2015 to identify how water supply and treatment could affect the potential growth of Hertfordshire. The presentation can be viewed here [Water Study](#) and gives information on key dates, issues for Hertfordshire, project objectives and the study approach.

4.2 Members noted that within Hertfordshire sewerage and wastewater treatment was jointly managed by Thames Water utilities Ltd and Anglian Water Services Ltd, water was supplied by Thames Water and Affinity Water Ltd and infrastructure planning was undertaken on a five yearly basis as part of the national price review process undertaken by Office of Water Regulations (OFWAT)

4.3 The study was jointly funded by a partnership of the County Council, the Environment Agency, the LEP and nine of Hertfordshire district and borough councils and the statutory water companies that operated in the county. In relation to the collaboration of the ten local authorities and Broxbourne not participating in the study, Members were informed that although it was disappointing that Broxbourne did not take part, it was not catastrophic. Members were given an overview of the study approach which included :

- Understanding growth trends
- Understanding uncertainties
- Strategic view of water infrastructure
- Identification of water infrastructure options
- Future system capacity and potential deficits

4.4 Members noted the main conclusions and other outcomes of the study and what they meant. The main conclusion being there is enough existing water supply and waste water capacity to meet growth currently planned for within local development plans to 2031. A summary of the conclusions can be found in Appendix 1 to the report. It was also noted that 12 more studies could take place

arising from this work.

4.5 The study took account of various scenarios including environmental changes such as drought and flooding. Short and long term factors have been factored in to the modelling process such as anticipated growth up to 2031. The study highlighted five key recommendations, as detailed in section 5.7 of the report.

4.6 In relation to the reduction of water usage it was noted that compulsory water meters would be installed by Affinity to help reduce the amount of water used.

Conclusions:

4.7 The Cabinet Panel noted the report and presentation.

5. UPDATE ON AND OPTIONS FOR CHANGES TO THE SAVERCARD SCHEME

[Officer Contact: Matt Lale, Passenger Transport Manager 01992 588633]

5.1 A K Khan declared a personal and pecuniary interest in this item due to his children having Savercards, he remained in the room and participated in the debate and the vote.

5.2 The Cabinet Panel received a report providing an update on the Savercard Scheme and to highlight 3 changes to the Scheme. These were:

1. To change the operation of the Scheme from mileage to user based reimbursement
2. To increase the cost of the annual Savercard by £5
3. To expand the remit of the Savercard to include Apprentices aged 18 – 25 within the budget available.

5.3 The Assistant Director, Transport, Waste & Environmental Management informed Members that since the report had been printed concerns had been raised regarding the equalities implications of extending to Scheme to Apprentices. Members also asked officers to consider other wider ways the Scheme could be extended within the current budget. Officers undertook to explore in more detail the scope of broadening the scheme and bring a report back to the Panel in the new year

5.4 Members supported the Savercard scheme and how it enabled children and young people to travel to school by themselves and without parent support i.e. travelling to school via a car. Members also welcomed the fact the Scheme allowed discounted travel any day of the week so wasn't just for home to school travel and also

noted that compared to other operator discount cards it was significantly more generous.

- 5.5 Following a vote on option 2 to increase the cost of the Saver card by £5.00, the vote was as follows:

8 for
2 against
2 abstentions

Panel agreed to the recommended price increase as set out in section 6.1.1 of the report.

Conclusion:

- 5.6 The Panel noted and commented on the contents of the report and supported:

- i. the recommended price increase of £5 as detailed in section 6.1.1 of the report and the formal annual review of price.

6. REVIEW OF CURRENT FINANCIAL ARRANGEMENTS WITH GROUNDWORK EAST AND THE HERTS AND MIDDLESEX WILDLIFE TRUST

[Officer Contact: Simon Aries, Assistant Director Transport, Waste and Environmental Management, Tel: 01992 555255]

- 6.1 S J Featherstone, N A Hollinghurst and A S B Walkington declared a personal interest in this item due to being a member of the Herts Wildlife Trust.
D A Ashley declared a personal interest on this item due to being the County Councils Representative for outside bodies to the Groundwork Trust.
All Members above remained in the room and participated in the debate and the vote.
- 6.2 Members received a report providing an update on the current funding arrangements for Groundwork East (GE) and the Herts and Middlesex Wildlife Trust (HMWT) which also gave three options for the future support of funding arrangements. These were set out in section 5 of the report.
- 6.3 A statement was received from GE and HMWT advising of the impact it would have on the organisations if funding ceased.
- 6.4 The Panel noted that the £10k funding for HMWT was used to update information on the County Wildlife Sites and data was used to inform decisions in relation to development and the planning

system.

6.5 Members agreed the HMWT was a good organisation and to cease its funding would have an impact on the work that is carried out by them. Concern was raised that expert advice may be lost if funding was to cease. It was also noted that GE and HMWT could apply for other grants for specific projects. It was hoped that they would continue to use volunteers to carry out the monitoring of wildlife sites.

6.6 Following a vote on the options before the panel, the vote was as follows:

8 for
4 against

The Panel agreed to support option 3 as set out in section 5 of the report.

Conclusions:

6.7 The Cabinet Panel noted the content of the report and supported option 3, as detailed below:

A phased withdrawal of financial support from 1 April 2018 e.g. HMWT - £5,000 reduction in 18/19 followed by a further £5,000 reduction in 19/20; GWH £10,000 reduction in 18/19 followed by a further £15,000 reduction in 19/20 and a final reduction of £16,000 by 20/21. Notice of this or any other level of reduction to be given in December 2017.

7. CONSULTATION ON THE DRAFT MINERALS LOCAL PLAN
[Officer Contact: Julie Greaves, Minerals and Waste Policy Manager, Tel: 01992 556227]

7.1 The Panel received a report in relation to the Draft Minerals Local Plan document consultation which was to be submitted to Cabinet and County Council for consideration prior to a formal consultation process in December 2017.

7.2 Members were advised of the areas identified for consultation to meet the requirements of the plan. These were Furze Field; Hatfield Aerodrome; Land adjoining Coopers Green Lane, as specific sites with Briggens Estate as a preferred area. The full draft document for public consultation was attached as Appendix 1 to the report.

7.3 In relation to clarification on Briggens Estate, Members were informed the Minerals Local Plan had to identify specific sites and or

areas to meet the plans requirements. It was noted that Briggens was identified as a potential preferred area to meet the shortfall and to look at using the site at the end of the plan if needed. It was noted that a planning application could come in at any time for any of the sites within the plan or on areas not identified within the plan. Any planning application would need to be dealt with on its merit.

7.4 Members asked if amendments could be made to the site briefs (1 and 2 regarding minor junction improvements. Officers stated that these are the kind of comments that would be sought through the consultation process. They confirmed that any comments received would be taken into account.

Action Julie Greaves

7.5 It was reiterated to the Panel and members of the public that this was a consultation document and that it would come back to Panel at a later date. Once the plan was adopted it would cover a 15 year period, 2016 – 2031.

Conclusion:

7.6 The Panel considered the draft Minerals Local Plan, attached at Appendix 1 and the Omissions Consultation document, attached as Appendix 2 to the report and recommended to Cabinet that Cabinet recommends to County Council to approve a ten week period of public consultation commencing on 4 December 2017 to 9 February 2018, in accordance with Regulation 18 Town and Country Planning (Local Planning) (England) Regulations 2012.

8. WASTE LOCAL PLAN REVIEW, DRAFT INITIAL CONSULTATION DOCUMENT

[Officer Contact: David Hodbod, Planning Officer, Tel: 01992 556404]

8.1 The Panel received a report which outlined the Waste Local Plan Draft Initial Consultation document which was to be submitted to Cabinet and County Council for consideration for a period of formal consultation to commence in February 2018 in accordance with Part 6 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

8.2 It was noted that as the Waste Planning Authority for Hertfordshire, the Council had a responsibility to prepare, implement and review a Waste Local Plan as part of its development plan. Members also noted that the consultation for this process was to take place from 5 February 2018 until 30 March 2018 so would be brought back to panel when the consultation was completed and would be adopted by the county Council in 2020. Members asked if the wording of the questions could be revisited to make it less technical. Officers agreed to reword where possible.

Conclusion:

8.3 The Panel considered the draft Waste Local Plan, attached as Appendix 1 to the report and recommended to Cabinet that Cabinet recommends to County Council to approve a six week period of public consultation commencing in February 2018, in accordance with Town and Country Planning (Local Planning) (England) Regulations 2012.

9. RIGHTS OF WAY IMPROVEMENT PLAN

[Officer Contact: Richard Cuthbert, Team Leader Access & Rights of Way, Tel: 01992 555292]

9.1 The Panel received a report informing them of the review of the Rights of Way Improvement Plan (RoWIP). The report detailed the results of the key stakeholder engagement, attached at Appendix A and gave an overview of the draft strategic plan for the next 10 years which the County Council has a statutory duty to prepare and publish.

9.2 Officers noted that Members supported the Rights of Way team and in particular the work which was being carried out in relation to the Motorised Vehicle working Group.

9.3 Members commented on how helpful the Rights of Way Team were and asked for their comments to be relayed back to the team.

Action
Richard
Cuthbert

Conclusion:

- 9.4 The Panel recommended to Cabinet to approve that:
- i. the new plan period is now managed and reviewed on a 10 year cycle; and
 - ii. that the Rights of Way Improvement Plan 2017/18 to 2027/28 be adopted as policy to guide development and improvement of the public rights of way network.

10. REGIONAL FLOOD AND COASTAL COMMITTEE FUNDED PROJECTS (RFCC)

[Officer Contact: Ryan Thomas, Schemes and Partnerships Officer, Tel: 01992 556549]

10.1 The Panel received a report informing them of the projects funded by the Regional Flood and Coastal Committee in Hertfordshire under the current six year programme 2015 – 2021.

10.2 Members noted that it was Local Level funding provided by local

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authorities to fund the flood risk management projects and was administered by the Regional Flood and Coastal Committees. The report listed projects that the Council had submitted for funding to the current 6 year programme, this was attached as Appendix 1 to the report.

- 10.3 A further paper would be presented to the Panel in Spring of 2018 to propose a revised approach to the prioritisation and preparation of projects that would be submitted for funding to the next RFCC six year programme due to start in 2021.

Conclusion:

- 10.4 The Panel noted the content of the report.

11. MINERALS LOCAL AGGREGATE ASSESSMENT 2017
[Officer Contact: Trish Carter-Lyons, Planning Officer, Policy
Tel: 01992 556254]

- 11.1 The Panel received a report informing them of the updates to the annually revised Hertfordshire Minerals Local Aggregate Assessment (LAA), attached at Appendix 1 to the report.
- 11.2 The Panel were informed the site of Pynesfield had been added to the list of active sand and gravel sites and was included within the permitted reserves figure for sand and gravel in Hertfordshire. It was also noted that the sales of sand and gravel had seen a minor decrease throughout 2016.

Conclusion:

- 11.4 The Cabinet Panel was asked to consider the LAA as attached at Appendix 1 of the report showing the current minerals supply and demand and acknowledged that it will be placed on the County Council's website.

12. ENVIRONMENT, PLANNING & TRANSPORT PERFORMANCE MONITOR
[Officer Contact: Simon Aries, Assistant Director Transport, Waste & Environmental Management, Tel: 01992 555255 / Jan Hayes Griffin, Assistant Director Planning & Economy Tel: 01992 555203]

- 12.1 The Panel received a report to review the performance of Environment, Planning and Transport for the Q2 July 2017 to September 2017 against the Environment Department Service Plan 2016-2020. The report included key performance indicators, major projects, contracts and identified risks.

12.2 Members noted those areas that achieved its target and those that had improved. The Panel were reminded that officers were reviewing a new set of indicators that Members would be more familiar with.

12.3 It was noted there had been a decrease in the dealing with planning applications due to a large application currently being dealt with. For future reports Members requested officers to include the number of planning applications decided as well as percentages so they had a better overview of the performance.

Action
Jan Hayes-Griffin

12.4 In relation to affordable homes provision the Panel noted this was the lowest recorded by the County Council. Members noted this was due to fewer brownfield sites being available for development.

Conclusion:

12.5 The Panel noted and commented on the content of the report.

13. OTHER PART I BUSINESS

13.1 There was no other part I business.

**KATHRYN PETTITT
CHIEF LEGAL OFFICER**

CHAIRMAN _____

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INITIALS**

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**ENVIRONMENT, PLANNING & TRANSPORT CABINET PANEL
MONDAY 5 FEBRUARY 2018 at 10:00 AM**

**REPORT ON THE PETITION FOR THE DISUSED LOWER BENGEO
RAILWAY LAND IN HERTFORD**

Report of the Chief Executive & Director of Environment

Author: - Trevor Brennan, Strategy & Programme Manager,
East Herts & Broxbourne (Tel: 01992 658406)

Executive Member: - Derrick Ashley, Environment, Planning & Transport

Local Member: - Andrew Stevenson, Hertford All Saints

1. Purpose of report

- 1.1 To enable the Panel to consider a petition calling for “The council to open up the Lower Bengo railway land, making it a footpath and cycle track to provide a safe and traffic free route through Lower Bengo from Port Hill to Beane Road. In so doing we can retain the trees and green embankments and a corridor for wildlife too.”

2. Summary

- 2.1 A petition has been lodged with the Hertfordshire County Council (HCC), a summary of which reads:

“The railway land in Lower Bengo is under increasing threat of development. A general view is that residents value this land as it provides an open and green space in what is a densely populated area. The space is inhabited by a variety of wildlife and includes a wide range of trees and plant life, which all add to the environment and the landscape of Lower Bengo. Concern about the impact on our area if this space was lost to the community, has driven a number of residents to explore how they can secure the area, leaving it as an open space available for the wider community to enjoy.

As part of this plan HCC has identified Hertford as one of 9 sustainable transport towns. These towns will focus on improvements in walking, cycling and passenger transport, combined with activity to encourage more sustainable travel behaviour. Two further policies in the plan also emphasise and seek to promote improved walking and cycling. The transport plan and outline policies are encouraging and we feel there is

a need to demonstrate the strength of feeling in the community for the railway land to be an open, green, accessible space. This would fit well with the new plan for Hertford to be a sustainable town.”

- 2.2 Members are asked to consider the petition in light of the information presented in this report.

3. Recommendations

- 3.1 The Panel is requested to note the petition and recommend that officers explore the potential of securing funding to undertake a feasibility study of the proposals as outlined in the petition.

4. Background

- 4.1 **Appendix 1**, attached shows the location of the dismantled railway line.
- 4.2 Hertfordshire County Council sets out within the draft Local Transport Plan 4 its vision for how transport can contribute towards a positive future for Hertfordshire. The plan recognises the importance of modal shift (moving from the private car for short journeys to other forms including public transport, walking and cycling) to address potentially significant traffic growth.
- 4.3 Hertfordshire County Council working through its Countryside and Rights of Way team is already demonstrating good practice in this area improving routes and public open spaces within Hertfordshire to enable active travel. The team works closely with many of Hertfordshire's district and borough councils who are most likely to be the owners of accessible green space.
- 4.4 In this way Hertfordshire's publicly owned green space is already providing opportunities for people to undertake short journeys on foot and by bicycle. This includes plans for enhancements to existing rights of way and public owned green space around Hertford.
- 4.5 In addition and recently the Council's Integrated Transport Project Team undertook some informal consultation regarding various proposals to enhance pedestrian and cycling facilities in Hertford. In particular on North Road, Beane Road, Hertford North Station surrounds and Port Hill and Hartham Common.
- 4.6 There are existing on-road advisory cycle lanes and shared use paths within the study area and these schemes have the potential to enhance connectivity to Hertford town centre, Hertford North Station and Hartham Common. The primary aim of the scheme is to provide accessibility for both cyclists and pedestrians. This will improve safety for vulnerable road users and promote sustainable travel.

- 4.7 Although not originally in the scope or part of the informal consultation for the North/Beane Road schemes, there were comments and support from some stakeholders who responded for the proposal as outlined in the petition to be included as part any North/Beane Road schemes taken forward.
- 4.8 As such, an additional recommendation for officers to secure funding to undertake a feasibility study for the opening up of Lower Bengoe railway has been included as part of the above consultation outcomes report.
- 4.9 The petition proposal does accord with the principles set out in the draft Local Transport Plan 4 and as such it is to be welcomed. The land concerned is not in public ownership and some investigation and planning work would be required to assess the feasibility and affordability of such a scheme and how it may contribute to sustainable travel and wider objectives of biodiversity and recreation. This work would require support and funding.

5 Financial implications

- 5.1 If further studies are commissioned, funding will be sought from the Highways Locality Budget or Section 106 contributions (where appropriate) to cover the costs of a feasibility study.
- 5.2 If funding for a feasibility study were to be secured the study itself should provide a basis and range of costings for the project but would not in itself lead automatically to any securing of implementation funding.

6 Equalities implications

- 6.1 When considering proposals placed before Members it is important that they are fully aware of, and have themselves rigorously considered the equalities implications of the decision that they are taking.
- 6.2 Rigorous consideration will ensure the proper appreciation of any potential impact of that decision on the County Council's statutory obligations under the Public Sector Equality Duty. As a minimum this requires decision makers to read and carefully consider the content of any Equalities Impact Assessment (EqIA) produced by officers.
- 6.3 The Equality Act 2010 requires the Council when exercising its functions to have due regard to the need to:
- (a) eliminate discrimination, harassment, victimisation and other conduct prohibited under the Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

and

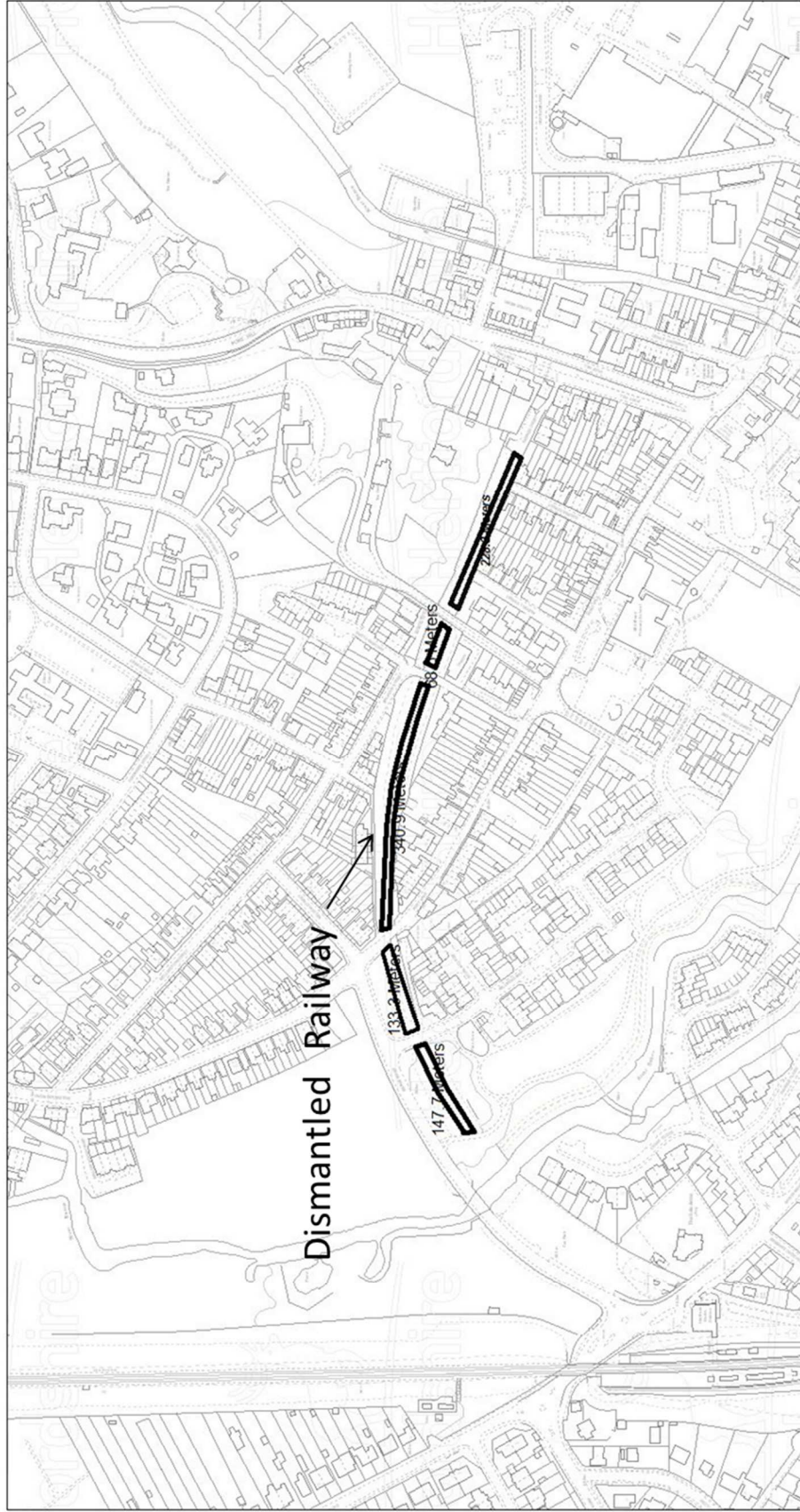
- (c) foster good relations between persons who share a relevant, protected characteristic and persons who do not share it.

The protected characteristics under the Equality Act 2010 are age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion and belief, sex and sexual orientation.

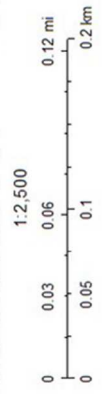
- 6.4 There are no equalities implications arising because of this report and an Equality Impact Assessment (EqIA) has not been undertaken.

Appendix 1: Location of the dismantled railway line

Appendix 1: Location of the dismantled railway line



January 5, 2018



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HCC GIS
HCC Highways

HERTFORDSHIRE COUNTY COUNCIL

**ENVIRONMENT, PLANNING & TRANSPORT CABINET PANEL
MONDAY, 5 FEBRUARY 2018, AT 10.00AM**

**PRESENTATION BY LONDON LUTON AIRPORT LIMITED REGARDING
RECENT, ONGOING AND PROPOSED DEVELOPMENT/GROWTH AT LONDON
LUTON AIRPORT**

Report of the Chief Executive and Director of Environment

Author: Paul Donovan, Team Leader Strategic Land Use
Tel: (01992 556289)

Executive Member: Cllr Derrick Ashley - Environment, Planning and Transport

1. Purpose of report

- 1.1 To update the Panel on the work of London Luton Airport Limited (LLAL).
- 1.2 To introduce a presentation from Robin Porter, Deputy Chief Executive & Corporate Director Customer and Commercial, Luton Borough Council and Laura Church, Corporate Director Place and Infrastructure Luton Borough Council

2. Summary

- 2.1 This report is a short briefing by way of introduction to a presentation to Panel by London Luton Airport Limited (LLAL) on recent, ongoing and proposed development/growth at London Luton Airport (the 'Airport'), and in particular the recent publication by LLAL of its Vision for Sustainable Growth 2020-2050 for London Luton Airport. The presentation and this report do not deal with ongoing live issues relating to aircraft noise impacts, flightpaths and potential flightpath changes.

3 Recommendations

- 3.1 That the Environment, Planning and Transport Panel note the content of this report and subsequent presentation from Luton Borough Council.

4. Background

London Stansted Airport - Background

The Airport is owned by LLAL, a company wholly owned by Luton Borough Council. Since 1998 it has been operated by London Luton Operations Ltd (LLAOL), which is owned by a consortium (including Aena and Ardian), on a concession until 2031. It is the only major UK airport remaining wholly publicly owned. It has a single runway, running roughly east to west, with a length of 2,160 m (7,087 ft).

4.1 History

- 4.1.2 The Airport was officially opened on 16 July 1938 by the Right Honourable Kingsley Wood, Secretary of State for Air as one of a series of municipal airports being developed at that time. It was thought of as the northern terminal for London. During the war, the airport was a base for 264 Fighter Squadron as well as a manufacturing site where both civil and military aircraft were designed and built. In 1952 civil use of the airport resumed and a new control tower was opened and during the 1950s and 60s it started to play an important role in the development of the affordable 'package holiday' business in the UK. By 1969, a fifth of all holiday flights from the UK departed from the Airport.
- 4.1.3 The Government 'Airports Policy' White Paper published in 1978 recognised the Airport as an integral part of the London airports system which led to its continued growth, with support for *'improvements to the terminal at Luton to increase capacity to 5 million passengers a year, but no development beyond that point'*. In 1985 a new international terminal building was opened by HRH The Prince of Wales and in 1990 the Airport was renamed 'London Luton Airport' to reflect its standing in the London airport network. During the late 1980s, Ryanair was pioneering low cost or 'no frills' flying to Europe from the Airport. In 1995, the Airport helped to expand this new concept by becoming the first UK base for easyJet.
- 4.1.4 Between 1992 and 1996, the Airport's infrastructure was enhanced through the provision of a new air traffic control tower, new cargo centre, the extension and refurbishment of the passenger terminal, new access road, extension of car parking and the installation of a new instrument landing system.
- 4.1.5 Planning permission was granted in 1998 for the construction of alterations and extensions to the terminal building, aircraft stands, first phase of a parallel taxiway and remodelling of car park and drop off area. In 1999 a revamped £40-million terminal was opened by HM the Queen and HRH the Duke of Edinburgh. At that time, a new £23 million Luton Airport Parkway Station (LAPS) opened by Railtrack. In 2003 and 2004 planning permission was granted for the erection of a single storey extension to the terminal building, to form immigration hall and of a two storey link building required by the security services to allow for the separation of arriving and departing passengers.

- 4.1.6 A new departure hall opened in July 2005 in response to a new and significant proposal by Ryanair to add an additional 1.5 million passengers per annum (mppa). This development featured construction of a new pier and related stands, a new retail area, a new immigration hall, new central search area, new link building and expanded the number of boarding gates from 19 to 26. Also in 2005, two new aircraft parking stands, with a docking guidance system were created. Since then a wide range of improvements has been made involving construction of taxiways.
- 4.1.7 In 2003, at a time when the Airport was handling about 7 mppa, forecasts suggested there would be sufficient demand to justify expansion to 30 mppa and 240,000 Air Traffic Movements (ATMs). At that time Government expressed (The Future of Air Transport, 2003) its support for the growth of the Airport up to the maximum use of a single full-length runway - involving either an extension to the existing runway or a replacement runway, based broadly on the current alignment, lengthening it from 2,160 m (7,087 ft) to 3,000 m (9,843 ft). This support was on condition that the overall environmental impacts would be carefully controlled and adequate mitigation provided. Proposals by the Airport for a second, close parallel runway to provide a total capacity of about 62 mppa were not supported by Government. Options for maximum use of a single full-length runway were not progressed.

4.2 More recently

- 4.2.1 In 2013 new Government policy came into force in the form of the Aviation Policy Framework (APF). This replaced the 2003 Government policy and removed any support national support for a full length single runway at the Airport. In the APF the Government supports best use of existing airport capacity:

'The Government wants to see the best use of existing airport capacity.'

'1.60 In the short term, to around 2020.....'

- *making best use of existing capacity to improve performance, resilience and the passenger experience;.....'*

- 4.2.2 In 2012, the Government announced the creation of an independent Airports Commission to identify and recommend to Government options for maintaining the UK's status as an international hub for aviation. An invitation to submit outline proposals for adding new airport capacity in the longer-term generated fifty-two proposals, including a four runway proposal for the Airport. This did not have the support of LLAL. The proposal was not taken forward by the Commission.
- 4.2.3 In July 2017 Government published its 'Aviation Strategy Call for Evidence' which represented the start of a fundamental review of Government Aviation policy. In it Government *'agrees with the Airports Commission's recommendation that there is a requirement for more intensive use of existing airport capacity and is minded to be supportive of all airports who wish to make best use of their existing runways including those in the South East'*.

4.3 New Masterplan and Planning Permission for development to grow the airport to a throughput of 18mppa

4.3.1 In 2012 LLAL and LLAOL published a masterplan for the Airport to grow it from a throughput of around 9.5 mppa at that time to 18 mppa by 2026/7. A planning application was subsequently submitted in 2012 and approved in 2014 for:

- dualling of the road from the Holiday Inn Roundabout to the Central Terminal Area
- improvements of public transport hub adjacent to the terminal
- construction of a multi-storey car park and pedestrian link to the western side of the existing short-term car park
- extension to the mid-term car park and long-term car park
- improvements to the terminal building involving internal reorganisation and minor extensions and building works
- construction of a new pier (Pier B)
- construction of a new taxiway parallel to Taxiway Delta
- taxiway extensions and rationalisation of aircraft parking area with new stands replacing and improving existing stands

4.3.2 Since the grant of planning permission, growth in passenger numbers has been such that it is expected that a throughput of 18 mppa will be achieved by 2020.

4.4. Luton DART

4.4.1 In June 2017 planning permission was granted for Luton DART (Direct Air to Rail Transit) to transform public transport access to the Airport from the national rail network. Work is expected to start in early 2018 and scheduled to be operational by 2021. The system will be capable of handling over 2,000 passengers each way per hour and help ensure a target journey time of 30 mins from central London to the terminal is achieved.

London Luton Airport Vision for Sustainable Growth

4.4.2 On Monday 11 December 2017, LLAL published its Vision for Sustainable Growth 2020-2050 (<https://www.llal.org.uk/vision2050.html>) for the Airport 'to make best use of the existing runway at LTN to provide the maximum benefit to the local and sub-regional economy; to deliver good levels of service; and to actively manage environmental impacts at the local and wider levels in line with our wider commitment to responsible and sustainable development'. A copy of the Vision document is available in the Members' Room.

4.4.3 The Vision states that the full potential of the Airport's existing runway is 36-38 mppa, or in the region of 240,000 aircraft movements per year (not involving either an extended or a second runway).

4.5 Throughput

4.5.1 In recent decades, growth in throughput at the Airport has been due mainly to the growth in demand for low-cost carriers. The gradual introduction of new routes by easyJet (which has its UK headquarters at the airport) in particular saw passenger numbers rise from 1.9 mppa in 1995/6 to 3.4 mppa in 1997/8. Since LLAOL took over the airport in 1998 the number of passengers has gradually risen, reaching 10 mppa in 2008, before falling to 8.7 mppa in 2010, a fall largely attributable to the global recession. Passenger numbers increased again in 2011 to 9.6 mppa and since then have risen to 15.8 mppa in 2017, making 2017 the Airport's busiest year on record. It now serves more than 140 destinations across Europe, Asia and Africa.

4.6 Consultative Committee

4.6.1 The Airport has a Consultative Committee (the London Luton Airport Consultative Committee) operating as an advisory body constituted in respect of London Luton Airport (the "Airport") in accordance with section 35 of the Civil Aviation Act 1982. The terms of reference and purpose of the Committee are as follows:

- to enable aerodrome operators, communities in the vicinity of the aerodrome, local authorities, local business representatives, aerodrome users and other interested parties to exchange information and ideas;
- to allow the concerns of interested parties to be raised and taken into account by the aerodrome operators with a genuine desire on all sides to resolve any issues that may emerge; and
- to complement the legal framework within which the aerodrome operates.

4.6.2 The County Council is represented on the Committee by Cllrs David Williams and David Barnard.

5. County Council position on London Luton Airport

5.1.1 The County Council's position on aviation and the Airport is set out within the current Local Transport Plan and 'Hertfordshire County of Opportunity Corporate Plan 2017-2021', as follows:

Hertfordshire County of Opportunity Corporate Plan 2017-2021

'Opportunity to thrive - across Hertfordshire, we want to see:

.....

- *Our natural environment and diverse habitats protected from excessive or inappropriate growth, including the negative effects of airport expansion.'*

Local Transport Plan

'3.2 Airports

The Air Transport White Paper published in December 2003 set out the government's then policy for airport development. The intention was that full use would be made of the capacity of existing runways and in addition a second widespaced runway was proposed at Stansted and a full-length runway at Luton. The county council's position remains strongly against these proposals. A new National Policy Statement on Airports due to be published in 2011 will set out a different policy to that of the White Paper.'

- A) The county council is opposed to new runway development at Luton and Stansted Airports.*
- B) Should any future development and growth in passenger numbers at either Stansted and Luton Airports be promoted, the county council will seek the provision in Hertfordshire of adequate supporting surface access infrastructure and services to meet the needs of airport users while minimising the impact on local and other travellers. The county council will seek assurance that the funding of such improvements will be in place before growth occurs.*
- C) The county council will promote and where possible facilitate a modal shift of both airport passengers and employees towards sustainable modes.'*

6. Presentation by LLAL

- 6.1.1 Panel are to receive a presentation by LLAL on recent and ongoing developments at LLA, and in particular the Vision for Sustainable Growth 2020-2050.

7. Financial Implications

- 7.1 There are no financial implications as a result of this report.

8. EQIA

- 8.1 When considering proposals placed before Members it is important that they are fully aware of, and have themselves rigorously considered the equality implications of the decision that they are making.
- 8.2 Rigorous consideration will ensure proper appreciation of any potential impact of that decision on the County Council's statutory obligations under the Public Sector Equality Duty.
- 8.3 The Equality Act 2010 requires the County Council when exercising its functions to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and other conduct prohibited under the Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and (c) foster good relations between persons who share a relevant protected characteristic and

persons who do not share it. The protected characteristics under the Equality Act 2010 are age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion and belief, sex and sexual orientation.

8.4 No EQIA was carried out as there are no decisions are being made.

HERTFORDSHIRE COUNTY COUNCIL

**ENVIRONMENT, PLANNING & TRANSPORT CABINET PANEL
MONDAY 5 FEBRUARY 2018 AT 10.00AM**

INTEGRATED PLAN 2018/19 - 2021/22

Joint Report of Director of Resources and Chief Executive & Director of Environment

Authors: Mike Collier, Assistant Director Strategic Finance & Performance Tel: (01992) 555792
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Executive Members: Derrick Ashley (Executive Member for Environment, Planning & Transport)
David Williams (Executive Member for Resources, Property and the Economy)

1. Purpose of the Report

- 1.1 To highlight the areas of the Integrated Plan (IP) which relate to Environment, Planning & Transport in order for Panel to consider these and provide comment.
- 1.2 Members are asked to bring the following reports to the meeting, which have been circulated separately to all Members of the County Council:

‘Public Engagement and Consultation on the 2018/19 – 2021/2022 Integrated Plan’ (circulated as Item 4(i) for the Cabinet meeting of 22 January 2018); and

‘DRAFT INTEGRATED PLAN 2018/19 – 2021/22 (incorporating the Strategic Direction and Financial Consequences and the Treasury Management Strategy)’ (circulated as Item 4(ii) for the Cabinet meeting of 22 January 2018). **(As issued for January Cabinet).**

2. Summary

- 2.1 The Integrated Plan brings together the financial impact of service plans and the available funding to resource these, over the next four years. Strategic Direction summaries have been produced for each Portfolio, which set out the future direction of services in the context of achieving substantial further savings. These have been informed by comparative benchmarking, both through published data and informal

networks with other comparable authorities, to identify areas of potential efficiency gains.

- 2.2 Services have identified savings, in the context of the continuing budgetary pressures and reduction in available funding. Savings requiring a policy change have been or are being taken through Panels for Cabinet decisions throughout 2017/18, and substantial efficiency savings have been identified. Savings include reducing the allocation of general non-pay inflation to zero. Whilst this is mitigated to some extent by excluding exceptional inflation areas it will require services to manage the impact during 2018/19.
- 2.3 The Government announced the provisional Local Government Finance Settlement for 2018/19 on 19 December 2017. This was the third of the Government's four year settlement offer, and so a number of the reductions to funding were known in advance when preparing the proposed budget. Revenue Support Grant (RSG) will reduce by £22m between 2017/18 and 2018/19, and by a further £20m in 2019/20. Other grant announcements have confirmed expected reductions in Public Health grant (2.5%) and the cessation of Education Services Grant (ESG) from September 2017.
- 2.4 Funding from 2020/21 is uncertain, especially with proposed changes to the business rates retention system and a Fair Funding review which the Government proposes to introduce from that year. The IP assumes a further reduction of £5m pa in 2020/21 and 2021/22, but this will be kept under review.
- 2.5 The provisional Settlement also increased the referendum threshold for basic council tax, allowing authorities to increase this by up to 3% in 2018/19, without requiring a referendum. The 2017/18 IP had included a proposed 1.99% council tax increase each year, and the raising of the 3% remaining permitted Adult Social Care (ASC) Precept in 2018/19. The IP considered by Cabinet in January assumes a basic council tax increase of 2.99% in 2018/19 and 2019/20, and the 3% ASC Precept in 2018/19.
- 2.6 The final position will not be confirmed until the Final Settlement (expected early February) and other late grant announcements, and until final figures are received from Districts for council tax base and collection fund balances, due to be provided by end January. Should any late changes result in an unbalanced budget, specific reserves will be used to provide one off funding in 2018/19. Any additional funding will be available to support the 2018/19 budget, for example by increasing contingency to mitigate risk, or to help meet the funding gap for future years.
- 2.7 The future position remains challenging: even with the identified savings and revised increases in council tax and the social care precept, current projections of pressures and funding require a further £8.1 million saving to be identified in 2019/20, rising to £30 million by 2021/22.

- 2.8 To help meet these challenging targets, work is in hand to progress further savings during 2018, for implementation for 2019/20 or sooner where achievable. It is recognised that savings require significant lead in times, especially where there is service redesign or consultation.

3. Recommendations

- 3.1 The Panel is invited to comment to Cabinet on the proposals in the Integrated Plan in respect of Environment, Planning & Transport.
- 3.2 The Panel is also asked to identify any issues that it feels that the Cabinet should consider in finalising the Integrated Plan proposals.

4. Background

- 4.1 The integrated plan comprises:
- an overview of the proposed revenue budget and capital programme, including a review of the budget estimates and adequacy of reserves (Part A);
 - Strategic Direction and Financial Consequences - by portfolio (Part B);
 - the Treasury Management Strategy (Part C)
 - the Capital and Asset Management Strategy and Invest to Transform (part D);
 - the Insurance and Risk Strategy (part E)
 - an Equalities Impact Assessment (Part F); and
 - other technical information and finance summaries (Part G)
- 4.2 Part B of the Integrated Plan has separate sections for each Portfolio. These contain the strategic direction summary (for the Environment, Planning & Transport portfolio, on pages 117 to 121 of the Integrated Plan Pack Part B); revenue budget information including a schedule of Key Budget Movements that sets out details of financial pressures and savings (pages 122 and 123); and a summary of the proposed Capital Programme (pages 125 to 127).

5. Equality Implications

- 5.1 When considering proposals placed before Members it is important that they are fully aware of, and have themselves rigorously considered the equalities implications of the decision that they are taking.
- 5.2 Rigorous consideration will ensure that proper appreciation of any potential impact of that decision on the County Council's statutory obligations under the Public Sector Equality Duty. As a minimum this requires decision makers to read and carefully consider the content of any Equalities Impact Assessment (EqIA) produced by officers.

- 5.3 The Equality Act 2010 requires the Council when exercising its functions to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and other conduct prohibited under the Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. The protected characteristics under the Equality Act 2010 are age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion and belief, sex and sexual orientation.
- 5.4 Part F of the Integrated Plan provides an equality impact assessment of the savings included within the plan and how these are intended to be mitigated by the service.

**ENVIRONMENT, PLANNING & TRANSPORT CABINET PANEL
MONDAY, 5 FEBRUARY 2018 AT 10.00AM**

RAIL UPDATE

Report of the Chief Executive and Director of Environment

Author: Trevor Mason, Team Leader Strategic Transport & Rail
Tel: (01992) 556117

Executive Member: Derrick Ashley, Environment, Planning & Transport

1. Purpose of Report

- 1.1 To inform the Panel of recent and upcoming issues concerning rail services for Hertfordshire;
- 1.2 To seek the Panel's comments on the response to the Network Rail East Coast Route Study.

2. Summary

- 2.1 There are current and upcoming issues affecting all the main rail routes in Hertfordshire. Further details of the upcoming issues will be presented to Panel when further information arises.
- 2.2 The East Coast Route Study provides an opportunity for the county council to set out its infrastructure aspirations for this route. The deadline for responses is 16 March.

3. Recommendation

- 3.1 The Panel is:
 - Asked to note the issues arising, and in particular the key events highlighted in Appendix 1.
 - Invited to comment on the draft response to the Network Rail East Coast Route Study, as set out in Appendix 3.

4. Background

- 4.1 This report provides a summary of current rail issues on a route by route basis. However, it should be noted that some franchise issues overlap routes.
- 4.2 Forthcoming events are highlighted throughout the report, and a summary of key dates in 2018 is set out in Appendix 1.

5. West Anglia Main Line

5.1 Greater Anglia 2019 Timetable

- 5.1.1 Greater Anglia is proposing to introduce a new timetable in 2019 as part its franchise commitments and to take full advantage of the new trains being introduced. The changes are expected to include the previously indicated increase from two to three trains per hour off-peak from Hertford East to London.
- 5.1.2 Consultation on the proposals is now expected to start in April.

5.2 Crossrail 2

- 5.2.1 The Department for Transport is undertaking “an independent review of funding and financing, to develop plans for an affordable scheme that is fair to the taxpayer, where London pays its share”. No further public consultation will take place until this review has been concluded, which is expected to be towards the end of 2018. It is also likely that there will be further exploration of how areas on the Crossrail 2 route outside of London might help pay for the scheme.
- 5.2.2 The current indicative timetable of a Hybrid Bill submission in 2019 may be affected by the review, but it is unlikely that any revision will be announced until the review is complete.
- 5.2.3 In the meantime, the Technical Planning Forum has been established, and meetings continue to be held with local authorities along the route.

5.3 Hertford East Community Rail Partnership

- 5.3.1 The Hertford East branch has been identified as a possible candidate for establishing a Community Rail Partnership. At present the only such partnership in Hertfordshire is the St Albans Abbey to Watford Junction Line.
- 5.3.2 Exploratory talks will be held with Greater Anglia, East Herts and Broxbourne to see how Community Rail Partnership might be developed.

6. East Coast Main Line

6.1 GTR 2018 Timetable

- 6.1.1 The completion this year of the Thameslink Programme (which has included a capacity increase to the St Pancras to Blackfriars tunnel and a re-build of London Bridge station) allows for the introduction of a completely revised timetable across the Govia Thameslink Rail (GTR) network.
- 6.1.2 Overall there are many benefits to Hertfordshire rail services, including:
- Increased service frequencies on the current Thameslink route through St Albans;
 - The linking of Great Northern services into the Thameslink network providing e.g. direct services between Stevenage and Brighton;
 - Enhanced frequency on the Hertford North to Moorgate service, with six trains an hour throughout the day Monday – Saturday.
- 6.1.3 There are some disbenefits, including;
- Loss of direct services between Welwyn Garden City and Peterborough;
 - A reduction in service frequency at Brookmans Park and Welham Green.
- 6.1.4 Responses to GTR's consultation have been considered through the Panel at its meeting in November 2016.
- 6.1.5 In addition to the disbenefits listed above, the postponement of the fifth platform scheme at Stevenage means that services between Watton at Stone and Stevenage will be replaced by bus services until such time as the scheme is implemented. The proposed date for introducing the bus replacement service has been put back from May to December 2018. However, there is also still no announcement on funding the Stevenage platform scheme, and hence completion is assumed to be 2021 at the earliest.
- 6.1.6 GTR has also announced that as from May 2018, the half-hourly peak service between Watton at Stone and Stevenage will be reduced to an hourly service. Discussions will take place as to whether a bus replacement should be introduced in May 2018 to cover this element of the service.
- 6.1.7 A recent DfT decision has been to increase the phasing-in period of the new timetable, such that the completion date will move back from December 2018 to December 2019. The implications for Hertfordshire include:
- Postponement of through trains between Welwyn Garden City to Sevenoaks until May 2019;
 - Postponement of through trains between Cambridge and Maidstone until December 2019;
 - The full increase to 6 trains per hour (tph) off-peak between Hertford North to Moorgate delayed until 2019 (but with 4tph introduced in May 2018 compared to current 3 tph).
- 6.1.8 A further recent development regarding GTR services on the Midland Main Line is covered in Section 7.1 below.

6.1.9 GTR have been invited to the Panel meeting in July 2018 in give an update on services.

6.2 Thameslink, Southern and Great Northern Franchise

6.2.1 The Thameslink, Southern and Great Northern franchise, as currently operated by GTR, is due for renewal in 2021. The recent Government strategic vision for rail confirmed speculation that the franchise will not be renewed in its current format, with the Department intending “to review the future shape and size of the franchises that will replace the existing arrangements”. This will include working with TfL to “explore options for transferring selected services such as the West London line to TfL”.

6.2.2 Hertfordshire County Council has previously supported the devolution of the Moorgate services to TfL control.

6.3 East Coast Partnership

6.3.1 The Government’s strategic vision for rail published in November 2017 set out the DfT’s proposals to establish an East Coast Partnership to replace the current InterCity franchise agreement. The partnership “will be operated by a single management, under a single brand and overseen by a single leader. It will see the train operator actively collaborate with Network Rail to bring its expertise and a passenger view to the planning of infrastructure management”.

6.3.2 The partnership is expected to be in place in 2020, but details of what this will entail have still to be established. There are questions of whether local services will be included in the partnership as well as the intercity ones. It is not clear what this might mean for the current Great Northern services which will transfer to Thameslink from May.

6.4 East Coast Route Study

6.4.1 The draft Network Rail East Coast Route Study was published on 22 December, and is open for consultation until 16 March. Further details are covered in Section 10.

7. Midland Main Line

7.1 East Midlands Franchise

7.1.1 The East Midlands franchise covers Intercity services between London and cities such as Sheffield and Nottingham. Although the franchise, currently run by East Midlands Trains, does not directly serve Hertfordshire, there are local connections at Luton and Luton Airport Parkway.

- 7.1.2 The new franchise is due to start in August 2019. DfT consultation on the new specification suggested that there would be a major reduction in stops at Bedford and Luton, although with options to increase services at Luton Airport Parkway. The county council's response opposed the reduction as this would reduce access to Intercity services for Hertfordshire residents.
- 7.1.3 The franchise specification (known as the Invitation to Tender) is due to be published in April 2018. Further lobbying work may be required before this date regarding the proposed reduction in stops.
- 7.1.4 A recent development has been the announcement of changes to East Midlands Trains services from May 2018 until the Midland Main Line upgrade scheme is completed in 2020. Peak hour services will not stop at Bedford and Luton, which will be compensated by changes to the GTR timetable. The implications of the latter are that Harpenden (and to a lesser degree Radlett) will not see the increase in services set out in the consultation draft of the 2018 timetable, and will see a loss of one service in the morning peak and two services in the evening peak.
- 7.1.5 There are also concerns that this temporary change to East Midlands Trains services implements the permanent changes proposed in the East Midlands franchise consultation as mentioned above.

8. West Coast Main Line

8.1 West Midlands Franchise

- 8.1.1 The new West Midlands franchise commenced in December 2017, with local services through Watford Junction and Hemel Hempstead changing from the London Midland brand to London Northwestern Railway.

8.2 West Coast Partnership

- 8.2.1 The DfT is currently developing plans for the West Coast Partnership which will take over the existing Intercity West Coast franchise from April 2019, and which will also operate High Speed 2 services when the new line opens in 2026.
- 8.2.2 Talks are currently being held with the three bidders to identify aspirations and opportunities for Hertfordshire.
- 8.2.3 The specification for the franchise (the "Invitation to Tender") is expected to be published in February. However, this will not include the timetable proposals for the current West Coast Main Line after 2026, when the freed-up capacity generated by HS2 will provide opportunities for major recasts to the timetable. Such proposals will be developed by the West Coast Partnership once it has been established.

8.2.4 The county council is currently working with West Coast Rail 250, a group of local authorities covering the whole route, to develop post 2026 ideas. Whilst increased local services would be welcomed, there are also aspirations to increase long-distance services calling at Watford Junction.

8.3 InterCity West Coast Franchise

8.3.1 The development of the West Coast Partnership concept has delayed the renewal of the InterCity West Coast franchise from 2018 to 2019. Therefore an extension to the contract (a “direct award franchise”) will be issued. This may specify additional services within the 12 month period.

9. Other Rail Issues

9.1 Metropolitan Line Extension (MLX)

9.1 The current funding gap for this scheme is currently the subject of a Housing Infrastructure Fund bid.

9.2 East West Rail

9.2.1 The Autumn Budget Statement announced plans to accelerate the delivery of this scheme. In particular, the potential completion date of the Central Section between Bedford and Cambridge has been brought forward from the mid 2030s to the late 2020s.

9.3 Station Usage

9.3.1 Figures published by the Office of Rail and Road show that passenger use at Hertfordshire stations has grown by 1.5% over the year 2015/16 to 2016/17.

9.4 Rail Strategy

9.4.1 The county council’s Rail Strategy is currently being updated to take into account recent developments in the rail industry. It is expected that a draft version will be presented to Panel in Autumn 2018.

9.5 Rail Upgrade Plan

9.5.1 The Government’s process for programming enhancements to the rail network has been changed, such that these schemes have now been separated from the five year planning cycle for Network Rail. Whilst the full details of the process are not yet known, it is expected that enhancements will be considered on a rolling annual basis. A statement is expected in February in the form of a Rail Upgrade Plan.

10. East Coast Route Study

- 10.1 The draft Network Rail East Coast Route Study was published on 22 December, and is open for consultation until 16 March.
- 10.2 The document sets out options for investment that “can keep the East Coast Main Line (ECML) growing to the 2040s and beyond”. Delivery of any option will be through the Network Rail or other funding programmes.
- 10.3 Further details are included in Appendix 1 to this report, but the key issues to note are:
- The Stevenage turn back platform is included as an “immediate investment priority”;
 - Digital signalling is proposed as the solution to capacity constraints on the two-track section through the Welwyn area;
 - The possibility of increased long-distance services from Stevenage when High Speed 2 Phase 3 is completed is noted.
- 10.4 A draft response to the consultation is set out in Appendix 3.
- 10.5 Recent discussions with GTR have indicated that new train services at locations such as Welwyn Garden City are restricted due to the local infrastructure. Details have been requested from GTR such that this can be included as appropriate in the response.

11. Next Steps

- 11.1 Information on the forthcoming issues will be reported to Panel as appropriate. However, it should be noted that some issues have short timescales for response, and therefore may not fit with the Panel cycle.
- 11.2 The response to the East Coast Route Study will be submitted to Network Rail by the deadline of 16 March. Any further changes arising subsequent to the Panel meeting will be discussed with the Executive Member.

12. Financial Implications

- 12.1 There are no financial implications arising from this report.

13. Equalities Impact Assessment (EqIA)

- 13.1 When considering proposals placed before Members it is important that they are fully aware of, and have themselves rigorously considered, the equality implications of the decision that they are making.
- 13.2. Rigorous consideration will ensure that proper appreciation of any potential impact of that decision on the County Council’s statutory obligations under the

Public Sector Equality Duty. As a minimum this requires decision makers to read and carefully consider the content of any Equalities Impact Assessment (EqIA) produced by officers.

13.3. The Equality Act 2010 requires the County Council when exercising its functions to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and other conduct prohibited under the Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. The protected characteristics under the Equality Act 2010 are age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion and belief, sex and sexual orientation.

13.4 No EqIA was undertaken in relation to this report

Background documents referred to and used in writing this report:

East Coast Route Study – Railway Investment Choices – Network Rail (December 2017), available at: <https://www.networkrail.co.uk/wp-content/uploads/2017/12/East-Coast-Main-Line-Route-Study.pdf>

Appendix 1 Key Dates in 2018

February 2018	GTR "2018" timetable published
February 2018	West Coast Partnership ITT published
March 2018	East Coast Route Study consultation closes
April 2018	East Midlands ITT published
April 2018	Greater Anglia 2019 timetable consultation
May 2018	Phased start to GTR 2018 timetable
Dec 2018	Bus replacement commences Hertford to Stevenage
Late 2018 / early 2019	Consultation on Crossrail 2

Appendix 2 Network Rail East Coast Route Study

The East Coast Route Study notes the following with regard to the route through Hertfordshire:

“Adjusting the stopping patterns of long distance services to support outer suburban markets [which include Stevenage, Peterborough and Cambridge] is therefore a cost effective way of remedying possible overcrowding on these services, albeit with a potential impact on journey times”.

“Although long distance seating capacity is forecast to keep ahead of demand, continued economic growth will require an increase in journey opportunities for passengers. This can be seen in terms of a demand for better connectivity – more opportunities to travel between more destinations”.

Regarding the two-track section through the Welwyn area, the study notes that “building infrastructure solutions to fix this constraint is an extremely costly undertaking. However, by employing digital signalling, headways could be reduced, allowing more trains to run through the section”.

“Alongside this technological intervention, it would also be possible to unlock line capacity by changing the stopping patterns at intermediate stations such as Welwyn North”.

There are two strategic priorities on this section of route:

- Providing enough suburban passenger capacity into and out of London.
- Supporting growth in the long distance market by enabling better connectivity, and more opportunities to travel.

“For services using the Moorgate branch, the most cost-effective way to provide more passenger capacity will be to increase the frequency of trains” due to stations in tunnels.

“Providing the capability for suburban trains to turn round at Stevenage is also a priority for managing growth in this market”.

In terms of specific scheme options in Hertfordshire, this translates to:

Immediate Investment Priorities

	Benefits	Cost
Stevenage turn back platform	Enables capacity for 2 additional hourly services between London and Stevenage; reduces delay risk by separating commuter and mainline services.	Medium (£20m to £200m)
Power Supply Upgrade	Upgrades the power	Part of wider programme

	supply for electric trains on the Moorgate and Hertford Loop branches,	for whole route.
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Medium Term Recommendations

	Benefits	Cost
Moorgate capacity	This intervention will allow up to 3 additional peak hour Moorgate trains to operate, providing the capacity to meet demand to the mid-2020s (2 additional services) and the 2030s (3 additional)	Medium (£20m to £200m)
Digital signalling for the ECML	By replacing trains with digital technology, more trains can be safely controlled through the two-track sections in the Welwyn area.	High (£200m to £1000m)

The report also notes that the capacity released by HS2 could provide additional connectivity, including “more connections between intermediate ECML locations served less frequently now: Peterborough – Stevenage – Grantham – Newark – Retford – Doncaster”.

Appendix 3 Draft Response to East Coast Route Study

The county council welcomes the publication of the East Coast Main Line Route Study for consultation.

The East Coast Main Line is a key rail corridor for Hertfordshire, providing a mix of commuting services to London, local trips within the county and to other neighbouring authorities, and long-distance services. All of these services are vital to Hertfordshire's economy.

The county council welcomes the fact that the Stevenage turn back platform is listed as an immediate investment priority. The postponement of this scheme for the CP5 funding period (2014 – 2019) following the Hendy review is resulting in the replacement of train services by buses for several years as from December 2018. It is therefore essential that this scheme is delivered as soon as possible.

Stevenage is also the main hub station within Hertfordshire on the East Coast route, providing connections to InterCity services with local services on the main line, Cambridge branch and Hertford Loop. Office of Rail and Road figures show that Stevenage is the eighth busiest principal station on the entire route (including the London termini at Kings Cross and Moorgate) with 4.8 million passengers in 2016/17. The county council, in conjunction with Stevenage Borough Council, the Hertfordshire LEP and GTR, has developed plans for a major enhancement to the station, providing for future growth and complementing a wider regeneration of the town centre. The county council would therefore like to see the regeneration of Stevenage station included within the Route Study.

The county council welcomes the scheme options for power supply upgrades on the Moorgate and Hertford Loop branches, Moorgate capacity improvements, and digital signalling.

The study states that digital signalling will provide additional capacity on the two-track section in the Welwyn area (which includes the Digswell viaduct and the Welwyn north and south tunnels). However, no indication is given of whether this solution will provide sufficient capacity in period up to "the 2040s and beyond" covered by the study. It would be useful if this information could be included in the final version of the study.

HERTFORDSHIRE COUNTY COUNCIL

**ENVIRONMENT, PLANNING & TRANSPORT CABINET PANEL
MONDAY, 5 FEBRUARY 2018, AT 10.00AM**

CONSULTATION BY THE MAYOR OF LONDON ON A DRAFT LONDON PLAN

Report of the Chief Executive and Director of Environment

Author: Paul Donovan, Team Leader Strategic Land Use
Tel: (01992) 556289

Executive Member: Cllr Derrick Ashley - Environment, Planning and Transport

1. Purpose of report

1.1 The Mayor of London is consulting on a draft replacement London Plan. The purpose of this report is to seek Panel's views on the nature and content of a County Council response to the consultation.

2. Summary

2.1 The Mayor of London is consulting on a completely new planning framework for London – the London Plan (the 'Plan'), covering the period 2019 to 2041. Panel were provided with an informal briefing on the Plan by the Greater London Authority (GLA) on 10th January 2018. The consultation closes on 2 March. It will be followed by an Examination in Public scheduled for Autumn 2018 and publication is expected Autumn 2019.

2.2 A copy of the Plan has been placed in the Members Room. It is made up of a comprehensive package of policies covering a wide range of issues – the scale, nature and spatial patterns housing and economic growth; the provision of affordable housing; the design of development; the provision of social, green, utilities and other infrastructure; protection and management of heritage and culture; the protection and enhancement of the natural environment; waste management; minerals supply; the approach to be taken to transport and growth/development; and so on. These policies reflect the principles set out in a core set of six 'Good Growth' policies.

2.3 The London Plan is, of course, a Plan for London and the Mayor has no planning powers that extend outside the capital. As such, the majority of the matters covered by it have little or no direct impact upon areas beyond London, even though many of underlying issues and indeed measures for dealing with these will be similar to those in surrounding areas, such as Hertfordshire. As a consequence, whilst the Plan is very comprehensive in

the issues it covers, there are relatively few issues upon which Panel may feel the County Council needs to articulate a view. Section 6 of this report rehearses a number of issues upon which the views of Panel are sought, the more substantive of which are as follows:

- general support for the package of strategies, approaches and policies and particularly the six core Good Growth policies.
- support for the commitment to meet the vast majority of London's housing needs within London.
- clarification from the Mayor relating to the scale of housing need in the period to 2029 (it appears to be substantively greater than that averaged out over the period to 2041).
- clarification from the Mayor of his intentions with regard to 1,000 homes per annum that it would appear there are no proactive proposals to plan for.
- confirmation from the Mayor that any housing delivery failure will be managed within London as part of a Full Review of the Plan, along with a commitment to how such a Review would be triggered.
- support for recognition and continuation of wider south east political liaison arrangements.
- clarification from the Mayor on his intentions with regard to looking to longer term approaches and timeframes for growth management within the wider south east.
- concerns relating to the way in which strategic infrastructure priorities (transport corridors) are presented as growth opportunities.
- support for approach to waste management and transport within and beyond London.

3. Recommendations

- 3.1 The Panel is invited to consider the issues in section 6 of this report and come to a view on these and any others it recommends should be incorporated into a County Council response to the London Plan consultation. The Chief Executive and Director of Environment will prepare and submit a response, in consultation with the Executive Member for Environment, Planning and Transport, taking into account the views of Panel.

4. Background

What is the London Plan?

- 4.1 Under the legislation establishing the Greater London Authority, the Mayor is required to publish a Spatial Development Strategy (known as the London Plan) and keep it under review. As the overall strategic plan for London, it sets out an integrated economic, environmental, transport and social framework for the development of London – usually for a period of 20-25 years. The London Plan should only deal with things of strategic importance

to Greater London taking account of the principal purposes of the Greater London Authority (GLA) which are:

- promoting economic development and wealth creation in Greater London
- promoting social development in Greater London; and
- promoting the improvement of the environment in Greater London.

4.2 The Mayor must have regard to:

- the principle that there should be equality of opportunity for all people
- reducing health inequality and promoting Londoners' health
- achieving sustainable development in the United Kingdom
- climate change and the consequences of climate change
- the desirability of promoting and encouraging the use of the Thames, particularly for passenger and freight transportation
- the resources available to implement the Mayor's strategies.

4.3 The Plan brings together the geographical and locational aspects of the Mayor's other strategies and needs to be consistent with those strategies, including those dealing with:

- Transport
- Environment
- Economic Development
- Housing
- Culture
- Health and Health Inequalities

4.4 The London Plan is legally part of each of London's Local Planning Authorities' Development Plan and must be taken into account when planning decisions are taken in any part of London. Planning applications should be determined in accordance with it, unless there are sound planning reasons which indicate otherwise.

4.5 The Plan provides the strategic, London-wide policy context for borough local development plan documents. All local development plan documents and Neighbourhood Plans have to be 'in general conformity' with it.

Why is a new London Plan required?

4.6 This is a new Plan - it is not an alteration or update to previous Plans. It will be the third London Plan, the previous ones being the 2004 Plan produced by former Mayor of London Ken Livingstone and the 2011 Plan produced by former Mayor of London Boris Johnson. All of the other iterations of the London Plan from 2004-2016 have been 'Alterations'. Once adopted this Plan will replace all previous versions.

4.7 The last set of Alterations (known as the 'Further Alterations') were published, following a public examination and endorsement by the Secretary of State,

only two years ago. Those Alterations dealt predominantly with the need for London to increase its housing targets in light of updated evidence relating to existing and projected future population and household growth and therefore need for dwellings. The Alterations recognised that the scale of projected housing need is such that a Full Review of the London Plan would be required in the near future (2016). The Alterations were seen as a short term measure to attempt to uplift housing provision as swiftly as possible in advance of the Full Review. This Plan process is that 'Full Review'.

- 4.8 The other main driver for the preparation of the Plan is that there has been a change in Mayor since the last London Plan was published. The new Mayor has set out his new vision for the future of London in 'A City for all Londoners' and is in the process of reviewing all Mayoral strategies to reflect that vision. In the last twelve months the Mayor has consulted upon his draft Transport, Environment and Housing strategies. A new London Plan is seen as key to bringing forward the Mayor's vision for London.
- 4.9 The consultation closes on 2 March. It will be followed by an Examination in Public currently scheduled for Autumn 2018 and publication is expected Autumn 2019.

Recent Political Liaison Arrangements in the Wider South East

- 4.10 The Inspector presiding over the Examination in Public into the Further Alterations in 2014 concluded the following in terms of the likely requirement for the Mayor to engage with local authorities beyond London, moving forward to the preparation of the Full Review of the London Plan.

'56. The targets set in Table 3.1 will not provide sufficient housing to meet objectively assessed need and I am not persuaded that the FALP can ensure that the additional 6,600 dpa will be delivered. Nor do I consider that the Mayor can rely on paragraph 47 of the NPPF or the duty to co-operate to make London Boroughs provide more. It is not enough to grant planning permissions, homes have to be built and the target rate of 42,000 dpa is significantly higher than has been achieved since 2004 and the boom years before the recession.

*57. The evidence before me strongly suggests that the existing London Plan strategy will not deliver sufficient homes to meet objectively assessed need. The Mayor has committed to a review of the London Plan in 2016 but I do not consider that London can afford to wait until then and recommend that a review commences as soon as the FALP is adopted in 2015 (IRC3). **In my view, the Mayor needs to explore options beyond the existing philosophy of the London Plan. That may, in the absence of a wider regional strategy to assess the options for growth and to plan and co-ordinate that growth, include engaging local planning authorities beyond the GLA's boundaries in discussions regarding the evolution of our capital city.** [emphasis added]*

- 4.11 In advising the Mayor that he was content for the Further Alterations to be published, the Minister of State for Housing and Planning stated:

'Recommendation 3 – early review of the London Plan

The anticipated growth in London's population is likely to have a significant impact on the surrounding areas. I note your obligation and welcome your commitment to work closely with local authorities and other partners in the areas outside London as part of the full-scale review of the London Plan. Authorities outside London face their own issues and challenges in meeting their own needs, which may impact upon their ability to accommodate any of London's unmet housing needs.....

Furthermore, I note the Inspector's suggestion that the Mayor may wish to explore options beyond the existing approach of the London Plan. I want to stress that the National Planning Policy Framework is clear that the Green Belt should be given the highest protection in the planning system and is an environmental constraint which may impact on the ability of authorities to meet their housing need.....'

- 4.12 Following publication of the Further Alterations the process of the Mayor engaging with local authorities beyond London commenced. Two wider south east summits were convened to explore the support for, and potential nature of, any wider south east political collaboration. This process resulted in the formation of a 'Wider South East Political Steering Group' (PSG). The work of that Group to date has been focussed on addressing barriers to housing delivery and wider south east strategic infrastructure. A third Summit of Leaders was held on the 9 December 2016 at which the main focus was the impending review of the London Plan. Hertfordshire councils, including the County Council, have been represented at the Summits. Cllr L Haysey (East Hertfordshire District Council) and Cllr J Gardner (Stevenage Borough Council) are represented on the PSG.
- 4.13 Despite the expectations of the Further Alterations Inspector and the acceptance by the Minister that it may be necessary, as part of the Full Review of the London Plan, *'to explore options beyond the existing philosophy of the London Plan. That may, in the absence of a wider regional strategy to assess the options for growth and to plan and co-ordinate that growth, include engaging local planning authorities beyond the GLA's boundaries in discussions regarding the evolution of our capital city'*, that has not happened. The reason for this is that until very recently the GLA were not clear as to whether it would be possible for London to meet its housing requirements internally.

5. The Plan

5.1 The Mayor says that the Plan:

‘.....is different to those that have gone before it. It is more ambitious and focused than any previous Plans. The concept of Good Growth – growth that is socially and economically inclusive and environmentally sustainable – underpins the Plan and ensures that it is focused on sustainable development.’

‘London’s global economy is the envy of other world cities and with good reason – it is the engine of the national economy and will sustain the level of population growth expected in London over the coming years. But to plan a city that works for all Londoners, as the population grows towards 10.8 million by 2041, it will be important to think about what the purpose of economic growth actually is.

A failure to consider this fundamental question has led to some of the most serious challenges London faces today. The growth in population and jobs has not been matched by the growth in the number and type of homes London needs, driving up rents and house prices to levels that have priced many Londoners out of the market. A focus on large multinational businesses in the centre of London has not been matched by economic development in other parts of the city. A failure to consider the wider implications of London’s growth has increased car dependency, leading to low levels of physical activity, significant congestion, poor air quality and other environmental problems.’

5.2 A copy of the Plan has been placed in the Members’ Room. It is made up of a comprehensive package of policies covering a wide range of issues – the scale, nature and spatial patterns housing and economic growth; the provision of affordable housing; the design of development; the provision of social, green, utilities and other infrastructure; protection and management of heritage and culture; the protection and enhancement of the natural environment; waste management; minerals supply; the approach to be taken to transport and growth/development; and so on.

5.3 Each of the policy areas in the Plan is underpinned by a core set of six ‘Good Growth’ policies which in effect represent a summary of the overall direction of the Plan:

- **Policy GG1 Building strong and inclusive communities** – to generate a wide range of economic and other opportunities for all; provide access to good quality services and amenities that strengthen communities; increasing active participation and social integration, and addressing social isolation; ensure that streets and public spaces are planned for people; promote the crucial role town centres; well designed new buildings and the spaces; a London where all Londoners, including older people, disabled people and people with young children can move around with ease and enjoy the opportunities the city provides, etc.

- **Policy GG2 Making the best use of land** – including high-density, mixed-use places, intensifying use of land, prioritising Opportunity Areas, brownfield land, surplus public sector land, sites which are well-connected by existing or planned Tube and rail stations, sites within and on the edge of town centres, and small sites; protect London’s open spaces, including the Green Belt, Metropolitan Open Land; enabling car-free lifestyles that allow an efficient use of land, etc.
- **Policy GG3 Creating a healthy city** –improve Londoners’ health and reduce health inequalities, addressing health in an integrated and co-ordinated way; promote more active and healthy lifestyles; use the Healthy Streets Approach; assess impacts of development on the health and wellbeing of communities; improve access to green spaces and the provision of new green infrastructure; ensure that new buildings are well-insulated and sufficiently ventilated to avoid the health problems associated with damp, heat and cold; seek to create a healthy food environment, increasing the availability of healthy food and restricting unhealthy options, etc.
- **Policy GG4 Delivering the homes Londoners need** – create a housing market that works better for all Londoners; ensure that more homes are delivered; strategic target of 50 per cent of all new homes being genuinely affordable; create mixed and inclusive communities, with good quality homes; establish ambitious and achievable build-out rates, etc.
- **Policy GG5 Growing a good economy** – promote the strength and potential of the wider city region; economy diversifies and that the benefits of economic success are shared more equitably across London; plan for sufficient employment and industrial space in the right locations; sufficient high-quality and affordable housing, as well as physical and social infrastructure is provided to support London’s growth; leadership in innovation, research, policy and ideas; promote and support London’s rich heritage and cultural assets; maximise London’s existing and future public transport, walking and cycling network, as well as its network of town centres, to support agglomeration and economic activity, etc.
- **Policy GG6 Increasing efficiency and resilience** - improve energy efficiency and support the move towards a low, carbon circular economy, contributing towards London becoming a zero carbon city by 2050; ensure buildings and infrastructure are designed to adapt to a changing climate, making efficient use of water, reducing impacts from natural hazards like flooding and heatwaves, and avoiding contributing to the urban heat island effect; create a safe and secure environment which is resilient against the impact of emergencies including fire and terrorism; take an integrated approach to the delivery of strategic and local infrastructure by ensuring that public, private, community and voluntary sectors plan and work together, etc.

- 5.4 Panel had the benefit of an informal briefing on the Plan by the GLA on 10 January 2018. The consultation on the draft Plan closes on 2 March. It will be followed by an Examination in Public scheduled for Autumn 2018 and publication is expected Autumn 2019.

Timeframe

- 5.5 The new Plan will run from 2019 to 2041. This date has been chosen to provide a longer-term view of London's development to inform decision making. However, some of the more detailed elements of the Plan, such as the housing targets are set only for the first ten years of the Plan. This reflects the dynamic nature of London's land market and means that there will need to be a review of the housing targets before 2029.

6. Responding to the consultation

- 6.1 The London Plan is, of course, a Plan for London and the Mayor has no planning powers that extend outside the Capital. As such, the majority of the matters covered by it have little or no direct impact upon areas beyond it. Many of the underlying issues and indeed measures for dealing with these, however, will be similar to those in surrounding areas, such as Hertfordshire. As a consequence, whilst the Plan is very comprehensive in the issues it covers, there are relatively few upon which Panel may feel the County Council will need to articulate a view. A number of the issues are rehearsed below.

The Plan as a whole and the Good Growth policies

- 6.2 The Plan covers a very wide range of planning issues – from the very strategic issues of providing for new homes and supporting the economy right down to detailed matters such as the design of streets and protection of pubs. As a package of strategies, approaches and policies, the Plan is proactive, comprehensive and challenging and Panel may feel is worthy of a broad statement of support, particularly in relation to the six core Good Growth policies.

Level of Housing need

- 6.3 The Plan identifies an annual need for 66,000 dwellings per annum (dpa). The greatest proportion of that need is determined by projecting population/household formation over the period 2016-2041. However, the housing targets within the London Plan only deal with the period 2019-2029. If one uses the same 2016 baseline and takes the 2029 timeframe for which housing targets are set – a period of 13 years - the average annual need appears to rise by at least 10,000 dpa. This represents a significantly greater level of need than that identified in the Plan and proposed to be catered for in housing targets. Clearly, not actively planning for higher levels of short term need has potentially significantly implications for both London and areas beyond.

- 6.4 Clarification has been sought from the GLA, but at the time of writing no response has been received. The Panel may feel it would be appropriate for the County Council to pursue this clarification in any response and if the scale of annual need to 2029 is indeed in excess of 66,000 dpa call for the Mayor and the Plan itself to clarify the implications of this and how they are to be managed.

Meeting Housing Needs within London

- 6.5 The Further Alterations published in 2015 identified a housing need of 49,000 dpa and a housing target of 42,000 dpa. In practice, London struggles to deliver half of its need and a recent high in delivery in 2014/15 of 32,440 was still 17,000 dpa short of the annual level of need and 10,000 dpa short of the extant London Plan target. In the period 2001/2 to 2014/15 average annual housing delivery within London was 27,444 dpa. Housing delivery failure against London Plan targets is a consistent and ongoing theme.
- 6.6 This Plan identifies a housing need of 66,000 dpa and a housing target of 65,000pa. This target is to be achieved through a range of mechanisms - maximising opportunities on brownfield sites, within opportunity areas (areas typically contain capacity for at least 5,000 net additional jobs or 2,500 net additional homes or a combination of the two), optimising housing density, intensification within Outer London, a crucial role of the town centre network, enhancing the role of small sites, mixed use redevelopment of low density car parks and retail, incremental intensification of existing residential areas, both strategic and small scale regeneration, etc. Growth is to be achieved without encroaching into the Green Belt – the Mayor strongly supports the protection of the Green Belt and of Metropolitan Open Land and there are policies to protect these from inappropriate development.
- 6.7 London is going to have to at least double annual housing delivery if London Plan targets are going to be achieved, which given the backdrop of persistent delivery failure appears very challenging. However, the Mayor sees *'London's housing crisis is the single biggest barrier to prosperity, growth, and fairness facing Londoners today'*. His draft housing Strategy and this draft Plan contain a wide range of policy and other measures designed to achieve his vision and it may well be that these two strategies combined, together with concerted effort of all partners, achieves the Mayor's desired housing delivery uplift.
- 6.8 Whilst the Plan's commitment to meet the majority of identified housing needs appears to be very challenging in the light of persistent delivery failure, Panel may consider it appropriate for the County Council to welcome the Mayor's commitment to meet the majority of London's housing needs within the Capital.

Housing delivery failure?

- 6.9 There would clearly be a range of potential serious consequences if housing delivery within London continues to fail – both within and beyond the capital (exacerbating the tendency to migrate, increasing commuting, increasing migration assumptions within official population projections, etc). The pressures placed upon areas beyond London, particularly closest to it in places like Hertfordshire, would potentially be intense. Given the scale of the challenge ahead it would seem prudent to plan for the possibility of failure and the Plan is not as clear as it might be in terms of what would happen were failure to materialise. The Mayor himself recognises that the London housing crisis *‘.....is unacceptable and I am determined to make a difference. I have been honest with Londoners from the start – we are not going to be able to turn things around overnight. This is going to be a marathon, not a sprint. But we are working hard every day and we have already started to take big steps forward’*. Even the Mayor does not appear to expect a significant change in the short and even perhaps medium term.
- 6.10 At the informal briefing for Panel on 10 January the GLA was asked what the Mayor’s response would be were housing delivery failure to materialise – would that failure be managed within London or would the Mayor be looking for support from further afield? The response was that failure would be addressed by a review of the Plan, not by placing expectations upon local authorities beyond London.
- 6.11 Regardless as to the Mayor’s position, it is possible to envisage a scenario in which local planning authorities bringing forward local plans beyond London are pressurised by some parties, and perhaps asked by Inspectors, to explain how they propose to address housing delivery shortfall within London – are they to uplift their housing targets?
- 6.12 Under these circumstances, and to offset any ambiguity, Panel may take the view it would be appropriate for the County Council to seek confirmation within the Plan (probably within both policy and supporting text) that housing delivery failure is a matter for London and would be dealt with by means of a review of the Plan. There may also be merit in also calling for the Plan to include a trigger point for the Review – a specific number of years of failure, for example.

The ‘missing 1,000dpa’

- 6.13 The Plan identifies a need for 66,000 dpa and considers it has capacity to and contains specific policies and targets to deliver 65,000 dpa. The previous London Plan, which similarly failed to proactively plan specifically for the level of identified need (but in that case the gap was 7,000 dpa), contained policy wording (*‘Boroughs should draw on the housing benchmarks in table 3.1 in developing their LDF housing targets, augmented where possible with extra housing capacity to close the gap between identified housing need.....’*) that sought to encourage London Boroughs to exceed their specific housing targets to make inroads into managing the 7,000 dpa shortfall between ‘need

for' and 'plan for'. This Plan contains no such wording and there is no clarity on the position in relation to the 'missing 1,000 dpa' homes. Clarification has been sought from the GLA, but at the time of writing, no response has been received. Panel may feel it would be appropriate to pursue this in any County Council response and call for the position to be clearly articulated in the Plan.

Collaboration in the Wider South East

- 6.14 The Plan contains two policies that are particularly relevant to authorities beyond London. The first deals with 'Collaboration' generally and the second 'Growth locations in the wider south east and beyond'. Given their obvious relevance, these policies are reproduced and discussed below.

Policy SD2 Collaboration in the Wider South East

A The Mayor will work with partners across the Wider South East (WSE) to address appropriate regional and sub-regional challenges and opportunities through recently-developed strategic coordination arrangements.

B To secure an effective and consistent strategic understanding of the demographic, economic, environmental and transport issues facing the WSE, the Mayor supports joint working with WSE partners to ensure that plan-making is, as far as possible, informed by consistent technical evidence.

C The Mayor will take account of the views of WSE partners in discharging his Duties to Inform and Consult with authorities beyond London and will respond to their Duty to Co-operate requests for views on Development Plans insofar as they bear strategically on London.

D The Mayor supports recognition of long-term trends in migration in the development of Local Plans outside London.

E The Mayor will work with WSE partners to find solutions to shared strategic concerns such as: barriers to housing and infrastructure delivery (including 'smart' solutions - see also paragraph 9.6.7); factors that influence economic prosperity; the need to tackle climate change (including water management and flood risk); improvements to the environment (including air quality) and waste management (including the promotion of Circular Economies); wider needs for freight, logistics and port facilities; and scope for the substitution of business and industrial capacity where mutual benefits can be achieved

- 6.15 The supporting text is designed to highlight some of the intimate relationships London has with its hinterland and further afield. For example:

- London is not an island and that whilst it is significantly larger than other centres in the Wider South East, it is part of an extensive and complex network of centres. The network as a whole, and the orbital and radial linkages which hold it together, comprise the most productive region in the UK accounting for nearly half its output and making by far the biggest net contribution to the national exchequer.

- the WSE is home to 24.2 million people (8.9 million in London), 10.0 million households (3.6 million in London) and 13.7 million jobs (5.7 million in London). It is projected to grow more rapidly by 2041 than other parts of the UK – in population terms by 21 per cent in London and 17 per cent in the WSE outside London. Household numbers are expected to increase by 32 per cent in London and 23 per cent elsewhere in the WSE.
- 800,000 commuters travel into London each day (more than half of the workforce in some of the local authorities bordering London and make an important contribution to its economy as well as to the commuters' own local economies when they return home.

6.16 The recognition of the existing wider south east political arrangements and the commitment to continue the collaboration to deal with shared issues is something Panel may feel the County Council could welcome and support. As the Plan progresses it would be useful for the wider south east to work together with the Mayor to make any necessary improvements to this proactive and positive policy and the narrative around it.

Policy SD3 Growth locations in the Wider South East and beyond

A The Mayor will work with relevant WSE partners, Government and other agencies to realise the potential of the wider city region and beyond through investment in strategic infrastructure to support housing and business development in growth locations to meet need and secure mutual benefits for London and relevant partners.

B The Mayor supports recognition of these growth locations with links to London in relevant Local Plans.

6.17 The purpose and intentions of Policy SD3 and its supporting text are not at all clear. The text of the policy appears to relate to investment in strategic infrastructure (presumably transport) to support growth where there are relationships to London (though the title of the policy suggests it is about growth locations beyond London). But when one turns to the supporting text, the focus seems to turn away from infrastructure and towards the delivery challenges associated with housing growth:

*'....that as far as possible sufficient provision will be made to **accommodate the projected growth within London**.....'*

*The GLA's new **Strategic Housing Market Assessment** shows that London has a need for approximately 66,000 additional homes a year. The Strategic Housing Land Availability Assessment suggests that London has the capacity for around 65,000 additional homes a year and the housing targets in this Plan reflect this.....'*

Despite this Plan seeking to accommodate the vast majority of London's future growth, some migration will continue.....'

*Given the pressure for growth in both London and the WSE, the barriers to housing delivery that need to be overcome to avoid a further increase of the backlog, and potential changes to projections over time, it is prudent to plan for longer-term contingencies. Therefore, the Mayor is interested in **working with willing partners** beyond London to explore if there is potential to accommodate more growth in sustainable locations outside the capital.’ This seems to start to explore the possibility of locations beyond the capital being suitable to accommodate not only growth generated there, but also some of London growth. This message is then reinforced in paragraphs that follow:*

‘.....The focus is on locations that are (or are planned to be) well-connected by public transport and where development can help meet local growth aspirations as well as wider requirements. Recognising that investment in public transport can often bring significant benefits to wider areas, such partnerships could focus on optimising rail capacity between London, the wider region and beyond. Another area of focus could be proposals for new/garden settlements with good links to London.....’

.....Collaboration with willing partners can help alleviate some of the pressure on London while achieving local ambitions in the WSE for growth and development, recognising that this may require further infrastructure.....’

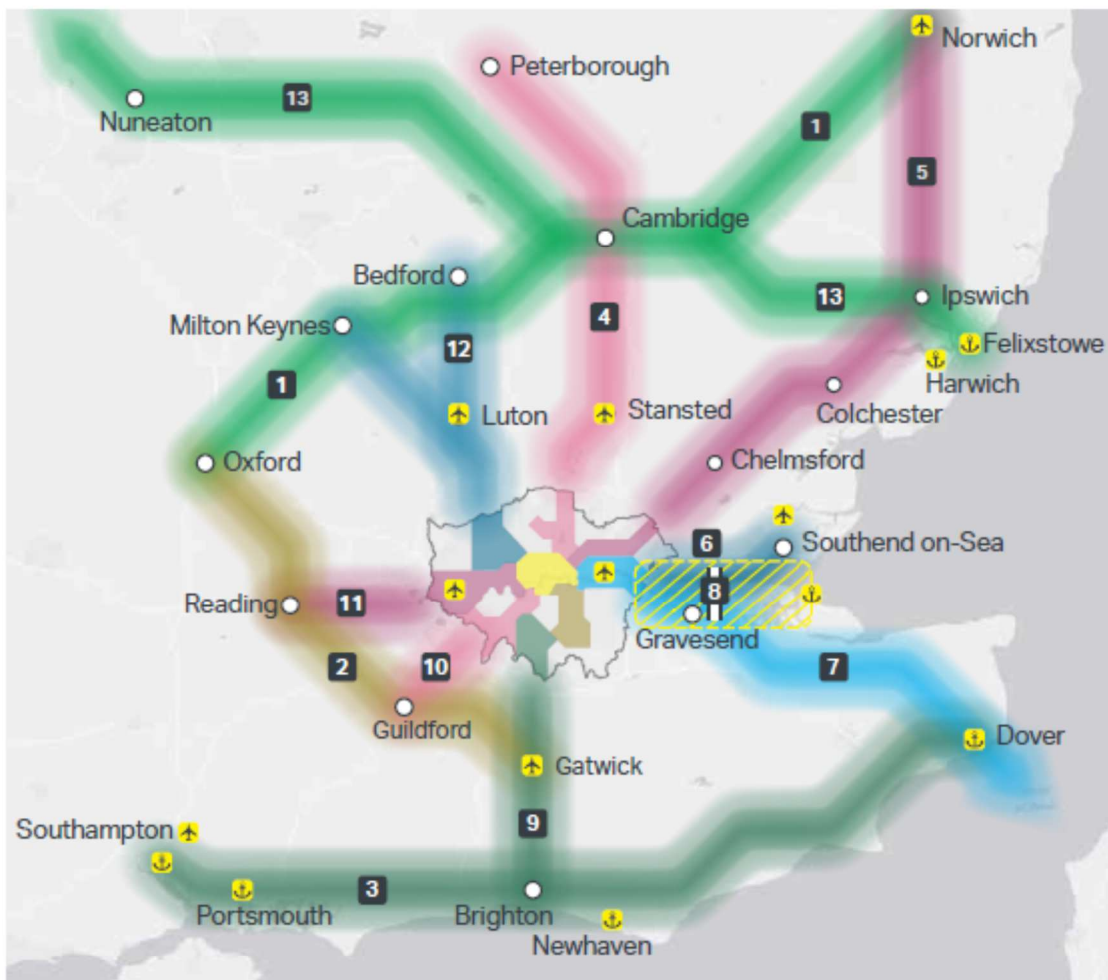
*.....The Mayor will work with key **willing partners**, including local authorities, Local Enterprise Partnerships, the National Infrastructure Commission and Government, to explore strategic growth opportunities where planning and delivery of strategic infrastructure (in particular public transport) improvements can unlock development that supports the wider city region.....’*

.....The Mayor continues to encourage authorities outside London to become willing partners and work with the capital on opportunities for growth, where mutual interest can be achieved.’

- 6.18 The ‘willing partners’ approach appears to relate to ‘longer-term contingencies’, though ‘longer term’ is not defined. It may well be that this whole section of the Plan is designed to pave the way for a strategic dialogue between London and the wider south east and beyond about how the next tranche of strategic growth (demographic and economic) is to be managed, including exportation of London growth, **for the period post-2029**. Reference is made, for example, to the National Infrastructure Commission being one of the ‘willing partners’ and this could reflect a view by the Mayor that initiatives such as the Oxford-Cambridge Corridor and the scale of growth potential within it represent a strategic opportunity to help address growth pressure not only within the corridor itself, but from other areas, including London. If this is the case then it resembles the very dialogue the Inspector into the Further Alterations was expecting to have happened to inform this Plan.
- 6.19 The supporting text contains a diagram of the strategic infrastructure priorities in the wider south east and beyond where the Mayor states ‘*Some of these orbital priorities may have more capacity to accommodate additional growth*

than the radial ones'. The Mayor appears to view these transport infrastructure priorities as potentially suitable for his 'willing partners' approach. Two of the priorities run through Hertfordshire. In developing these infrastructure priorities the authorities beyond London have been clear that their purpose is to identify infrastructure priorities, which while supporting growth, should not be construed as growth corridors. Associating these infrastructure priorities within the Mayor's approach to 'willing partners' on managing longer term growth potentially takes their scope beyond that agreed within the wider south east political arrangements.

Figure 2.15 - Wider South East – 13 Initial Strategic Infrastructure Priorities



Strategic Infrastructure Priorities

-  Airport
-  Port
-  Thames Estuary Ports
-  London Growth Areas

Source: Wider South East Partnership

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6.20 The Panel may feel it would be appropriate for the County Council to seek:

- a discussion within the wider south east political arrangements seeking clarification about what the Mayor's intentions are in relation to this section of the Plan – is it designed to commence a dialogue in relation to post 2029 scenarios;
- a redraft of the policy and supporting text to reflect that clarified position.
- the need to remove any suggestion that the strategic transport infrastructure priorities are growth priorities/corridors and perhaps the transfer of text relating to infrastructure priorities to the transport section of the Plan along with additional text about their purpose and how they are to be taken forward.

Waste

6.21 In 2015 London produced just under 18 million tonnes (mt) of waste, comprising:

- 3.1mt household waste – 17 per cent
- 5.0mt commercial/industrial waste – 28 per cent
- 9.7mt construction, demolition and excavation waste – 54 per cent

6.22 In 2015, London managed 7.5mt of its own waste, exported 11.4mt and imported 3.6mt. This gives London a current waste net self-sufficiency figure of approximately 60 per cent. Around 5mt (49 per cent) of waste exported from London went to the East of England and 4.2mt (42 per cent) to the South East. The bulk of this waste was construction, demolition and excavation waste. Approximately 1.3mt of waste was exported overseas.

6.23 In 2015, 2.9mt of the waste sent to the East of England went to landfill and 2.2mt went to landfill in the South East. Some 32 per cent of London's waste that was biodegradable or recyclable was sent to landfill.

6.24 Historically, Hertfordshire has managed considerable quantities of waste originating from London – whether that be household, commercial and industrial or construction, demolitions and excavation waste.

6.25 The Plan contains a range of ambitious policies. For example:

- promoting a more circular economy that improves resource efficiency and innovation to keep products and materials at their highest use for as long as possible.
- ensuring that there is zero biodegradable or recyclable waste to landfill by 2026.

Projected exports of Household and Commercial & Industrial waste from London (000's tonnes)

	2015	2021	2026	2041
London's arisings	8,100	8,216	8,299	8,726
London's exports	3,449	1,725		

- municipal waste recycling target of 65% by 2030.
- construction, demolition and excavation waste recycling target of 95% per cent by 2020.
- the equivalent of 100 per cent of London's waste to be managed within London (i.e. net self-sufficiency) by 2026 ['Managed' meaning waste is used for energy recovery, the production of solid recovered fuel (SRF), or it is high quality refuse-derived fuel (RDF) sorted or bulked for re-use (including repair and re-manufacture), reprocessing or recycling (including anaerobic digestion), reused, recycled or reprocessed].

6.26 There are also policy and other commitments to matters such as safeguarding of waste facilities; the suitability of strategic industrial locations and locally significant employment sites/land for waste uses and the need to protect such areas from housing and mixed use development; requirement for boroughs to allocate sufficient land to waste apportioned to their areas; the need for careful design of development adjacent to waste to minimise the potential for disturbance and conflicts of use; and so on. The Plan also recognises the important work undertaken by the Waste Technical Advisory Bodies and both supports and encourages the continued working to address cross boundary issues. These policies aspirations and commitments and commitment to joint working are very much in line with the County Council's approach to waste management. As such Panel may consider there would be merit in a broad statement of support from the County Council as an adjacent Waste Planning Authority. Despite these policies, London will continue to export waste, for example in the form of solid recovered fuel, refuse-derived fuel (RDF) and construction, demolition and excavation waste. Given the scale of growth and change proposed for London within the Plan, there are likely to be a challenging levels of future construction, demolition and excavation waste from the major infrastructure and regeneration projects.

6.27 The Plan states in the text supporting waste policies that London produced 324,000 tonnes of hazardous waste in 2015 and that there is a major risk of shortfall for this type of facility regionally. Given this risk Panel might feel it would be appropriate to recommend that a specific policy be included within the Plan dealing with this issue.

Minerals

6.28 The Plan contains policies to safeguard aggregates resources and aggregates infrastructure (including aggregates recycling, railheads, wharves), the maintenance of a landbank of land won aggregates, encouraging re-use and

recycling of construction, demolition and excavation waste within London, requirements to reduce the environmental impacts of aggregate. Such policies are in-keeping with the County Council's approach to aggregates provision and as such Panel may consider there would be merit in a broad statement of support from the County Council as an adjacent Minerals Planning Authority.

Transport

- 6.29 The main mechanism through which the Mayor proposes to manage London transport is within his Transport Strategy. This Plan therefore focusses more on those matters under the control of the planning regime that can contribute to the aspirations and policies within the Transport Strategy. These include:
- rebalancing the transport system towards walking, cycling and public transport, including ensuring high quality interchanges, to reduce Londoners' dependency on cars.
 - strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041.
 - the need to develop effective transport policies and projects to support the sustainable development of London and the Wider South East as well as to support better national and international public transport connections.
 - supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure minimum cycle parking standards, reduced parking provision, maximum car parking standards, etc.
- 6.30 The Mayor's approach to transport within his package of Strategies is very much in-keeping with the County Council's approach within the emerging Local Transport Plan 4. As an adjoining transportation authority, Panel may feel it would be appropriate to offer broad support to the approach proposed within the Plan and the recognition of the need for managing transport issues across boundaries.

The Economy

- 6.31 The Plan contains a range of policies designed to support the projected growth of all sectors of the London economy – offices, low cost business space, industry, logistics and service sectors, designation of strategic industrial locations, requirements to designate locally significant industrial sites, etc. The main thrust of the Plan is for the planning regime to positively plan for the development requirements of the London economy as it changes over time.
- 6.32 The one specific exception to this approach is in relation to industrial land. The Plan commits to the provision of a sufficient supply of land and premises in different parts of London to meet current and future demands for industrial and related functions and no net loss of industrial floorspace capacity. However, a key approach to industrial land is to encourage industrial intensification, colocation and substitution. In this context, 'substitution' includes the '*substitution of some of London's industrial capacity to related property markets elsewhere in London and beyond London's boundary*'. The

Plan is clear that this should only happen, amongst other matters, where it results in mutual advantage and full regard is given to both the positive and negative impacts. It should only be considered as part of a plan-led process of consolidation and intensification and not through ad hoc planning applications.

- 6.33 Whilst an issue having cross-boundary implications for Hertfordshire, the approach is based upon mutual advantage and managed strategically. The Panel may feel a County Council response could note the approach and reinforce the need for proper consideration of positive and negative impacts.

7. Hertfordshire Infrastructure and Planning Partnership/East of England Local Government Association

- 7.1 At its meeting on 15 January 2018 the Hertfordshire Infrastructure and Planning Partnership agreed that the Hertfordshire authorities should prepare a response to the consultation. Over the coming weeks there will be a dialogue within Hertfordshire about the key issues the local authorities will need to respond on. There are also officer and member arrangements within the East of England which will be considering what response should be made (by the East of England Local Government Association) to the Mayor from an East of England perspective. Both these processes may generate additional issues which, whilst coming forward post-Panel, it may be appropriate to incorporate into a County Council response, subject to them not conflicting with the overall tenor of any response as agreed by Panel.

8. Financial Implications

- 8.1 There are no financial implications as a result of this report.

9. Equality Implications

- 9.1 When considering proposals placed before Members it is important that they are fully aware of, and have themselves rigorously considered the equality implications of the decision that they are making.
- 9.2 Rigorous consideration will ensure proper appreciation of any potential impact of that decision on the County Council's statutory obligations under the Public Sector Equality Duty.
- 9.3 The Equality Act 2010 requires the County Council when exercising its functions to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and other conduct prohibited under the Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. The protected characteristics under the Equality

Act 2010 are age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion and belief, sex and sexual orientation.

- 9.4 No decisions are being made. An Equalities Impact Assessment has been undertaken of the Plan by the GLA.

Background Information

The London Plan - The Spatial Development Strategy for Greater London – Draft for Public Consultation – December 2017

HERTFORDSHIRE COUNTY COUNCIL**ENVIRONMENT, PLANNING & TRANSPORT CABINET PANEL
MONDAY, 5 FEBRUARY 2018, AT 10.00 AM****REVISED WASTE LOCAL PLAN TARGETS AND INDICATORS***Report of the Chief Executive and Director of Environment*

Author: Emma Chapman, Apprentice Planner, Spatial Planning and
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Executive Member: Derrick Ashley

1. Purpose of report

- 1.1 To present to the Panel a set of revisions to the targets and indicators contained within The Waste Core Strategy and Development Management Policies Document (hereafter referred to as the Waste Core Strategy). The Waste Core Strategy forms part of Hertfordshire's Waste Local Plan.
- 1.2 Any agreed changes will supersede the current targets and indicators and will be implemented within the forthcoming and subsequent Authority's Monitoring Reports.

2. Summary of Proposal

- 2.1 The Waste Core Strategy includes a chapter on the monitoring and implementation of the Waste Local Plan. This chapter is comprised of targets and indicators which are used to monitor the implementation of the Waste Local Plan policies.
- 2.2 The monitoring of the Waste Local Plan policies is presented through Hertfordshire's Authority's Monitoring Report (hereafter referred to as AMR). The AMR is a statutory document and is updated on an annual basis and is presented to this Panel.
- 2.3 The targets and indicators set out in the Waste Core Strategy have been being used to monitor the implementation of the Waste Local Plan policies through the AMR, since the Waste Core Strategy was adopted, in 2012.
- 2.4 In July 2015, the targets and indicators were revised due to difficulty reporting on a number of the targets. Obtaining information and relevant data to report on the targets was a lengthy process, which in turn required complicated explanations when reporting on each of the targets in the AMR.

- 2.5 Since July 2015 there have been further changes to the picture for waste in Hertfordshire and other issues in relation to obtaining data which need to be taken into account in order for the Targets and Indicators to remain pertinent and reportable.
- 2.6 The Waste Planning Authority has revised the targets and indicators and presents the revised set to Panel today. Further detailed explanations on the reasons for the proposed revisions are set out in Tables 1 and 2 of Appendix A, as attached to the report.

3. Recommendation

- 3.1 The Panel's views are sought on the revisions to the targets and indicators which are used to assess the implementation of the Waste Local Plan policies, within the AMR.

4. Background to the Waste Local Plan Targets and Indicators

- 4.1 Hertfordshire's Waste Local Plan is comprised of The Waste Core Strategy (adopted November 2012) and The Waste Site Allocations Development Plan Document (adopted July 2014).
- 4.2 Chapter 5 of the Waste Core Strategy outlines the monitoring and implementation framework for the Local Plan, which is comprised of the targets and indicators.
- 4.3 The targets and indicators were developed to ensure that the Waste Planning Authority can assess the effectiveness of policies within the Waste Local Plan.
- 4.4 Monitoring the implementation of the Waste Local Plan policies allows the Waste Planning Authority to keep a record of the use of all policies and highlights which policies are not being implemented and may need to be revised, or removed, when the Waste Local Plan comes under review.
- 4.5 At present the Waste Local Plan is under review. The review of the Waste Local Plan is a lengthy process, with the updated Waste Local Plan document anticipated for adoption in 2021.
- 4.6 Until the adoption of the updated Waste Local Plan in 2021, the Waste Planning Authority must ensure that the targets and indicators of the Waste Core Strategy remain appropriate and reportable so as to ensure that the implementation of the Waste Local Plan policies can be monitored effectively.
- 4.7 The text below is taken from chapter 5 of the Waste Core Strategy. It sets out the Waste Planning Authorities commitment to ensuring the targets and indicators remain appropriate:

“Through the Monitoring Report (AMR), the Waste Planning Authority will keep this monitoring framework under review to ensure that an effective approach to monitoring the implementation of the plan is maintained and

that the targets and indicators used to monitor the plan remain appropriate.”

5. Summary of Proposed Revisions

- 5.1 The proposed changes to the targets and indicators can be found at Appendix A of this report. In addition, the revised tables from chapter 5 of the Waste Core Strategy and Development Management Policies document have been prepared and can be found at Appendix B of this report.
- 5.2 In summary, the following changes are proposed:

Target 3 and its associated Indicator to be modified

Existing Target 3 reports on any New Waste Management Facilities that have been permitted (within Areas of Search A-E , which are broad areas set out in Hertfordshire’s Waste Local Plan) to treat the identified Local Authority Collected (LAC) Waste Arisings, which includes identified organic LAC waste arisings, over the period that the adopted Waste Local Plan covers (2011-2026).

Target 3 needs to be revised in light of the findings set out in the ‘Local Authority Collected Waste Spatial Strategy’ (LACWCS) 2016, which is prepared by the Waste Management Unit at Hertfordshire County Council.

The LACWCS 2016 states that there is enough permitted Organic Waste treatment facilities in the county, to treat projected organic waste levels up to 2030/2031.

As a result of these findings, the Waste Planning Authority no longer needs to report on new facilities to treat the LAC Organic waste arisings and therefore would like to exclude the organic element from Target 3.

Target 8 has been removed

Existing Target 8 reports on the percentage of untreated waste that is imported from London into Hertfordshire after 2015, with the aim of this percentage being 0%.

Since this target has been reportable (from 2015 onwards), obtaining the figure for the ‘untreated’ percentage of waste imported from London has proved impossible data for the Waste Planning Authority to obtain. The only data that the Waste Planning Authority has been able to obtain and therefore report on is the overall percentage of waste imported from London.

The Waste Planning Authority proposes that this target be removed in light of the difficulty obtaining the data for this target and the subsequent inability to accurately report on it.

Target 17 and its associated Indicator to be modified

The Waste Planning Authority has experienced difficulty obtaining the information to report on this target due to staffing issues and the procurement of new software for the recording of planning and enforcement information.

It is proposed that the target be changed so that the information required is easily accessible and something that can be directly obtained by the Waste Planning Authority.

It is proposed that the new target relate to Waste Surveys, which are handled directly by the Waste Planning Authority on an annual basis.

6. Next Steps

- 6.1 The next AMR, which will cover the period of 1 April 2017- 31 March 2018 and will be presented to this Panel at a later date in 2018, will include the revised set of targets and indicators. Text will be inserted in the AMR, explaining why these changes have been made, with reference to this Panel Report. In addition, these changes will appear online directly alongside the adopted Waste Local Plan as an addendum.

7. Financial Implications

- 7.1 The cost of monitoring the Waste Local Plan is included in existing budgets.

8. Equalities Impact Assessment (EqIA)

- 8.1 When considering proposals placed before Members it is important that they are fully aware of, and have themselves rigorously considered the equality implications of the decision that they are making.
- 8.2 Rigorous consideration will ensure that proper appreciation of any potential impact of that decision on the county council's statutory obligations under the Public Sector Equality Duty. As a minimum this requires decision makers to read and carefully consider the content of any Equalities Impact Assessment (EqIA) produced by officers.
- 8.3 The Equality Act 2010 requires the county council when exercising its functions to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and other conduct prohibited under the Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. The protected characteristics under the Equality Act 2010 are age; disability; gender reassignment; marriage and civil

partnership; pregnancy and maternity; race; religion and belief, sex and sexual orientation.

- 8.4 No EqlA was undertaken in relation to this report. It is not anticipated that people with protected characteristics will be affected disproportionately by the proposals set out in the report.

Appendix A – Schedule of amendments to the Waste Core Strategy Targets & Indicators

Appendix B – Amended Tables 12 and 13 for chapter 5 of the Waste Core Strategy and Development Management Policies document 2011-2026 (adopted November 2012)

Background documents used in writing this report:

Waste Core Strategy and Development Management Policies document (adopted November 2012), <http://www.hertsdirect.org/docs/pdf/w/twcsadmpd.pdf>

Minerals and Waste Development Framework Authority's Monitoring Report 2016/2017
[http://www.hertsdirect.org/services/envplan/plan/hccdevplan/annualmonitoringreport 1/](http://www.hertsdirect.org/services/envplan/plan/hccdevplan/annualmonitoringreport1/)

Appendix A: Schedule of Amendments to the Waste Core Strategy Targets and Indicators

Table 1: Amended Waste Core Strategy Targets

Existing Waste Core Strategy Target	Keep/Modify/Delete	Relevant New Target
<p><u>Target 1</u></p> <p>A year on year reduction in the amount of untreated waste sent to landfill over the Plan period.</p>	<p>Keep</p>	<p>N/A</p>
<p><u>Target 2</u></p> <p>A reduction in the amount of waste produced per household to 1 tonne per year per household over the Plan period.</p>	<p>Keep</p>	<p>N/A</p>
<p><u>Target 3</u></p> <p>New Waste Management Facilities located within Areas of Search A-E to treat the identified LAC waste arisings (including organic) over the plan period.</p>	<p>Modify</p> <p>This target needs to be revised in light of the findings set out in the ‘Local Authority Collected Waste Spatial Strategy’ 2016, as prepared by the Waste Management Unit at Hertfordshire County Council.</p> <p>The Local Authority Collected Waste Spatial Strategy states that there is enough permitted Organic Waste treatment facilities in the county, to treat projected organic waste levels up to 2030/2031.</p> <p>As a result of these findings, the Waste</p>	<p>Target 3</p> <p>New Waste Management Facilities located within Areas of Search A-E to treat the identified LAC waste arisings (excluding organic) over the plan period.</p>

		Planning Authority no longer needs to report on new facilities to treat Local Authority Collected Organic waste and as a result needs to exclude this element from the existing target 3 so as to comply with the new findings.	
<u>Target 4</u>	New Waste Management Facilities to treat the identified C&I waste arisings over the plan period.	Keep	N/A
<u>Target 5</u>	A minimum of 60% of all LAC waste to be recycled or composted by 2026.	Keep	N/A
<u>Target 6</u>	A minimum of 60% of all C&I waste to be recycled or composted by 2026.	Keep	N/A

<u>Target 7</u>	A minimum of 90% of all construction, Demolition and Excavation waste to be diverted from landfill by 2026.	Keep	N/A
<u>Target 8</u>	0% of untreated waste to be imported from London after 2015.	Delete Since 2015 (when this target became reportable) accurately reporting on this Target has proved impossible. Obtaining the 'untreated' percentage of waste imported from London, is data that the	N/A

		<p>Waste Planning Authority is unable to obtain or decipher from the information it can acquire.</p> <p>Since 2015, the Waste Planning Authority has been reporting on the overall percentage of waste imported from London, as opposed to that of the 'untreated' percentage.</p> <p>The Waste Planning Authority proposes that this target be removed in light of the difficulty obtaining the data for this target and the subsequent inability to accurately report on it.</p> <p>At present the Waste Local Plan is under review. The updated Waste Local Plan will contain new Targets and Indicators which will eventually replace the ones you see before you today.</p> <p>The updated Waste Local Plan will include new figures for waste imported from London and thus will contain new targets and indicators that relate to this information.</p> <p>It is seen as appropriate to remove this target at this moment in time, until the new set of Targets and Indicators arise as a result of the Waste Local Plan</p>	
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		review.	
<u>Target 9</u>	Respond to all development proposals which The Waste Planning Authority considers will significantly impact upon waste management facilities in Hertfordshire.	Keep (To become Target 8 as a result of Target 8 being removed)	Target 8 Respond to all development proposals which the Waste Planning Authority considers will significantly impact upon waste management facilities in Hertfordshire.
<u>Target 10</u>	Object to proposals that are not in accordance with Policy 5: Safeguarding of Sites.	Keep (To become Target 9 as a result of Target 8 being removed)	Target 9 Object to proposals that are not in accordance with Policy 5: Safeguarding of Sites.
<u>Target 11</u>	Increasing co-location of complimentary waste facilities.	Keep (To become Target 10 as a result of Target 8 being removed)	Target 10 Increasing co-location of complimentary waste facilities.
<u>Target 12</u>	An overall increase in the number of waste management facilities with an element of energy recovery.	Keep (To become Target 11 as a result of Target 8 being removed)	Target 11 An overall increase in the number of waste management facilities with an element of energy recovery.
<u>Target 13</u>	An increase in the number of permitted applications which include alternatives to road transport.	Keep (To become Target 12 as a result of Target 8 being removed)	Target 12 An increase in the number of permitted applications which include alternatives to road transport.
<u>Target 14</u>	All applicable road-borne waste management facilities to be located no more than 5km from the strategic and primary road network.	Keep (To become Target 13 as a result of Target 8 being removed)	Target 13 All applicable road-borne waste management facilities to be located no more than 5km from the strategic and primary road network.
<u>Target 15</u>	All planning applications to be granted in accordance with advice obtained from the	Keep (To become Target 14 as a result of	Target 14 All planning applications to be granted in accordance with advice obtained from the Environment Agency,

	Environment Agency, Historic England, Natural England, Highways England, Sport England and other relevant consulted bodies within the county council.	Target 8 being removed)	Historic England, Natural England, Highways England, Sport England and other relevant consulted bodies within the county council.
<u>Target 16</u>	Respond to all development proposals which the Waste Planning Authority considers could create significant waste during construction and demolition and request a Site Waste Management Plan.	Keep (To become Target 15 as a result of Target 8 being removed)	Target 15 Respond to all development proposals which the Waste Planning Authority considers could create significant waste during construction and demolition and request a Site Waste Management Plan.
<u>Target 17</u>	An overall reduction in the number of yearly breaches of planning control and complaints received relating to operational waste management facilities in the county.	Modify The Waste Planning Authority has experienced difficulty obtaining the information to report on this target due to staffing issues and the procurement of new software for the recording of planning and enforcement information. It is proposed that the target be changed so that the information required is easily accessible and something that can be directly obtained by the Waste Planning Authority. It is proposed that the new target relate to Waste Surveys, which are handled directly by the Waste Planning Authority on an annual basis.	Target 16 Percentage of waste site operators within the county that responded to the Waste Planning Authority's annual Waste Surveys.

		(To become Target 16 as a result of Target 8 being removed)	
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Table 2: Amended Waste Core Strategy Indicators

Existing Waste Core Strategy Indicator	Keep/Modify/Delete/Comments	New Indicator
<u>Indicator 1</u>	Percentage of waste sent to landfill over the plan period.	N/A
<u>Indicator 2</u>	Amount of waste generated by household per year.	N/A
<u>Indicator 3</u>	Capacity of new LAC waste management facilities by type in tonnes within the five areas of search A-E.	Indicator 3 Capacity of new LAC waste management facilities (excluding facilities that treat LAC organic waste) by type in tonnes within the five areas of search A-E.
Indicator 4	Capacity of new C&I waste management facilities by type in tonnes.	N/A
<u>Indicator 5</u>	Percentage of LAC waste recycled and composted.	N/A
<u>Indicator 6</u>	Percentage of C&I waste recycled and composted.	N/A
<u>Indicator 7</u>	Percentage of Construction Demolition and Excavation waste diverted from landfill.	N/A
<u>Indicator 8</u>	Percentage of waste imported to and exported from Hertfordshire for treatment and disposal.	N/A
<u>Indicator 9</u>	Number of planning applications the Waste Planning Authority has	Indicator 8 Number of planning applications the Waste Planning Authority has responded to.

	responded to.	removal of Indicator 8 (above)	
<u>Indicator 10</u>	Number of planning applications granted for non-waste uses on safeguarded waste sites.	Keep (To become Indicator 9 due to the removal of Indicator 8)	Indicator 9 Number of planning applications granted for non-waste uses on safeguarded waste sites.
<u>Indicator 11</u>	Number of planning applications granted for waste parks or combined waste management facilities.	Keep (To become Indicator 10 due to the removal of Indicator 8)	Indicator 10 Number of planning applications granted for waste parks or combined waste management facilities.
<u>Indicator 12</u>	Number of, capacity and energy output of energy recovery enabled waste management facilities.	Keep (To become Indicator 11 due to the removal of Indicator 8)	Indicator 11 Number of, capacity and energy output of energy recovery enabled waste management facilities.
<u>Indicator 13</u>	Number and capacity of non-road borne waste management facilities permitted.	Modify (To become Indicator 12 due to the removal of Indicator 8)	Indicator 12 Number and capacity of non-road borne waste management facilities permitted.
<u>Indicator 14</u>	Percentage of applicable waste management facilities located within 5km of the primary and strategic road network.	Modify (To become Indicator 13 due to the removal of Indicator 8)	Indicator 13 Percentage of applicable waste management facilities located within 5km of the primary and strategic road network.
<u>Indicator 15</u>	Number of planning applications granted contrary to the advice of the Environment Agency, Historic England, Natural England, Highways England, Sport England and other relevant consulted bodies within the county council.	Keep (To become Indicator 14 due to the removal of Indicator)	Indicator 14 Number of planning applications granted contrary to the advice of the Environment Agency, Historic England, Natural England, Highways England, Sport England and other relevant consulted bodies within the county.
<u>Indicator 16</u>	Number of Site Waste	Keep	Indicator 15

	Management Plans responded to.	(To become Indicator 15 due to the removal of Indicator 8)	Number of Site Waste Management Plans responded to.
<u>Indicator 17</u>	Number of yearly breaches of planning control and complaints received relating to operational waste management facilities in the county.	Modify This indicator will need to be changed in light of the proposed changes to Target 17 in Table 1 above. (To become Indicator 16 due to the removal of Indicator 8)	Indicator 16 Percentage of Annual Waste Surveys responded to.
<u>Indicator 18</u>	Number of new or existing waste management facilities given permission in the Green Belt.	Keep <u>Please note:</u> Indicator 18 does not have a corresponding Target. It is the only indicator that relates to Policy 6: Green Belt of the Waste Core Strategy & Development Management Policies document. There are no targets that relate to waste management development in the Green Belt (To become Indicator 17 due to the removal of Indicator 8)	Indicator 17 Number of new or existing waste management facilities given permission in the Green Belt.

Table 3: New Waste Core Strategy Targets and Indicators

Revised set of Waste Core Strategy Targets		Revised set of Waste Core Strategy Indicator	
<u>Target 1</u>	A year on year reduction in the amount of untreated waste sent to landfill over the Plan period.	<u>Indicator 1</u>	Percentage of waste sent to landfill over the plan period.
<u>Target 2</u>	A reduction in the amount of waste produced per household to 1 tonne per year per household over the Plan period.	<u>Indicator 2</u>	Amount of waste generated by household per year.
<u>Target 3</u>	New Waste Management Facilities located within Areas of Search A-E to treat the identified LAC waste arisings (excluding organic) over the plan period.	<u>Indicator 3</u>	Capacity of new LAC waste management facilities (excluding facilities that treat LAC organic waste) by type in tonnes within the five areas of search A-E.
<u>Target 4</u>	New Waste Management Facilities to treat the identified C&I waste arisings over the plan period.	<u>Indicator 4</u>	Capacity of new C&I waste management facilities by type in tonnes.
<u>Target 5</u>	A minimum of 60% of all LAC waste to be recycled or composted by 2026.	<u>Indicator 5</u>	Percentage of LAC waste recycled and composted.
<u>Target 6</u>	A minimum of 60% of all C&I waste to be recycled or composted by 2026.	<u>Indicator 6</u>	Percentage of C&I waste recycled and composted.
<u>Target 7</u>	A minimum of 90% of all construction, Demolition and Excavation waste to be diverted from landfill by 2026.	<u>Indicator 7</u>	Percentage of Construction Demolition and Excavation waste diverted from landfill.
<u>Target 8</u>	Respond to all development proposals which the Waste Planning Authority considers will significantly impact upon waste management facilities in Hertfordshire.	<u>Indicator 8</u>	Number of planning applications the Waste Planning Authority has responded to.
<u>Target 9</u>	Object to proposals that are not in accordance with Policy 5: Safeguarding of Sites.	<u>Indicator 9</u>	Number of planning applications granted for non-waste uses on safeguarded waste sites.
<u>Target 10</u>	Increasing co-location of complimentary waste facilities.	<u>Indicator 10</u>	Number of planning applications granted for waste parks of combined waste management facilities.
<u>Target 11</u>	An overall increase in the number of waste	<u>Indicator 11</u>	Number of, capacity and energy output of energy

	management facilities with an element of energy recovery.		recovery enabled waste management facilities.
<u>Target 12</u>	An increase in the number of permitted applications that include alternatives to road transport.	<u>Indicator 12</u>	Number and capacity of non-road borne waste management facilities permitted.
<u>Target 13</u>	All road-borne waste management facilities to be located no more than 5km from the strategic and primary road network.	<u>Indicator 13</u>	Percentage of applicable waste management facilities located within 5km of the primary and strategic road network.
<u>Target 14</u>	All planning applications to be granted in accordance with advice obtained from the Environment Agency, Historic England, Natural England, Highways England, Sport England and other relevant consulted bodies within the county council.	<u>Indicator 14</u>	Number of planning applications granted contrary to the advice of the Environment Agency, Historic England, Natural England, Highways England, Sport England and other relevant consulted bodies within the county.
<u>Target 15</u>	Respond to all development proposals which the Waste Planning Authority considers could create significant waste during construction and demolition and request a Site Waste Management Plan.	<u>Indicator 15</u>	Number of Site Waste Management Plans responded to.
<u>Target 16</u>	Percentage of waste site operators within the county that responded to the Waste Planning Authority's annual Waste Surveys.	<u>Indicator 16</u>	Percentage Annual Waste Surveys responded to.
N/A.		<u>Indicator 17</u>	Number of new or existing waste management facilities given permission in the Green Belt.

Appendix B: Amended Tables 12 and 13 for Chapter 5 of the Waste Core Strategy and Development Management Policies document (adopted November 2012)

Revised Table 12

Revised set of Waste Core Strategy Targets		Delivering Strategic Objectives	Related Policy(s)	Relevant Indicator(s)	Additional References
T1	A year on year reduction in the amount of waste sent to landfill over the plan period.	SO1, SO3, SO5, SO7	4	IN1	Table 11 (Current Landfill)
T2	A reduction in the amount of waste produced per household to 1 tonne per year per household over the plan period.	SO2, SO6	1, 4	IN2	Table 4 (LAC arisings and treatment)
T3	New Waste Management Facilities located within Areas of Search A-E to treat the identified LAC waste arisings (excluding organic) over the plan period.	SO1, SO2, SO7	1, 4	IN3	Tables 5 and 6 (LAC existing and planned capacity totals and indicative facility numbers)
T4	New waste management facilities to treat the identified C&I waste arisings over the plan period.	SO1, SO2	1, 7	IN4	Tables 8 and 9 (capacity shortfall of non LAC waste and indicative facility numbers)
T5	A minimum of 60% of all LAC waste to be recycled or composted by 2026.	SO1, SO3, SO6	1, 2	IN5	Table 4 (LAC arisings and treatment)
T6	A minimum of 60% of all C&I waste to be recycled or composted by 2026.	SO1, SO3, SO6	1, 2	IN6	Table 7 (existing commercial and industrial waste capacity)
T7	A minimum of 90% of all Construction, Demolition and Excavation waste to be diverted from landfill by 2026.	SO1, SO3, SO6	4, 12	IN7	N/A

T8	Respond to all development proposals which the Waste Planning Authority considers will significantly impact upon waste management facilities in Hertfordshire.	SO5, SO6	5, 2	IN8	N/A
T9	Object to proposals that are not in accordance with Policy 5: Safeguarding of Sites.	SO1, SO2,	5	IN9	N/A
T10	Increasing co-location of complimentary waste facilities.	SO1, SO2	8	IN10	N/A
T11	An overall increase in the number of waste management facilities with an element of energy recovery.	SO5	3	IN11	N/A
T12	An increase in the number of permitted applications that include alternatives to road transport.	SO4	9	IN12	N/A
T13	All road-borne waste management facilities to be well located in relation to the strategic and primary road network.	SO2,SO4	9	IN13	N/A
T14	All planning applications to be granted in accordance with advice obtained from the Environment Agency, Historic England, Natural England, Highways England, Sport England and other relevant consulted bodies within the county council.	SO1, SO4	3, 7, 10, 11, 13, 14, 15, 16, 17, 18, 19	IN14	N/A
T15	Respond to all development proposals which the Waste Planning Authority considers could create significant waste during construction and demolition and request a Site Waste Management Plan.	SO3, SO6	12	IN15	N/A
T16	Percentage of waste site operators within the county that responded to the Waste Planning Authority's annual Waste Surveys.	SO1	20	IN16	N/A

Revised Table 13

New Waste Core Strategy Indicator		Related Policy(s)	Related Targets	Data Collection
IN1	Percentage of waste sent to landfill over the plan period.	4	T1	WDA Data/EA Waste Data Interrogator/WTAB/Planning Permissions
IN2	Amount of waste generated by household per year.	1	T2	WDA Data
IN3	Capacity of new LAC waste management facilities (excluding facilities that treat LAC organic waste) by type in tonnes within the five areas of search A-E.	1	T3	WDA Annual report/Planning permissions
IN4	Capacity of new C&I waste management facilities by type in tonnes.	1	T4	WDA Data/EA Waste Data Interrogator/WTAB
IN5	Percentage of LAC waste recycled and composted.	1, 2	T5	WDA Data/EA Waste Data Interrogator/WTAB
IN6	Percentage of C&I waste recycled and composted.	1, 2	T6	EA Waste Data Interrogator/WTAB
IN7	Percentage of Construction, Demolition and Excavation waste diverted from landfill.	4, 12	T7	EA Waste Data Interrogator/WTAB
IN8	Number of planning applications the Waste Planning Authority has responded to.	2, 5	T8	Waste Planning Authority Data
IN9	Number of planning applications granted for non-waste uses on safeguarded waste sites.	5	T9	Local Authority Data
IN10	Number of planning applications granted for waste parks or combined waste management facilities.	8	T10	Planning Permissions
IN11	Number of, capacity and energy output of energy recovery enabled waste management facilities.	3	T11	Planning Permissions
IN12	Number and capacity of non-road borne waste management facilities permitted.	9	T12	Planning Permissions
IN13	Percentage of applicable waste management facilities located within 5km of the primary and strategic road network.	9	T13	Planning Permissions
IN14	Number of planning applications granted contrary to the advice of the Environment Agency, Historic England, Natural England, Highways England, Sport England and other relevant consulted	3, 7, 10, 11, 13, 14, 15, 16, 17,	T14	Planning Permissions

	bodies within the county council.	18, 19		
IN15	Number of Site Waste Management Plans responded to.	12	T15	Planning Permissions /WPA Data
IN16	Percentage of annual Waste Surveys responded to.	20	T16	WPA Data
IN17	Number of new or existing waste management facilities given permission in the Green Belt.	6	Monitoring Only	Planning permissions

HERTFORDSHIRE COUNTY COUNCIL

**ENVIRONMENT, PLANNING & TRANSPORT CABINET PANEL
MONDAY 5 FEBRUARY 2018 AT 10.00AM**

ENVIRONMENT, PLANNING & TRANSPORT PERFORMANCE MONITOR Q3

Report of the Chief Executive & Director of Environment

Author: Simon Aries, Assistant Director Transport, Waste & Environmental Management
Tel: (01992) 555255

Jan Hayes-Griffin, Assistant Director Planning & Economy
Tel: (01992) 555203)

Executive Member: Derrick Ashley, Environment, Planning & Transport

1. Purpose of report

1.1 To allow the Panel to review the performance of Environment, Planning and Transport for the third quarter of this year (October - December 2017) against the Environment Department Service Plan 2016-2020 including key performance indicators, major projects, contracts and identified risks.

2. Summary

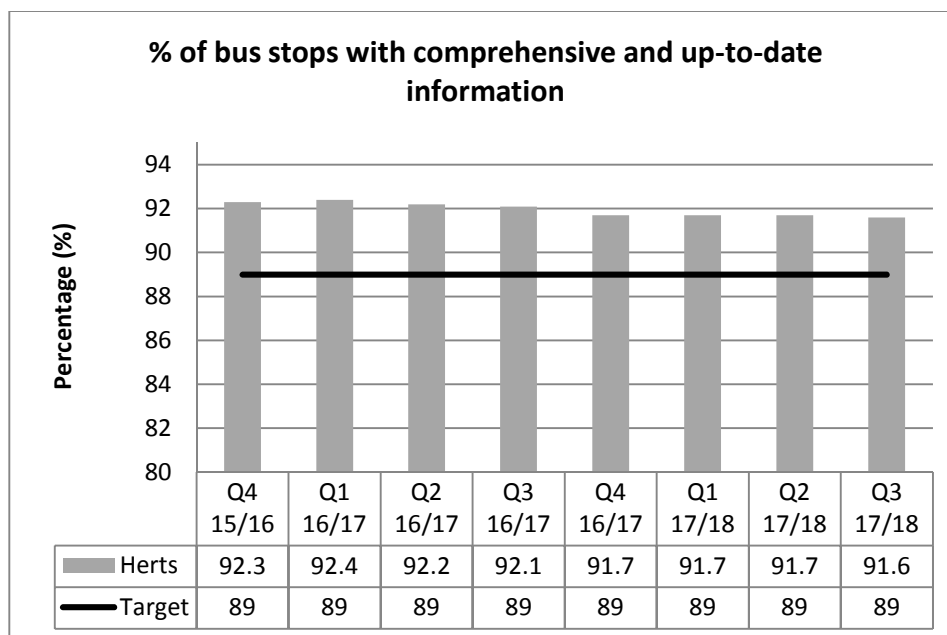
2.1 In Q3, services had a very good performance with nearly all of the indicators reported below either achieving their target or at least improving on their performance from the previous quarter.

3. Recommendation

3.1 The Cabinet Panel is invited to note the report and comment on the performance monitor for Quarter 3 2017-18.

4. Strategic Performance Indicators, Contracts and Projects

4.1 % of bus stops with comprehensive and up-to-date information



4.1.1 Total number of Marked Hertfordshire Stops - 4307

Total number of Marked Hertfordshire Stops with timetable frames attached to the bus stop pole or shelter containing printed timetables/departures from that stop - 3945

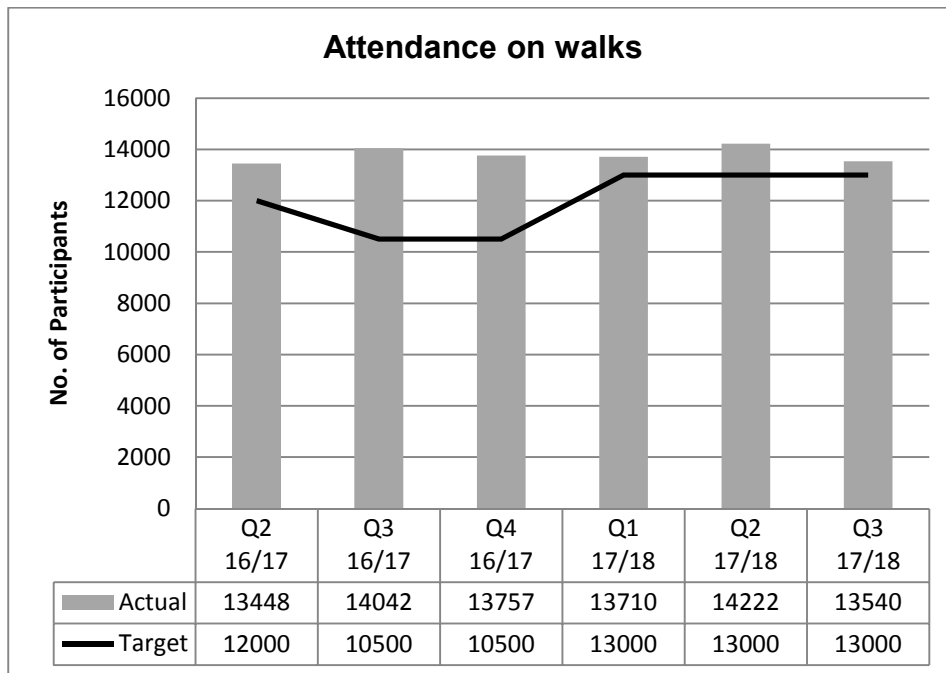
4.1.2 Performance remains high and above target while the number of stops with timetable information is the same as last quarter. In general, the aim is to install timetables where they are not present, though local constraints and design of posts/columns can prevent this being achieved across all stops. For passengers with smart-phones or other devices, the Intalink App and website provide an alternative method to accessing timetable information.

4.2 Hertfordshire Health Walks

4.2.1 Hertfordshire Health Walks (HHW) is a countywide initiative of free, volunteer led walks and is coordinated by Countryside Management Service (CMS). HHW promotes walking and encourages more people (all ages, backgrounds and abilities) to get outdoors, get more active and reap the benefits.

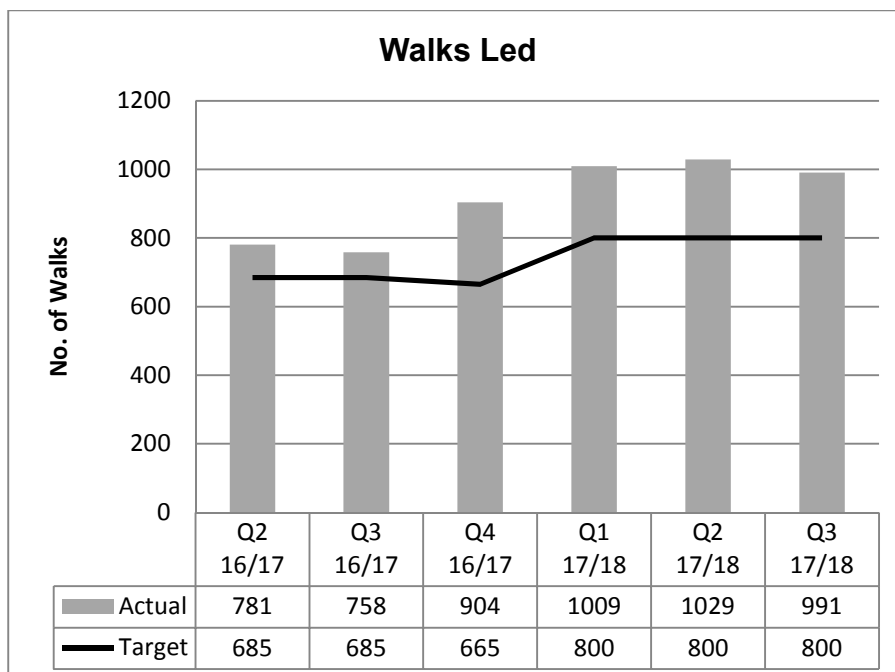
The target levels for 'Walks Participation' and 'Walks Led' have been equalised across the 4 quarters as recent experience has shown that walk leaders and the walkers enthusiasm to lead or participate in walks appears undiminished by seasonal changes.

4.2.2 Walks Participation



CMS achieved a good outcome for Q3 with 13,540 attendances on the Health Walks. Whilst this exceeds their target of 13,000, the focus is on health outcomes rather than absolute participation figures. Walks are, therefore, targeted to locations and participants where the potential greatest health impacts can be achieved.

4.2.3 Walks Led

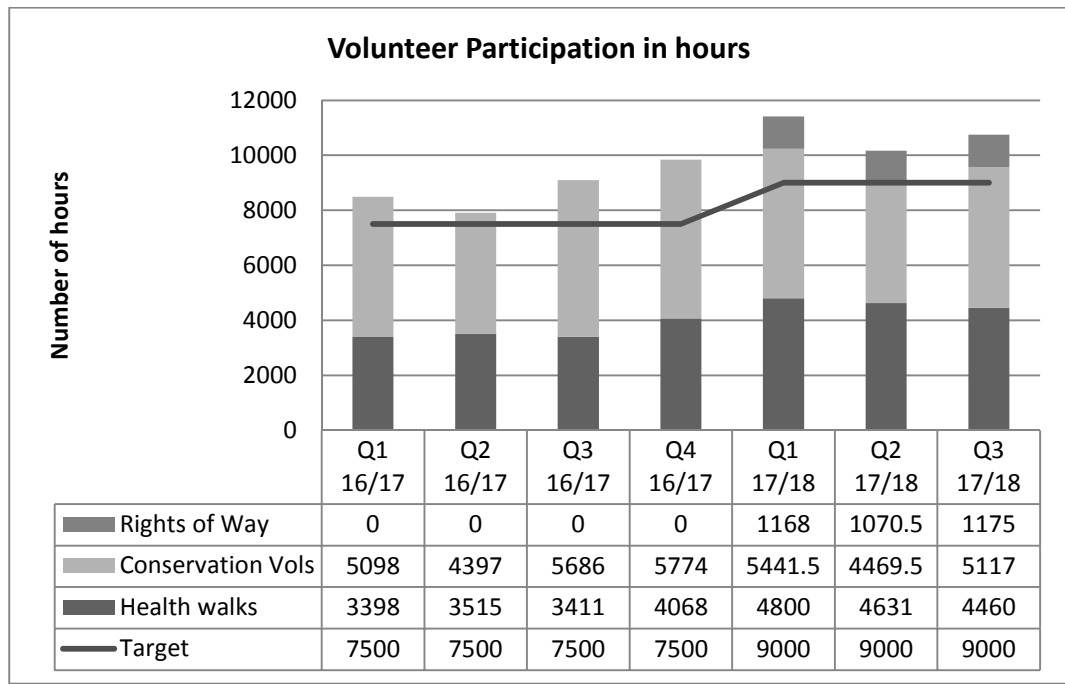


For Q3, 991 Health walks were delivered against a target of 800. This is the first time since the same period last year in which the number of walks led has decreased slightly. The outcome may have been affected by leaders cancelling walks due to the fall of snow and icy conditions experienced in December.

4.3 Countryside Management Service Volunteer Participation

4.3.1 The Countryside Management Service engages volunteers in all aspects of its activity through a variety of opportunities. Volunteers lead Health Walks, deliver environmental improvements in and improve access through green space including Hertfordshire’s Rights of Way and lead guided walks that raise awareness of the local environment. CMS has been awarded the national Investing in Volunteers Standard for its work supporting volunteers.

4.3.2 Volunteer Hours



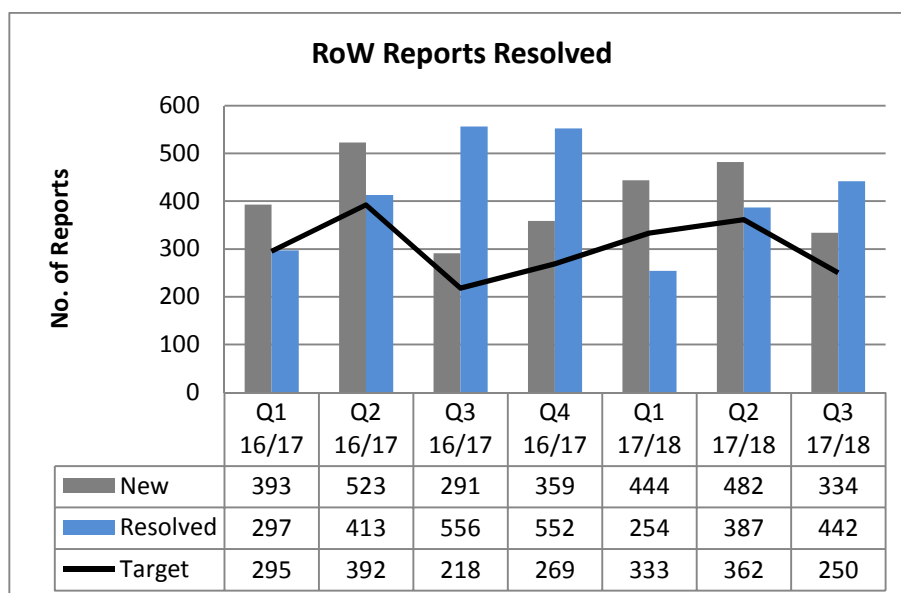
In Q3, there were 4,460 and 5,177 volunteering hours committed to the Health Walks and conservation volunteering respectively.

All CMS volunteering activity that improves Rights of Way is now reported separately. Volunteers in the new role of Rights of Way surveyor became active in Q1 and in conjunction with Footpath Friends, mid-week groups and the small RoW groups contributed 1,175 volunteering hours in this quarter. Therefore, there was a total of 10,812 volunteering hours in Q3 which surpassed the target 9,000 hours.

4.4 Project Income Secured from Sources External to the CMS

4.4.1 The Countryside Management Service prepares plans that set out how green space is to be enhanced for people and for wildlife. These plans are used to engage local communities in this decision making. They set out the actions that will enhance these places and also form the basis for applications to secure external funding. External funding is also secured to expand coverage of Hertfordshire Health Walks and enable volunteering activity in the environment. To date £351,268 has been secured from external sources this year to enable the delivery of land management plans and other CMS activity.

4.5 Resolve a minimum of 75% (approximately 1,800) of reports received about the rights of way network each year.



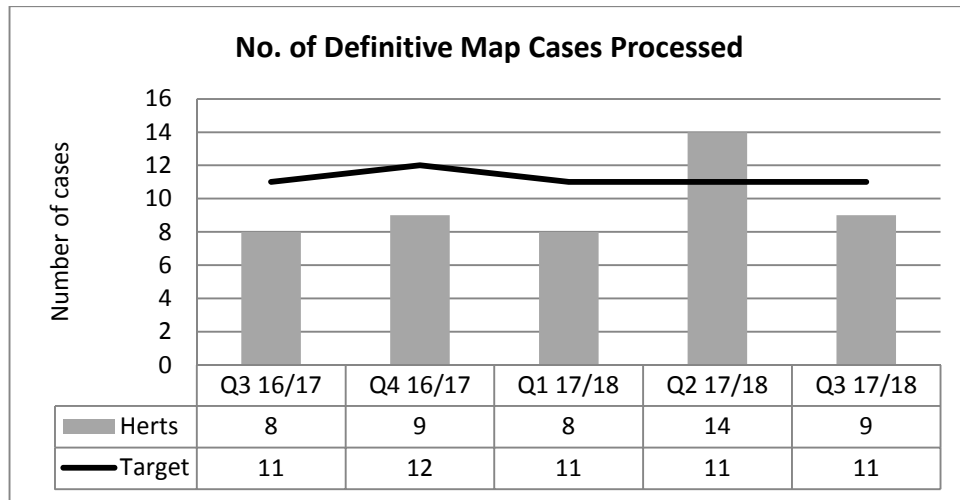
4.5.1 There are approximately 1,800 to 2,000 reports received per year from users of the rights of way network.

4.5.2 Reports are responded to and resolved according to HCC policy & priorities, to ensure the RoW network remains in a safe and useable condition.

4.5.3 This quarter, 334 new reports have been received and 442 or 132% have been resolved. The running total for the year so far is 81%.

4.5.4 The outcome of this indicator is that customers' reports are responded to and resolved according to HCC policy & priorities, to keep the RoW network in a safe and useable condition.

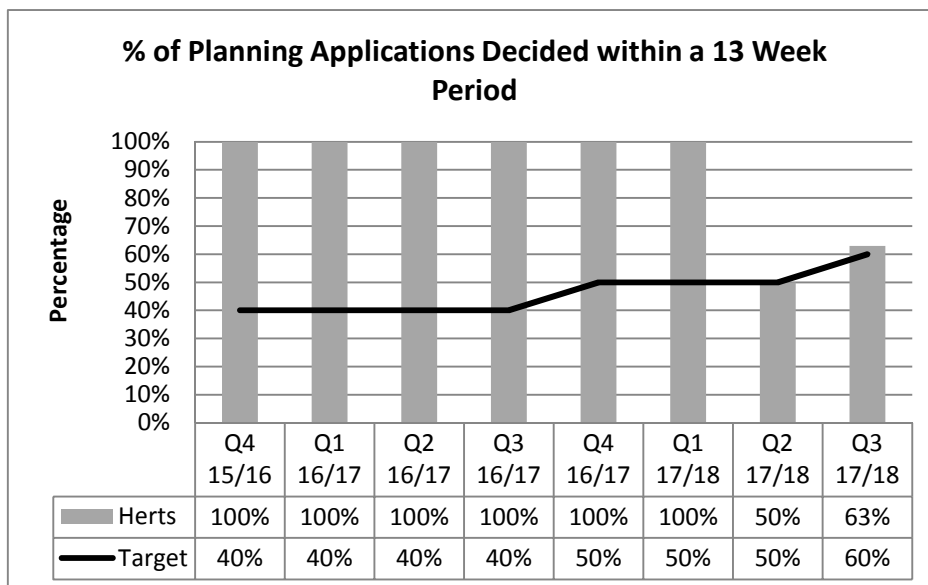
4.6 The number of decisions & orders made and public inquiries held for definitive map cases each year.



4.6.1 In Q3, 9 cases were resolved against a target of 11. Progress through any year, however, is highly subject to external influences, which cause delays and fluctuations in this team's case work turnover.

4.6.2 So far this year, a total of 31 cases have been determined against an accumulated target of 33 (94%). Thus, this quarter's performance is on track to achieve the annual target of 44.

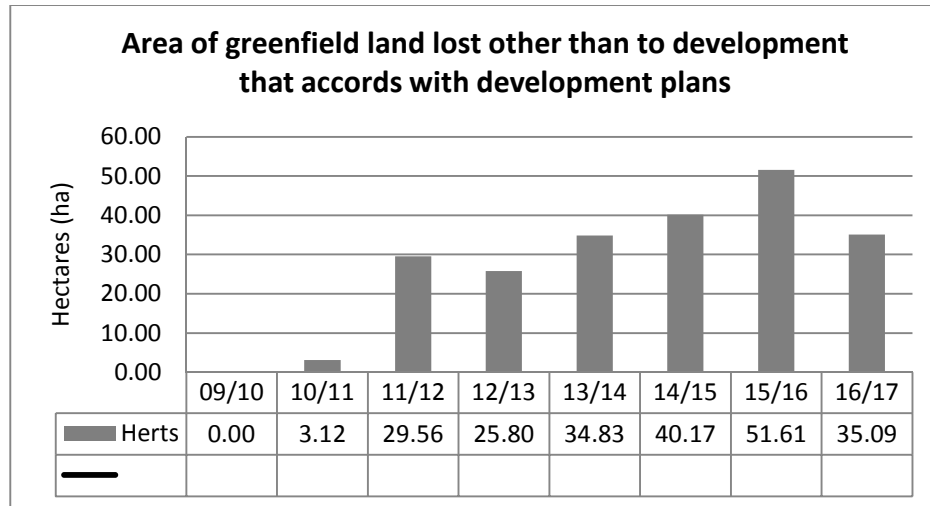
4.7 The timeliness of decisions for all County Matter planning applications



4.7.1 In Q3, performance was 63% or 5 out of 8. Two applications were determined within the standard statutory period. Extensions of time were agreed on a further three applications; one extension was

required to fit in with the committee cycle and the other two applications were complex developments which required the negotiation of additional agreements. Three applications were determined outside of the statutory period; these all related to the same site (Blackbirds Farm) and the applicant refused an extension of time.

4.8 Area of greenfield land lost other than to development that accords with development plans (lower is better)



4.8.1 For the first time in 4 years there has been a drop in Greenfield Land lost to development that isn't allocated land, this suggests that Government Policies pushing the uptake of brownfield land are now starting to take effect.

4.8.2 In addition, whereas previously Government policies towards growth and increased housing supply, together with the "presumption in favour of sustainable development" meant that more greenfield and green belt sites were being permitted on appeal in the absence of an up to date development plans or a demonstrated five year housing land supply. As predicted last year, local plans are now evolving to negate this scenario.

5. Risks

5.1 Environment, Planning and Transport has 1 corporate level risk and it is as follows:

5.2 Tree Health (Risk ENV0142)

5.2.1 Hertfordshire is facing an increasing threat from tree pests and diseases, including ash dieback and Oak Processionary Moth. In this context, there is a risk that current systems and resources for tree management will not be fit for purpose. Failure to manage tree risk may result in significant unplanned costs (including liability claims),

danger to the public and or/service users, and impact on landscape and ecosystem services.

- 5.2.2 The wording of the Corporate Risk has been amended to emphasise a shift in focus towards reviewing systems for tree inspection and management, incorporating best practice from other Local Authorities and national bodies (where appropriate), to enable an effective (and defensible) response to the increasing tree health threat. As a result, the scoring of the risk has been reviewed and increased from 20 to 24, although remains Significant.

6. Financial Implications

- 6.1 There are no financial implications arising from this report.

7. Internal Audit

- 7.1 There were no internal audits in Q3.

8. Equalities Implications

- 8.1 When considering proposals placed before Members it is important that they are fully aware of, and have themselves rigorously considered the equality implications of the decision that they are making.
- 8.2 Rigorous consideration will ensure that proper appreciation of any potential impact of that decision on the County Council's statutory obligations under the Public Sector Equality Duty. As a minimum this requires decision makers to read and carefully consider the content of any Equalities Impact Assessment (EQiA) produced by officers.
- 8.3 The Equality Act 2010 requires the County Council when exercising its functions to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and other conduct prohibited under the Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. The protected characteristics under the Equality Act 2010 are age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion and belief, sex and sexual orientation.
- 8.4 No equality implications have been identified in relation to this report although Panel will not make a decision in respect of its contents.

Background Information

[Environment, Planning & Transport Q2 report](#)

Environment Department Service Plan 2016-2020

Agenda



AGENDA for a meeting of the ENVIRONMENT, PLANNING AND TRANSPORT CABINET PANEL in COMMITTEE ROOM B at County Hall, Hertford on MONDAY, 5 FEBRUARY 2017 at 10:00AM

MEMBERS OF THE PANEL (12) (Quorum 3)

D A Ashley (Chairman), D J Barnard, S Bedford, S J Boulton, R C Deering, S J Featherstone, N A Hollinghurst, A K Khan, G McAndrew, A Stevenson (Vice-Chairman), J A West, A S B Walkington

Meetings of the Cabinet Panel are open to the public (this includes the press) and attendance is welcomed. However, there may be occasions when the public are excluded from the meeting for particular items of business. Any such items are taken at the end of the public part of the meeting and are listed under "Part II ('closed') agenda".

The Committee Room B is fitted with an audio system to assist those with hearing impairment. Anyone who wishes to use this should contact main (front) reception.

Members are reminded that all equalities implications and equalities impact assessments undertaken in relation to any matter on this agenda must be rigorously considered prior to any decision being reached on that matter.

Members are reminded that:

- (1) if they consider that they have a Disclosable Pecuniary Interest in any matter to be considered at the meeting they must declare that interest and must not participate in or vote on that matter unless a dispensation has been granted by the Standards Committee;**
- (2) if they consider that they have a Declarable Interest (as defined in paragraph 5.3 of the Code of Conduct for Members) in any matter to be considered at the meeting they must declare the existence and nature of that interest. If a member has a Declarable Interest they should consider whether they should participate in consideration of the matter and vote on it.**

PART I (PUBLIC) AGENDA

1. MINUTES

To confirm the Minutes of the meeting held on 1 November 2017 (attached).

2. PUBLIC PETITIONS

The opportunity for any member of the public, being resident in or a registered local government elector of Hertfordshire to present a petition relating to a matter with which the Council is concerned, and is relevant to the remit of this Cabinet Panel, containing 100 or more signatures of residents or business ratepayers of Hertfordshire.

Notification of intent to present a petition must have been given to the Chief Legal Officer at least 20 clear days before the meeting where an item relating to the subject matter of the petition does not appear in the agenda, or at least 5 clear days where the item is the subject of a report already on the agenda.

[Members of the public who are considering raising an issue of concern via a petition are advised to contact their local member of the Council. The Council's arrangements for the receipt of petitions are set out in Annex 22 - Petitions Scheme of the Constitution.]

If you have any queries about the procedure please contact Michelle Diprose, by telephone on (01992 555566) or by e-mail to michelle.diprose@hertfordshire.gov.uk

Notification of intent to present a petition has been received for the following petitions:-

1. Tansy Rothwell, details provided under 2A below.

2A. TO RECEIVE A PETITION FOR THE DISUSED RAILWAY LAND IN LOWER BENGEO

Report of the Director of Chief Executive and Director of Environment

Local Members: Andrew Stevenson

Notice has been received that Tansy Rothwell wishes to present a petition in the following terms:

'We the undersigned petition the council to open up the Lower Bengo railway land, making it a footpath and cycle track to provide a safe and traffic free route through Lower Bengo from Port Hill to Beane Road. In so doing we can retain the trees and green embankments and a corridor for wildlife too.'

A report on the subject of the petition is attached (2A)

3. PRESENTATION BY LONDON LUTON AIRPORT LIMITED REGARDING RECENT, ONGOING AND PROPOSED DEVELOPMENT/GROWTH AT LONDON LUTON AIRPORT

Report of the Chief Executive and Director of Environment

Agenda Pack 92 of 186

4. INTEGRATED PLAN PROPOSALS 2018/19 2021/22

Report of the Director of Resources

Members are asked to bring the following reports to the meeting:

'Public Engagement on the Integrated Plan 2018/19 – 2021/22'
(circulated as Item 4(i) for the Cabinet meeting of 22 January 2018); and

'Integrated Plan 2018/19 – 2021/22 (incorporating the Strategic Direction and Financial Consequences and the Treasury Management Strategy)'
(circulated as Item 4(ii) for the Cabinet meeting of 22 January 2018).

5. RAIL UPDATE

Report of the Chief Executive and Director of Environment

6. CONSULTATION BY THE MAYOR OF LONDON ON A DRAFT LONDON PLAN

Report of the Chief Executive and Director of Environment

7. REVISED WASTE LOCAL PLAN TARGETS AND INDICATORS

Report of the Chief Executive and Director of Environment

8. ENVIRONMENT, PLANNING & TRANSPORT PERFORMANCE MONITOR QUARTER 3

Report of the Chief Executive and Director of Environment

9. OTHER PART I BUSINESS

Such Part I (public) business which, if the Chairman agrees, is of sufficient urgency to warrant consideration.

PART II ('CLOSED') AGENDA

EXCLUSION OF PRESS AND PUBLIC

There are no items of Part II business on this agenda. If Part II business is notified the Chairman will move:-

“That under Section 100(A) (4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following item/s of business on the grounds that it/they involve/s the likely disclosure of exempt information as defined in paragraph/s of Part 1 of Schedule 12A to the said Act and the public interest in maintaining the exemption outweighs the public interest in disclosing the information.”

Agenda Pack 93 of 186

**If you require further information about this agenda please contact
Michelle Diprose, Democratic Services, telephone number (01992) 555566 or email
michelle.diprose@hertfordshire.gov.uk**

Agenda documents are also available on the internet at: [Environment, Planning & Transport Cabinet Panel](#).

**KATHRYN PETTITT
CHIEF LEGAL OFFICER**

Minutes



To: All Members of the Environment, Planning and Transport Cabinet Panel, Chief Executive, Chief Officers, All officers named for 'actions'

From: Legal, Democratic & Statutory Services
Ask for: Michelle Diprose
Ext: 25566

ENVIRONMENT, PLANNING AND TRANSPORT CABINET PANEL, WEDNESDAY, 1 NOVEMBER 2017

ATTENDANCE

MEMBERS OF THE PANEL

D A Ashley (Chairman), D J Barnard, S Bedford, S J Boulton, R C Deering, S J Featherstone, N A Hollinghurst, A K Khan, G McAndrew, A Stevenson (Vice-Chairman), J A West, A S B Walkington

Upon consideration of the agenda for the Environment, Planning and Transport Cabinet Panel meeting on Wednesday, 1 November 2017 as circulated, copy annexed, conclusions were reached and are recorded below:

*Note: N A Hollinghurst declared an interest as recorded at minute 1 and 6
A K Khan declared an interest as recorded at minute 5
D A Ashley, S J Featherstone and A S B Walkington declared an interest as recorded in minute 6*

PART I ('OPEN') BUSINESS

1. MINUTES

1.1 The Minutes of the Cabinet Panel meeting held on Thursday, 5 October 2017 were agreed.

2. PUBLIC PETITIONS

2.1 There were no public petitions.

3. PRESENTATION AND INFORMATION REPORT ON THE CHILTERN'S AREA OF OUTSTANDING NATURAL BEAUTY (AONB)

[Officer Contact: Tony Bradford, Head of Countryside Management,
Tel: 01992 556028]

ACTION

CHAIRMAN'S
INITIALS

.....

- 3.1 N A Hollinghurst declared a personal interest in this item as he lived in the AONB.
- 3.2 The Cabinet Panel received a presentation from Sue Holden, Chief Officer for the Conservation Board of the Chilterns Area of Outstanding Natural Beauty. The Presentation gave an update of the work being carried out across the Chilterns. The presentation can be viewed [here](#):
- 3.2 Members noted there were two thousand rights of way in the Chilterns. The presentation gave details on:
- The impact of the local geology on the landscape and wildlife of the Chilterns as well as the use of clay and flint in the local architecture
 - England's light pollution and dark skies and their conservation in the Chilterns
 - The Chilterns Building Design Awards
 - Chalk streams, their conservation and threat of pollution and over-abstraction
 - Chilterns walking festival and food and drink festival
 - A new, Lottery Landscape Partnership project in development for the land to the north and east of the Chilterns
- 3.3 The Panel heard that one of the biggest health challenges the UK faces is inactivity. Getting people walking is an ideal intervention and the board recognised there was work they were well placed to deliver to help people to maximise leisure opportunities. The Board was also keen to encourage volunteering and recognised that involvement of local residents of Hertfordshire would help maximise their health and wellbeing.
- 3.4 In response to a question in relation to HS2, Members noted a review group had received a sum of money to mitigate the social and environmental impact along the route including in the AONB. Funding to support business, enhance the environment and benefit community was available. The Board had bid for additional funds for the AONB but was unsuccessful.
- 3.5 In relation to the boundaries of the AONB, the Chief Officer informed the Panel that a boundary review took place in 2014. However, the limited resource with Natural England (part of Defra) and other pressing issues on that team meant that there is small chance of the boundary being changed in the near future. However, improvement activity would always be carried out beyond the boundaries where areas of habitat needed it and as such the Board would treat the boundary of the AONB as flexible.

Conclusion:

3.6 That the Environment, Planning and Transport Cabinet Panel note the content of the report and subsequent presentation from Sue Holden, Chief Officer of the Chilterns Area of Outstanding Natural Beauty Conservation Board, .

4. HERTFORDSHIRE WATER STUDY

[Officer Contact: Sally Talbot, Planning Officer, Tel: 01992 555047
John Rumble, Head of Environmental Resource Planning 01992 556296]

4.1 The Cabinet Panel reviewed a report and presentation which provided an update on the findings of the Hertfordshire Water Study. The Water Study was commissioned in 2015 to identify how water supply and treatment could affect the potential growth of Hertfordshire. The presentation can be viewed here [Water Study](#) and gives information on key dates, issues for Hertfordshire, project objectives and the study approach.

4.2 Members noted that within Hertfordshire sewerage and wastewater treatment was jointly managed by Thames Water utilities Ltd and Anglian Water Services Ltd, water was supplied by Thames Water and Affinity Water Ltd and infrastructure planning was undertaken on a five yearly basis as part of the national price review process undertaken by Office of Water Regulations (OFWAT)

4.3 The study was jointly funded by a partnership of the County Council, the Environment Agency, the LEP and nine of Hertfordshire district and borough councils and the statutory water companies that operated in the county. In relation to the collaboration of the ten local authorities and Broxbourne not participating in the study, Members were informed that although it was disappointing that Broxbourne did not take part, it was not catastrophic. Members were given an overview of the study approach which included :

- Understanding growth trends
- Understanding uncertainties
- Strategic view of water infrastructure
- Identification of water infrastructure options
- Future system capacity and potential deficits

4.4 Members noted the main conclusions and other outcomes of the study and what they meant. The main conclusion being there is enough existing water supply and waste water capacity to meet growth currently planned for within local development plans to 2031. A summary of the conclusions can be found in Appendix 1 to the report. It was also noted that 12 more studies could take place

arising from this work.

4.5 The study took account of various scenarios including environmental changes such as drought and flooding. Short and long term factors have been factored in to the modelling process such as anticipated growth up to 2031. The study highlighted five key recommendations, as detailed in section 5.7 of the report.

4.6 In relation to the reduction of water usage it was noted that compulsory water meters would be installed by Affinity to help reduce the amount of water used.

Conclusions:

4.7 The Cabinet Panel noted the report and presentation.

5. UPDATE ON AND OPTIONS FOR CHANGES TO THE SAVERCARD SCHEME

[Officer Contact: Matt Dale, Passenger Transport Manager 01992 588633]

5.1 A K Khan declared a personal and pecuniary interest in this item due to his children having Savercards, he remained in the room and participated in the debate and the vote.

5.2 The Cabinet Panel received a report providing an update on the Savercard Scheme and to highlight 3 changes to the Scheme. These were:

1. To change the operation of the Scheme from mileage to user based reimbursement
2. To increase the cost of the annual Savercard by £5
3. To expand the remit of the Savercard to include Apprentices aged 18 – 25 within the budget available.

5.3 The Assistant Director, Transport, Waste & Environmental Management informed Members that since the report had been printed concerns had been raised regarding the equalities implications of extending to Scheme to Apprentices. Members also asked officers to consider other wider ways the Scheme could be extended within the current budget. Officers undertook to explore in more detail the scope of broadening the scheme and bring a report back to the Panel in the new year

5.4 Members supported the Savercard scheme and how it enabled children and young people to travel to school by themselves and without parent support i.e. travelling to school via a car. Members also welcomed the fact the Scheme allowed discounted travel any day of the week so wasn't just for home to school travel and also

noted that compared to other operator discount cards it was significantly more generous.

- 5.5 Following a vote on option 2 to increase the cost of the Saver card by £5.00, the vote was as follows:

8 for
2 against
2 abstentions

Panel agreed to the recommended price increase as set out in section 6.1.1 of the report.

Conclusion:

- 5.6 The Panel noted and commented on the contents of the report and supported:

- i. the recommended price increase of £5 as detailed in section 6.1.1 of the report and the formal annual review of price.

6. REVIEW OF CURRENT FINANCIAL ARRANGEMENTS WITH GROUNDWORK EAST AND THE HERTS AND MIDDLESEX WILDLIFE TRUST

[Officer Contact: Simon Aries, Assistant Director Transport, Waste and Environmental Management, Tel: 01992 555255]

- 6.1 S J Featherstone, N A Hollinghurst and A S B Walkington declared a personal interest in this item due to being a member of the Herts Wildlife Trust.
D A Ashley declared a personal interest on this item due to being the County Councils Representative for outside bodies to the Groundwork Trust.
All Members above remained in the room and participated in the debate and the vote.
- 6.2 Members received a report providing an update on the current funding arrangements for Groundwork East (GE) and the Herts and Middlesex Wildlife Trust (HMWT) which also gave three options for the future support of funding arrangements. These were set out in section 5 of the report.
- 6.3 A statement was received from GE and HMWT advising of the impact it would have on the organisations if funding ceased.
- 6.4 The Panel noted that the £10k funding for HMWT was used to update information on the County Wildlife Sites and data was used to inform decisions in relation to development and the planning

system.

6.5 Members agreed the HMWT was a good organisation and to cease its funding would have an impact on the work that is carried out by them. Concern was raised that expert advice may be lost if funding was to cease. It was also noted that GE and HMWT could apply for other grants for specific projects. It was hoped that they would continue to use volunteers to carry out the monitoring of wildlife sites.

6.6 Following a vote on the options before the panel, the vote was as follows:

8 for
4 against

The Panel agreed to support option 3 as set out in section 5 of the report.

Conclusions:

6.7 The Cabinet Panel noted the content of the report and supported option 3, as detailed below:

A phased withdrawal of financial support from 1 April 2018 e.g. HMWT - £5,000 reduction in 18/19 followed by a further £5,000 reduction in 19/20; GWH £10,000 reduction in 18/19 followed by a further £15,000 reduction in 19/20 and a final reduction of £16,000 by 20/21. Notice of this or any other level of reduction to be given in December 2017.

7. CONSULTATION ON THE DRAFT MINERALS LOCAL PLAN
[Officer Contact: Julie Greaves, Minerals and Waste Policy Manager, Tel: 01992 556227]

7.1 The Panel received a report in relation to the Draft Minerals Local Plan document consultation which was to be submitted to Cabinet and County Council for consideration prior to a formal consultation process in December 2017.

7.2 Members were advised of the areas identified for consultation to meet the requirements of the plan. These were Furze Field; Hatfield Aerodrome; Land adjoining Coopers Green Lane, as specific sites with Briggens Estate as a preferred area. The full draft document for public consultation was attached as Appendix 1 to the report.

7.3 In relation to clarification on Briggens Estate, Members were informed the Minerals Local Plan had to identify specific sites and or

areas to meet the plans requirements. It was noted that Briggens was identified as a potential preferred area to meet the shortfall and to look at using the site at the end of the plan if needed. It was noted that a planning application could come in at any time for any of the sites within the plan or on areas not identified within the plan. Any planning application would need to be dealt with on its merit.

7.4 Members asked if amendments could be made to the site briefs (1 and 2 regarding minor junction improvements. Officers stated that these are the kind of comments that would be sought through the consultation process. They confirmed that any comments received would be taken into account.

Action Julie Greaves

7.5 It was reiterated to the Panel and members of the public that this was a consultation document and that it would come back to Panel at a later date. Once the plan was adopted it would cover a 15 year period, 2016 – 2031.

Conclusion:

7.6 The Panel considered the draft Minerals Local Plan, attached at Appendix 1 and the Omissions Consultation document, attached as Appendix 2 to the report and recommended to Cabinet that Cabinet recommends to County Council to approve a ten week period of public consultation commencing on 4 December 2017 to 9 February 2018, in accordance with Regulation 18 Town and Country Planning (Local Planning) (England) Regulations 2012.

8. WASTE LOCAL PLAN REVIEW, DRAFT INITIAL CONSULTATION DOCUMENT

[Officer Contact: David Hodbod, Planning Officer, Tel: 01992 556404]

8.1 The Panel received a report which outlined the Waste Local Plan Draft Initial Consultation document which was to be submitted to Cabinet and County Council for consideration for a period of formal consultation to commence in February 2018 in accordance with Part 6 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

8.2 It was noted that as the Waste Planning Authority for Hertfordshire, the Council had a responsibility to prepare, implement and review a Waste Local Plan as part of its development plan. Members also noted that the consultation for this process was to take place from 5 February 2018 until 30 March 2018 so would be brought back to panel when the consultation was completed and would be adopted by the county Council in 2020.
Members asked if the wording of the questions could be revisited to make it less technical. Officers agreed to reword where possible.

Conclusion:

- 8.3 The Panel considered the draft Waste Local Plan, attached as Appendix 1 to the report and recommended to Cabinet that Cabinet recommends to County Council to approve a six week period of public consultation commencing in February 2018, in accordance with Town and Country Planning (Local Planning) (England) Regulations 2012.

9. RIGHTS OF WAY IMPROVEMENT PLAN

[Officer Contact: Richard Cuthbert, Team Leader Access & Rights of Way, Tel: 01992 555292]

- 9.1 The Panel received a report informing them of the review of the Rights of Way Improvement Plan (RoWIP). The report detailed the results of the key stakeholder engagement, attached at Appendix A and gave an overview of the draft strategic plan for the next 10 years which the County Council has a statutory duty to prepare and publish.

- 9.2 Officers noted that Members supported the Rights of Way team and in particular the work which was being carried out in relation to the Motorised Vehicle working Group.

- 9.3 Members commented on how helpful the Rights of Way Team were and asked for their comments to be relayed back to the team.

Action
Richard
Cuthbert

Conclusion:

- 9.4 The Panel recommended to Cabinet to approve that:
- i. the new plan period is now managed and reviewed on a 10 year cycle; and
 - ii. that the Rights of Way Improvement Plan 2017/18 to 2027/28 be adopted as policy to guide development and improvement of the public rights of way network.

10. REGIONAL FLOOD AND COASTAL COMMITTEE FUNDED PROJECTS (RFCC)

[Officer Contact: Ryan Thomas, Schemes and Partnerships Officer, Tel: 01992 556549]

- 10.1 The Panel received a report informing them of the projects funded by the Regional Flood and Coastal Committee in Hertfordshire under the current six year programme 2015 – 2021.

- 10.2 Members noted that it was Local Level funding provided by local

authorities to fund the flood risk management projects and was administered by the Regional Flood and Coastal Committees. The report listed projects that the Council had submitted for funding to the current 6 year programme, this was attached as Appendix 1 to the report.

- 10.3 A further paper would be presented to the Panel in Spring of 2018 to propose a revised approach to the prioritisation and preparation of projects that would be submitted for funding to the next RFCC six year programme due to start in 2021.

Conclusion:

- 10.4 The Panel noted the content of the report.

11. MINERALS LOCAL AGGREGATE ASSESSMENT 2017
[Officer Contact: Trish Carter-Lyons, Planning Officer, Policy
Tel: 01992 556254]

- 11.1 The Panel received a report informing them of the updates to the annually revised Hertfordshire Minerals Local Aggregate Assessment (LAA), attached at Appendix 1 to the report.
- 11.2 The Panel were informed the site of Pynesfield had been added to the list of active sand and gravel sites and was included within the permitted reserves figure for sand and gravel in Hertfordshire. It was also noted that the sales of sand and gravel had seen a minor decrease throughout 2016.

Conclusion:

- 11.4 The Cabinet Panel was asked to consider the LAA as attached at Appendix 1 of the report showing the current minerals supply and demand and acknowledged that it will be placed on the County Council's website.

12. ENVIRONMENT, PLANNING & TRANSPORT PERFORMANCE MONITOR
[Officer Contact: Simon Aries, Assistant Director Transport, Waste & Environmental Management, Tel: 01992 555255 / Jan Hayes Griffin, Assistant Director Planning & Economy Tel: 01992 555203]

- 12.1 The Panel received a report to review the performance of Environment, Planning and Transport for the Q2 July 2017 to September 2017 against the Environment Department Service Plan 2016-2020. The report included key performance indicators, major projects, contracts and identified risks.

- 12.2 Members noted those areas that achieved its target and those that had improved. The Panel were reminded that officers were reviewing a new set of indicators that Members would be more familiar with.
- 12.3 It was noted there had been a decrease in the dealing with planning applications due to a large application currently being dealt with. For future reports Members requested officers to include the number of planning applications decided as well as percentages so they had a better overview of the performance.
- 12.4 In relation to affordable homes provision the Panel noted this was the lowest recorded by the County Council. Members noted this was due to fewer brownfield sites being available for development.

Action
Jan Hayes-Griffin

Conclusion:

- 12.5 The Panel noted and commented on the content of the report.

13. OTHER PART I BUSINESS

- 13.1 There was no other part I business.

**KATHRYN PETTITT
CHIEF LEGAL OFFICER**

CHAIRMAN _____

**CHAIRMAN'S
INITIALS**

.....

**ENVIRONMENT, PLANNING & TRANSPORT CABINET PANEL
MONDAY 5 FEBRUARY 2018 at 10:00 AM**

**REPORT ON THE PETITION FOR THE DISUSED LOWER BENGEO
RAILWAY LAND IN HERTFORD**

Report of the Chief Executive & Director of Environment

Author: - Trevor Brennan, Strategy & Programme Manager,
East Herts & Broxbourne (Tel: 01992 658406)

Executive Member: - Derrick Ashley, Environment, Planning & Transport

Local Member: - Andrew Stevenson, Hertford All Saints

1. Purpose of report

- 1.1 To enable the Panel to consider a petition calling for “The council to open up the Lower Bengo railway land, making it a footpath and cycle track to provide a safe and traffic free route through Lower Bengo from Port Hill to Beane Road. In so doing we can retain the trees and green embankments and a corridor for wildlife too.”

2. Summary

- 2.1 A petition has been lodged with the Hertfordshire County Council (HCC), a summary of which reads:

“The railway land in Lower Bengo is under increasing threat of development. A general view is that residents value this land as it provides an open and green space in what is a densely populated area. The space is inhabited by a variety of wildlife and includes a wide range of trees and plant life, which all add to the environment and the landscape of Lower Bengo. Concern about the impact on our area if this space was lost to the community, has driven a number of residents to explore how they can secure the area, leaving it as an open space available for the wider community to enjoy.

As part of this plan HCC has identified Hertford as one of 9 sustainable transport towns. These towns will focus on improvements in walking, cycling and passenger transport, combined with activity to encourage more sustainable travel behaviour. Two further policies in the plan also emphasise and seek to promote improved walking and cycling. The transport plan and outline policies are encouraging and we feel there is

a need to demonstrate the strength of feeling in the community for the railway land to be an open, green, accessible space. This would fit well with the new plan for Hertford to be a sustainable town.”

- 2.2 Members are asked to consider the petition in light of the information presented in this report.

3. Recommendations

- 3.1 The Panel is requested to note the petition and recommend that officers explore the potential of securing funding to undertake a feasibility study of the proposals as outlined in the petition.

4. Background

- 4.1 **Appendix 1**, attached shows the location of the dismantled railway line.
- 4.2 Hertfordshire County Council sets out within the draft Local Transport Plan 4 its vision for how transport can contribute towards a positive future for Hertfordshire. The plan recognises the importance of modal shift (moving from the private car for short journeys to other forms including public transport, walking and cycling) to address potentially significant traffic growth.
- 4.3 Hertfordshire County Council working through its Countryside and Rights of Way team is already demonstrating good practice in this area improving routes and public open spaces within Hertfordshire to enable active travel. The team works closely with many of Hertfordshire's district and borough councils who are most likely to be the owners of accessible green space.
- 4.4 In this way Hertfordshire's publicly owned green space is already providing opportunities for people to undertake short journeys on foot and by bicycle. This includes plans for enhancements to existing rights of way and public owned green space around Hertford.
- 4.5 In addition and recently the Council's Integrated Transport Project Team undertook some informal consultation regarding various proposals to enhance pedestrian and cycling facilities in Hertford. In particular on North Road, Beane Road, Hertford North Station surrounds and Port Hill and Hartham Common.
- 4.6 There are existing on-road advisory cycle lanes and shared use paths within the study area and these schemes have the potential to enhance connectivity to Hertford town centre, Hertford North Station and Hartham Common. The primary aim of the scheme is to provide accessibility for both cyclists and pedestrians. This will improve safety for vulnerable road users and promote sustainable travel.

- 4.7 Although not originally in the scope or part of the informal consultation for the North/Beane Road schemes, there were comments and support from some stakeholders who responded for the proposal as outlined in the petition to be included as part any North/Beane Road schemes taken forward.
- 4.8 As such, an additional recommendation for officers to secure funding to undertake a feasibility study for the opening up of Lower Bengoe railway has been included as part of the above consultation outcomes report.
- 4.9 The petition proposal does accord with the principles set out in the draft Local Transport Plan 4 and as such it is to be welcomed. The land concerned is not in public ownership and some investigation and planning work would be required to assess the feasibility and affordability of such a scheme and how it may contribute to sustainable travel and wider objectives of biodiversity and recreation. This work would require support and funding.

5 Financial implications

- 5.1 If further studies are commissioned, funding will be sought from the Highways Locality Budget or Section 106 contributions (where appropriate) to cover the costs of a feasibility study.
- 5.2 If funding for a feasibility study were to be secured the study itself should provide a basis and range of costings for the project but would not in itself lead automatically to any securing of implementation funding.

6 Equalities implications

- 6.1 When considering proposals placed before Members it is important that they are fully aware of, and have themselves rigorously considered the equalities implications of the decision that they are taking.
- 6.2 Rigorous consideration will ensure the proper appreciation of any potential impact of that decision on the County Council's statutory obligations under the Public Sector Equality Duty. As a minimum this requires decision makers to read and carefully consider the content of any Equalities Impact Assessment (EqIA) produced by officers.
- 6.3 The Equality Act 2010 requires the Council when exercising its functions to have due regard to the need to:
- (a) eliminate discrimination, harassment, victimisation and other conduct prohibited under the Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

and

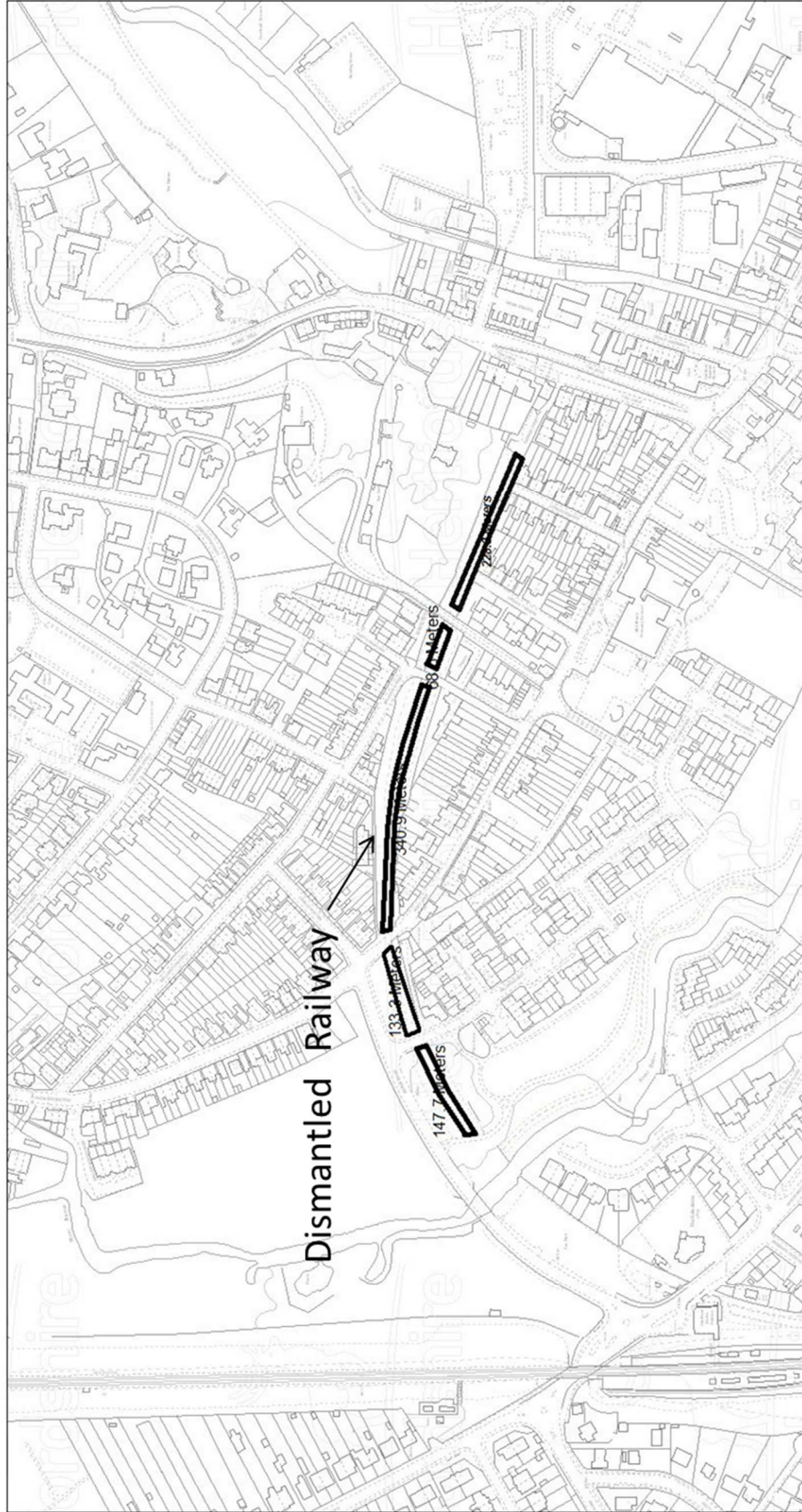
- (c) foster good relations between persons who share a relevant, protected characteristic and persons who do not share it.

The protected characteristics under the Equality Act 2010 are age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion and belief, sex and sexual orientation.

- 6.4 There are no equalities implications arising because of this report and an Equality Impact Assessment (EqIA) has not been undertaken.

Appendix 1: Location of the dismantled railway line

Appendix 1: Location of the dismantled railway line



January 5, 2018

**ENVIRONMENT, PLANNING & TRANSPORT CABINET PANEL
MONDAY, 5 FEBRUARY 2018, AT 10.00AM**

**PRESENTATION BY LONDON LUTON AIRPORT LIMITED REGARDING
RECENT, ONGOING AND PROPOSED DEVELOPMENT/GROWTH AT LONDON
LUTON AIRPORT**

Report of the Chief Executive and Director of Environment

Author: Paul Donovan, Team Leader Strategic Land Use
Tel: (01992 556289)

Executive Member: Cllr Derrick Ashley - Environment, Planning and Transport

1. Purpose of report

- 1.1 To update the Panel on the work of London Luton Airport Limited (LLAL).
- 1.2 To introduce a presentation from Robin Porter, Deputy Chief Executive & Corporate Director Customer and Commercial, Luton Borough Council and Laura Church, Corporate Director Place and Infrastructure Luton Borough Council

2. Summary

- 2.1 This report is a short briefing by way of introduction to a presentation to Panel by London Luton Airport Limited (LLAL) on recent, ongoing and proposed development/growth at London Luton Airport (the 'Airport'), and in particular the recent publication by LLAL of its Vision for Sustainable Growth 2020-2050 for London Luton Airport. The presentation and this report do not deal with ongoing live issues relating to aircraft noise impacts, flightpaths and potential flightpath changes.

3 Recommendations

- 3.1 That the Environment, Planning and Transport Panel note the content of this report and subsequent presentation from Luton Borough Council.

4. Background

London Stansted Airport - Background

The Airport is owned by LLAL, a company wholly owned by Luton Borough Council. Since 1998 it has been operated by London Luton Operations Ltd (LLAOL), which is owned by a consortium (including Aena and Ardian), on a concession until 2031. It is the only major UK airport remaining wholly publicly owned. It has a single runway, running roughly east to west, with a length of 2,160 m (7,087 ft).

4.1 History

- 4.1.2 The Airport was officially opened on 16 July 1938 by the Right Honourable Kingsley Wood, Secretary of State for Air as one of a series of municipal airports being developed at that time. It was thought of as the northern terminal for London. During the war, the airport was a base for 264 Fighter Squadron as well as a manufacturing site where both civil and military aircraft were designed and built. In 1952 civil use of the airport resumed and a new control tower was opened and during the 1950s and 60s it started to play an important role in the development of the affordable 'package holiday' business in the UK. By 1969, a fifth of all holiday flights from the UK departed from the Airport.
- 4.1.3 The Government 'Airports Policy' White Paper published in 1978 recognised the Airport as an integral part of the London airports system which led to its continued growth, with support for *'improvements to the terminal at Luton to increase capacity to 5 million passengers a year, but no development beyond that point'*. In 1985 a new international terminal building was opened by HRH The Prince of Wales and in 1990 the Airport was renamed 'London Luton Airport' to reflect its standing in the London airport network. During the late 1980s, Ryanair was pioneering low cost or 'no frills' flying to Europe from the Airport. In 1995, the Airport helped to expand this new concept by becoming the first UK base for easyJet.
- 4.1.4 Between 1992 and 1996, the Airport's infrastructure was enhanced through the provision of a new air traffic control tower, new cargo centre, the extension and refurbishment of the passenger terminal, new access road, extension of car parking and the installation of a new instrument landing system.
- 4.1.5 Planning permission was granted in 1998 for the construction of alterations and extensions to the terminal building, aircraft stands, first phase of a parallel taxiway and remodelling of car park and drop off area. In 1999 a revamped £40-million terminal was opened by HM the Queen and HRH the Duke of Edinburgh. At that time, a new £23 million Luton Airport Parkway Station (LAPS) opened by Railtrack. In 2003 and 2004 planning permission was granted for the erection of a single storey extension to the terminal building, to form immigration hall and of a two storey link building required by the security services to allow for the separation of arriving and departing passengers.

- 4.1.6 A new departure hall opened in July 2005 in response to a new and significant proposal by Ryanair to add an additional 1.5 million passengers per annum (mppa). This development featured construction of a new pier and related stands, a new retail area, a new immigration hall, new central search area, new link building and expanded the number of boarding gates from 19 to 26. Also in 2005, two new aircraft parking stands, with a docking guidance system were created. Since then a wide range of improvements has been made involving construction of taxiways.
- 4.1.7 In 2003, at a time when the Airport was handling about 7 mppa, forecasts suggested there would be sufficient demand to justify expansion to 30 mppa and 240,000 Air Traffic Movements (ATMs). At that time Government expressed (The Future of Air Transport, 2003) its support for the growth of the Airport up to the maximum use of a single full-length runway - involving either an extension to the existing runway or a replacement runway, based broadly on the current alignment, lengthening it from 2,160 m (7,087 ft) to 3,000 m (9,843 ft). This support was on condition that the overall environmental impacts would be carefully controlled and adequate mitigation provided. Proposals by the Airport for a second, close parallel runway to provide a total capacity of about 62 mppa were not supported by Government. Options for maximum use of a single full-length runway were not progressed.

4.2 More recently

- 4.2.1 In 2013 new Government policy came into force in the form of the Aviation Policy Framework (APF). This replaced the 2003 Government policy and removed any support national support for a full length single runway at the Airport. In the APF the Government supports best use of existing airport capacity:

'The Government wants to see the best use of existing airport capacity.'

'1.60 In the short term, to around 2020.....'

- *making best use of existing capacity to improve performance, resilience and the passenger experience;.....'*

- 4.2.2 In 2012, the Government announced the creation of an independent Airports Commission to identify and recommend to Government options for maintaining the UK's status as an international hub for aviation. An invitation to submit outline proposals for adding new airport capacity in the longer-term generated fifty-two proposals, including a four runway proposal for the Airport. This did not have the support of LLAL. The proposal was not taken forward by the Commission.
- 4.2.3 In July 2017 Government published its 'Aviation Strategy Call for Evidence' which represented the start of a fundamental review of Government Aviation policy. In it Government *'agrees with the Airports Commission's recommendation that there is a requirement for more intensive use of existing airport capacity and is minded to be supportive of all airports who wish to make best use of their existing runways including those in the South East'*.

4.3 New Masterplan and Planning Permission for development to grow the airport to a throughput of 18mppa

4.3.1 In 2012 LLAL and LLAOL published a masterplan for the Airport to grow it from a throughput of around 9.5 mppa at that time to 18 mppa by 2026/7. A planning application was subsequently submitted in 2012 and approved in 2014 for:

- dualling of the road from the Holiday Inn Roundabout to the Central Terminal Area
- improvements of public transport hub adjacent to the terminal
- construction of a multi-storey car park and pedestrian link to the western side of the existing short-term car park
- extension to the mid-term car park and long-term car park
- improvements to the terminal building involving internal reorganisation and minor extensions and building works
- construction of a new pier (Pier B)
- construction of a new taxiway parallel to Taxiway Delta
- taxiway extensions and rationalisation of aircraft parking area with new stands replacing and improving existing stands

4.3.2 Since the grant of planning permission, growth in passenger numbers has been such that it is expected that a throughput of 18 mppa will be achieved by 2020.

4.4. Luton DART

4.4.1 In June 2017 planning permission was granted for Luton DART (Direct Air to Rail Transit) to transform public transport access to the Airport from the national rail network. Work is expected to start in early 2018 and scheduled to be operational by 2021. The system will be capable of handling over 2,000 passengers each way per hour and help ensure a target journey time of 30 mins from central London to the terminal is achieved.

London Luton Airport Vision for Sustainable Growth

4.4.2 On Monday 11 December 2017, LLAL published its Vision for Sustainable Growth 2020-2050 (<https://www.llal.org.uk/vision2050.html>) for the Airport *‘to make best use of the existing runway at LTN to provide the maximum benefit to the local and sub-regional economy; to deliver good levels of service; and to actively manage environmental impacts at the local and wider levels in line with our wider commitment to responsible and sustainable development’*. A copy of the Vision document is available in the Members’ Room.

4.4.3 The Vision states that the full potential of the Airport’s existing runway is 36-38 mppa, or in the region of 240,000 aircraft movements per year (not involving either an extended or a second runway).

4.5 Throughput

4.5.1 In recent decades, growth in throughput at the Airport has been due mainly to the growth in demand for low-cost carriers. The gradual introduction of new routes by easyJet (which has its UK headquarters at the airport) in particular saw passenger numbers rise from 1.9 mppa in 1995/6 to 3.4 mppa in 1997/8. Since LLAOL took over the airport in 1998 the number of passengers has gradually risen, reaching 10 mppa in 2008, before falling to 8.7 mppa in 2010, a fall largely attributable to the global recession. Passenger numbers increased again in 2011 to 9.6 mppa and since then have risen to 15.8 mppa in 2017, making 2017 the Airport's busiest year on record. It now serves more than 140 destinations across Europe, Asia and Africa.

4.6 Consultative Committee

4.6.1 The Airport has a Consultative Committee (the London Luton Airport Consultative Committee) operating as an advisory body constituted in respect of London Luton Airport (the "Airport") in accordance with section 35 of the Civil Aviation Act 1982. The terms of reference and purpose of the Committee are as follows:

- to enable aerodrome operators, communities in the vicinity of the aerodrome, local authorities, local business representatives, aerodrome users and other interested parties to exchange information and ideas;
- to allow the concerns of interested parties to be raised and taken into account by the aerodrome operators with a genuine desire on all sides to resolve any issues that may emerge; and
- to complement the legal framework within which the aerodrome operates.

4.6.2 The County Council is represented on the Committee by Cllrs David Williams and David Barnard.

5. County Council position on London Luton Airport

5.1.1 The County Council's position on aviation and the Airport is set out within the current Local Transport Plan and 'Hertfordshire County of Opportunity Corporate Plan 2017-2021', as follows:

Hertfordshire County of Opportunity Corporate Plan 2017-2021

'Opportunity to thrive - across Hertfordshire, we want to see:

.....

- *Our natural environment and diverse habitats protected from excessive or inappropriate growth, including the negative effects of airport expansion.'*

Local Transport Plan

'3.2 Airports

The Air Transport White Paper published in December 2003 set out the government's then policy for airport development. The intention was that full use would be made of the capacity of existing runways and in addition a second widespaced runway was proposed at Stansted and a full-length runway at Luton. The county council's position remains strongly against these proposals. A new National Policy Statement on Airports due to be published in 2011 will set out a different policy to that of the White Paper.'

A) The county council is opposed to new runway development at Luton and Stansted Airports.

B) Should any future development and growth in passenger numbers at either Stansted and Luton Airports be promoted, the county council will seek the provision in Hertfordshire of adequate supporting surface access infrastructure and services to meet the needs of airport users while minimising the impact on local and other travellers. The county council will seek assurance that the funding of such improvements will be in place before growth occurs.

C) The county council will promote and where possible facilitate a modal shift of both airport passengers and employees towards sustainable modes.'

6. Presentation by LLAL

6.1.1 Panel are to receive a presentation by LLAL on recent and ongoing developments at LLA, and in particular the Vision for Sustainable Growth 2020-2050.

7. Financial Implications

7.1 There are no financial implications as a result of this report.

8. EQIA

8.1 When considering proposals placed before Members it is important that they are fully aware of, and have themselves rigorously considered the equality implications of the decision that they are making.

8.2 Rigorous consideration will ensure proper appreciation of any potential impact of that decision on the County Council's statutory obligations under the Public Sector Equality Duty.

8.3 The Equality Act 2010 requires the County Council when exercising its functions to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and other conduct prohibited under the Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and (c) foster good relations between persons who share a relevant protected characteristic and

persons who do not share it. The protected characteristics under the Equality Act 2010 are age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion and belief, sex and sexual orientation.

8.4 No EQIA was carried out as there are no decisions are being made.

HERTFORDSHIRE COUNTY COUNCIL

ENVIRONMENT, PLANNING & TRANSPORT CABINET PANEL MONDAY 5 FEBRUARY 2018 AT 10.00AM

INTEGRATED PLAN 2018/19 - 2021/22

Joint Report of Director of Resources and Chief Executive & Director of Environment

Authors: Mike Collier, Assistant Director Strategic Finance & Performance Tel: (01992) 555792
Lindsey McLeod, Head of Corporate Finance
Tel: (01992) 556431

Executive Members: Derrick Ashley (Executive Member for Environment, Planning & Transport)
David Williams (Executive Member for Resources, Property and the Economy)

1. Purpose of the Report

- 1.1 To highlight the areas of the Integrated Plan (IP) which relate to Environment, Planning & Transport in order for Panel to consider these and provide comment.
- 1.2 Members are asked to bring the following reports to the meeting, which have been circulated separately to all Members of the County Council:

‘Public Engagement and Consultation on the 2018/19 – 2021/2022 Integrated Plan’ (circulated as Item 4(i) for the Cabinet meeting of 22 January 2018); and

‘DRAFT INTEGRATED PLAN 2018/19 – 2021/22 (incorporating the Strategic Direction and Financial Consequences and the Treasury Management Strategy)’ (circulated as Item 4(ii) for the Cabinet meeting of 22 January 2018). **(As issued for January Cabinet).**

2. Summary

- 2.1 The Integrated Plan brings together the financial impact of service plans and the available funding to resource these, over the next four years. Strategic Direction summaries have been produced for each Portfolio, which set out the future direction of services in the context of achieving substantial further savings. These have been informed by comparative benchmarking, both through published data and informal

networks with other comparable authorities, to identify areas of potential efficiency gains.

- 2.2 Services have identified savings, in the context of the continuing budgetary pressures and reduction in available funding. Savings requiring a policy change have been or are being taken through Panels for Cabinet decisions throughout 2017/18, and substantial efficiency savings have been identified. Savings include reducing the allocation of general non-pay inflation to zero. Whilst this is mitigated to some extent by excluding exceptional inflation areas it will require services to manage the impact during 2018/19.
- 2.3 The Government announced the provisional Local Government Finance Settlement for 2018/19 on 19 December 2017. This was the third of the Government's four year settlement offer, and so a number of the reductions to funding were known in advance when preparing the proposed budget. Revenue Support Grant (RSG) will reduce by £22m between 2017/18 and 2018/19, and by a further £20m in 2019/20. Other grant announcements have confirmed expected reductions in Public Health grant (2.5%) and the cessation of Education Services Grant (ESG) from September 2017.
- 2.4 Funding from 2020/21 is uncertain, especially with proposed changes to the business rates retention system and a Fair Funding review which the Government proposes to introduce from that year. The IP assumes a further reduction of £5m pa in 2020/21 and 2021/22, but this will be kept under review.
- 2.5 The provisional Settlement also increased the referendum threshold for basic council tax, allowing authorities to increase this by up to 3% in 2018/19, without requiring a referendum. The 2017/18 IP had included a proposed 1.99% council tax increase each year, and the raising of the 3% remaining permitted Adult Social Care (ASC) Precept in 2018/19. The IP considered by Cabinet in January assumes a basic council tax increase of 2.99% in 2018/19 and 2019/20, and the 3% ASC Precept in 2018/19.
- 2.6 The final position will not be confirmed until the Final Settlement (expected early February) and other late grant announcements, and until final figures are received from Districts for council tax base and collection fund balances, due to be provided by end January. Should any late changes result in an unbalanced budget, specific reserves will be used to provide one off funding in 2018/19. Any additional funding will be available to support the 2018/19 budget, for example by increasing contingency to mitigate risk, or to help meet the funding gap for future years.
- 2.7 The future position remains challenging: even with the identified savings and revised increases in council tax and the social care precept, current projections of pressures and funding require a further £8.1 million saving to be identified in 2019/20, rising to £30 million by 2021/22.

- 2.8 To help meet these challenging targets, work is in hand to progress further savings during 2018, for implementation for 2019/20 or sooner where achievable. It is recognised that savings require significant lead in times, especially where there is service redesign or consultation.

3. Recommendations

- 3.1 The Panel is invited to comment to Cabinet on the proposals in the Integrated Plan in respect of Environment, Planning & Transport.
- 3.2 The Panel is also asked to identify any issues that it feels that the Cabinet should consider in finalising the Integrated Plan proposals.

4. Background

- 4.1 The integrated plan comprises:

- an overview of the proposed revenue budget and capital programme, including a review of the budget estimates and adequacy of reserves (Part A);
- Strategic Direction and Financial Consequences - by portfolio (Part B);
- the Treasury Management Strategy (Part C)
- the Capital and Asset Management Strategy and Invest to Transform (part D);
- the Insurance and Risk Strategy (part E)
- an Equalities Impact Assessment (Part F); and
- other technical information and finance summaries (Part G)

- 4.2 Part B of the Integrated Plan has separate sections for each Portfolio. These contain the strategic direction summary (for the Environment, Planning & Transport portfolio, on pages 117 to 121 of the Integrated Plan Pack Part B); revenue budget information including a schedule of Key Budget Movements that sets out details of financial pressures and savings (pages 122 and 123); and a summary of the proposed Capital Programme (pages 125 to 127).

5. Equality Implications

- 5.1 When considering proposals placed before Members it is important that they are fully aware of, and have themselves rigorously considered the equalities implications of the decision that they are taking.
- 5.2 Rigorous consideration will ensure that proper appreciation of any potential impact of that decision on the County Council's statutory obligations under the Public Sector Equality Duty. As a minimum this requires decision makers to read and carefully consider the content of any Equalities Impact Assessment (EqIA) produced by officers.

- 5.3 The Equality Act 2010 requires the Council when exercising its functions to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and other conduct prohibited under the Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. The protected characteristics under the Equality Act 2010 are age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion and belief, sex and sexual orientation.
- 5.4 Part F of the Integrated Plan provides an equality impact assessment of the savings included within the plan and how these are intended to be mitigated by the service.

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:

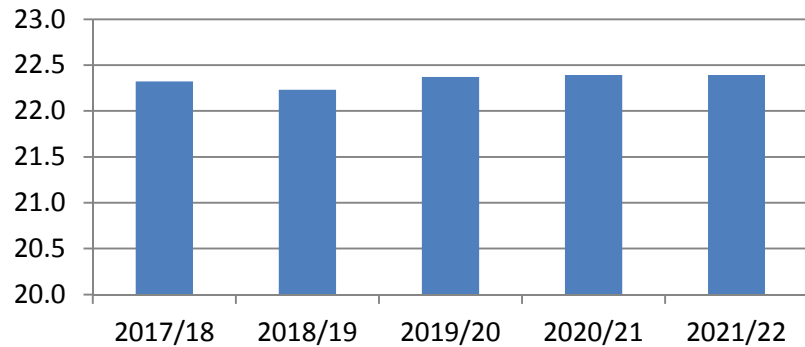
- Promote and provide access to a sustainable transport network and manage the public Rights of Way network and promote Health Walks
- Provide planning advice related to sustainable drainage, flood investigation and the promotion of flood risk management schemes
- Provide planning advice on the historic 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

Environment, Planning and Transport

£m Net Revenue Budget



Key Revenue Pressures:

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

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	325	640	640	640
TOTAL PRESSURES	325	640	700	700
New Efficiencies	(500)	(655)	(675)	(675)
New Policy Choice	(15)	(35)	(51)	(51)
TOTAL SAVINGS	(515)	(690)	(726)	(726)

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

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

- 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	325	640	640	640
TOTAL PRESSURES	325	640	700	700
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							
	<u>Transport Access & Road Safety: Bus Contracts - expenditure</u> Clause in the bus contract that allows for a price increase of CPI minus 1	Environment	Service Specific Inflation	102	102	102	102	
	<u>Transport Access & Road Safety - income</u> Various fees set by other bodies	Environment	Service Specific Inflation	58	58	58	58	
	Pressures							
L1	<u>Sustainable Drainage Systems</u> 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	<u>Advice on Tree Health</u> 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
OP29	<u>Review of Spatial Planning - Responding to Growth</u> 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	<u>Review & integrate Countryside Management Service (CMS) / Rights of Way</u> 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	<u>Savercard</u> 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	<u>Concessionary Bus Fares (Elderly & Disabled)</u> 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 several 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
18,657	<p>Environment</p> <p><u>Passenger Transport</u> 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.</p>	20,054	(1,404)	18,650	18,320	18,320	18,320
2,291	<p><u>Environmental Management</u> 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</p>	2,621	(569)	2,052	1,997	2,021	2,021
1,373	<p><u>Spatial Land Use and Planning</u> 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.</p>	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 CABINET PANEL

MONDAY, 5 FEBRUARY 2018 AT 10.00AM

RAIL UPDATE

Report of the Chief Executive and Director of Environment

Author: Trevor Mason, Team Leader Strategic Transport & Rail
Tel: (01992) 556117

Executive Member: Derrick Ashley, Environment, Planning & Transport

1. Purpose of Report

- 1.1 To inform the Panel of recent and upcoming issues concerning rail services for Hertfordshire;
- 1.2 To seek the Panel's comments on the response to the Network Rail East Coast Route Study.

2. Summary

- 2.1 There are current and upcoming issues affecting all the main rail routes in Hertfordshire. Further details of the upcoming issues will be presented to Panel when further information arises.
- 2.2 The East Coast Route Study provides an opportunity for the county council to set out its infrastructure aspirations for this route. The deadline for responses is 16 March.

3. Recommendation

- 3.1 The Panel is:
 - Asked to note the issues arising, and in particular the key events highlighted in Appendix 1.
 - Invited to comment on the draft response to the Network Rail East Coast Route Study, as set out in Appendix 3.

4. Background

- 4.1 This report provides a summary of current rail issues on a route by route basis. However, it should be noted that some franchise issues overlap routes.
- 4.2 Forthcoming events are highlighted throughout the report, and a summary of key dates in 2018 is set out in Appendix 1.

5. West Anglia Main Line

5.1 Greater Anglia 2019 Timetable

- 5.1.1 Greater Anglia is proposing to introduce a new timetable in 2019 as part its franchise commitments and to take full advantage of the new trains being introduced. The changes are expected to include the previously indicated increase from two to three trains per hour off-peak from Hertford East to London.
- 5.1.2 Consultation on the proposals is now expected to start in April.

5.2 Crossrail 2

- 5.2.1 The Department for Transport is undertaking “an independent review of funding and financing, to develop plans for an affordable scheme that is fair to the taxpayer, where London pays its share”. No further public consultation will take place until this review has been concluded, which is expected to be towards the end of 2018. It is also likely that there will be further exploration of how areas on the Crossrail 2 route outside of London might help pay for the scheme.
- 5.2.2 The current indicative timetable of a Hybrid Bill submission in 2019 may be affected by the review, but it is unlikely that any revision will be announced until the review is complete.
- 5.2.3 In the meantime, the Technical Planning Forum has been established, and meetings continue to be held with local authorities along the route.

5.3 Hertford East Community Rail Partnership

- 5.3.1 The Hertford East branch has been identified as a possible candidate for establishing a Community Rail Partnership. At present the only such partnership in Hertfordshire is the St Albans Abbey to Watford Junction Line.
- 5.3.2 Exploratory talks will be held with Greater Anglia, East Herts and Broxbourne to see how Community Rail Partnership might be developed.

6. East Coast Main Line

6.1 GTR 2018 Timetable

- 6.1.1 The completion this year of the Thameslink Programme (which has included a capacity increase to the St Pancras to Blackfriars tunnel and a re-build of London Bridge station) allows for the introduction of a completely revised timetable across the Govia Thameslink Rail (GTR) network.
- 6.1.2 Overall there are many benefits to Hertfordshire rail services, including:
- Increased service frequencies on the current Thameslink route through St Albans;
 - The linking of Great Northern services into the Thameslink network providing e.g. direct services between Stevenage and Brighton;
 - Enhanced frequency on the Hertford North to Moorgate service, with six trains an hour throughout the day Monday – Saturday.
- 6.1.3 There are some disbenefits, including;
- Loss of direct services between Welwyn Garden City and Peterborough;
 - A reduction in service frequency at Brookmans Park and Welham Green.
- 6.1.4 Responses to GTR's consultation have been considered through the Panel at its meeting in November 2016.
- 6.1.5 In addition to the disbenefits listed above, the postponement of the fifth platform scheme at Stevenage means that services between Watton at Stone and Stevenage will be replaced by bus services until such time as the scheme is implemented. The proposed date for introducing the bus replacement service has been put back from May to December 2018. However, there is also still no announcement on funding the Stevenage platform scheme, and hence completion is assumed to be 2021 at the earliest.
- 6.1.6 GTR has also announced that as from May 2018, the half-hourly peak service between Watton at Stone and Stevenage will be reduced to an hourly service. Discussions will take place as to whether a bus replacement should be introduced in May 2018 to cover this element of the service.
- 6.1.7 A recent DfT decision has been to increase the phasing-in period of the new timetable, such that the completion date will move back from December 2018 to December 2019. The implications for Hertfordshire include:
- Postponement of through trains between Welwyn Garden City to Sevenoaks until May 2019;
 - Postponement of through trains between Cambridge and Maidstone until December 2019;
 - The full increase to 6 trains per hour (tph) off-peak between Hertford North to Moorgate delayed until 2019 (but with 4tph introduced in May 2018 compared to current 3 tph).
- 6.1.8 A further recent development regarding GTR services on the Midland Main Line is covered in Section 7.1 below.

6.1.9 GTR have been invited to the Panel meeting in July 2018 in give an update on services.

6.2 Thameslink, Southern and Great Northern Franchise

6.2.1 The Thameslink, Southern and Great Northern franchise, as currently operated by GTR, is due for renewal in 2021. The recent Government strategic vision for rail confirmed speculation that the franchise will not be renewed in its current format, with the Department intending “to review the future shape and size of the franchises that will replace the existing arrangements”. This will include working with TfL to “explore options for transferring selected services such as the West London line to TfL”.

6.2.2 Hertfordshire County Council has previously supported the devolution of the Moorgate services to TfL control.

6.3 East Coast Partnership

6.3.1 The Government’s strategic vision for rail published in November 2017 set out the DfT’s proposals to establish an East Coast Partnership to replace the current InterCity franchise agreement. The partnership “will be operated by a single management, under a single brand and overseen by a single leader. It will see the train operator actively collaborate with Network Rail to bring its expertise and a passenger view to the planning of infrastructure management”.

6.3.2 The partnership is expected to be in place in 2020, but details of what this will entail have still to be established. There are questions of whether local services will be included in the partnership as well as the intercity ones. It is not clear what this might mean for the current Great Northern services which will transfer to Thameslink from May.

6.4 East Coast Route Study

6.4.1 The draft Network Rail East Coast Route Study was published on 22 December, and is open for consultation until 16 March. Further details are covered in Section 10.

7. Midland Main Line

7.1 East Midlands Franchise

7.1.1 The East Midlands franchise covers Intercity services between London and cities such as Sheffield and Nottingham. Although the franchise, currently run by East Midlands Trains, does not directly serve Hertfordshire, there are local connections at Luton and Luton Airport Parkway.

- 7.1.2 The new franchise is due to start in August 2019. DfT consultation on the new specification suggested that there would be a major reduction in stops at Bedford and Luton, although with options to increase services at Luton Airport Parkway. The county council's response opposed the reduction as this would reduce access to Intercity services for Hertfordshire residents.
- 7.1.3 The franchise specification (known as the Invitation to Tender) is due to be published in April 2018. Further lobbying work may be required before this date regarding the proposed reduction in stops.
- 7.1.4 A recent development has been the announcement of changes to East Midlands Trains services from May 2018 until the Midland Main Line upgrade scheme is completed in 2020. Peak hour services will not stop at Bedford and Luton, which will be compensated by changes to the GTR timetable. The implications of the latter are that Harpenden (and to a lesser degree Radlett) will not see the increase in services set out in the consultation draft of the 2018 timetable, and will see a loss of one service in the morning peak and two services in the evening peak.
- 7.1.5 There are also concerns that this temporary change to East Midlands Trains services implements the permanent changes proposed in the East Midlands franchise consultation as mentioned above.

8. West Coast Main Line

8.1 West Midlands Franchise

- 8.1.1 The new West Midlands franchise commenced in December 2017, with local services through Watford Junction and Hemel Hempstead changing from the London Midland brand to London Northwestern Railway.

8.2 West Coast Partnership

- 8.2.1 The DfT is currently developing plans for the West Coast Partnership which will take over the existing Intercity West Coast franchise from April 2019, and which will also operate High Speed 2 services when the new line opens in 2026.
- 8.2.2 Talks are currently being held with the three bidders to identify aspirations and opportunities for Hertfordshire.
- 8.2.3 The specification for the franchise (the "Invitation to Tender") is expected to be published in February. However, this will not include the timetable proposals for the current West Coast Main Line after 2026, when the freed-up capacity generated by HS2 will provide opportunities for major recasts to the timetable. Such proposals will be developed by the West Coast Partnership once it has been established.

8.2.4 The county council is currently working with West Coast Rail 250, a group of local authorities covering the whole route, to develop post 2026 ideas. Whilst increased local services would be welcomed, there are also aspirations to increase long-distance services calling at Watford Junction.

8.3 InterCity West Coast Franchise

8.3.1 The development of the West Coast Partnership concept has delayed the renewal of the InterCity West Coast franchise from 2018 to 2019. Therefore an extension to the contract (a “direct award franchise”) will be issued. This may specify additional services within the 12 month period.

9. Other Rail Issues

9.1 Metropolitan Line Extension (MLX)

9.1 The current funding gap for this scheme is currently the subject of a Housing Infrastructure Fund bid.

9.2 East West Rail

9.2.1 The Autumn Budget Statement announced plans to accelerate the delivery of this scheme. In particular, the potential completion date of the Central Section between Bedford and Cambridge has been brought forward from the mid 2030s to the late 2020s.

9.3 Station Usage

9.3.1 Figures published by the Office of Rail and Road show that passenger use at Hertfordshire stations has grown by 1.5% over the year 2015/16 to 2016/17.

9.4 Rail Strategy

9.4.1 The county council’s Rail Strategy is currently being updated to take into account recent developments in the rail industry. It is expected that a draft version will be presented to Panel in Autumn 2018.

9.5 Rail Upgrade Plan

9.5.1 The Government’s process for programming enhancements to the rail network has been changed, such that these schemes have now been separated from the five year planning cycle for Network Rail. Whilst the full details of the process are not yet known, it is expected that enhancements will be considered on a rolling annual basis. A statement is expected in February in the form of a Rail Upgrade Plan.

10. East Coast Route Study

- 10.1 The draft Network Rail East Coast Route Study was published on 22 December, and is open for consultation until 16 March.
- 10.2 The document sets out options for investment that “can keep the East Coast Main Line (ECML) growing to the 2040s and beyond”. Delivery of any option will be through the Network Rail or other funding programmes.
- 10.3 Further details are included in Appendix 1 to this report, but the key issues to note are:
- The Stevenage turn back platform is included as an “immediate investment priority”;
 - Digital signalling is proposed as the solution to capacity constraints on the two-track section through the Welwyn area;
 - The possibility of increased long-distance services from Stevenage when High Speed 2 Phase 3 is completed is noted.
- 10.4 A draft response to the consultation is set out in Appendix 3.
- 10.5 Recent discussions with GTR have indicated that new train services at locations such as Welwyn Garden City are restricted due to the local infrastructure. Details have been requested from GTR such that this can be included as appropriate in the response.

11. Next Steps

- 11.1 Information on the forthcoming issues will be reported to Panel as appropriate. However, it should be noted that some issues have short timescales for response, and therefore may not fit with the Panel cycle.
- 11.2 The response to the East Coast Route Study will be submitted to Network Rail by the deadline of 16 March. Any further changes arising subsequent to the Panel meeting will be discussed with the Executive Member.

12. Financial Implications

- 12.1 There are no financial implications arising from this report.

13. Equalities Impact Assessment (EqIA)

- 13.1 When considering proposals placed before Members it is important that they are fully aware of, and have themselves rigorously considered, the equality implications of the decision that they are making.
- 13.2. Rigorous consideration will ensure that proper appreciation of any potential impact of that decision on the County Council’s statutory obligations under the

Public Sector Equality Duty. As a minimum this requires decision makers to read and carefully consider the content of any Equalities Impact Assessment (EqIA) produced by officers.

13.3. The Equality Act 2010 requires the County Council when exercising its functions to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and other conduct prohibited under the Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. The protected characteristics under the Equality Act 2010 are age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion and belief, sex and sexual orientation.

13.4 No EqIA was undertaken in relation to this report

Background documents referred to and used in writing this report:

East Coast Route Study – Railway Investment Choices – Network Rail (December 2017), available at: <https://www.networkrail.co.uk/wp-content/uploads/2017/12/East-Coast-Main-Line-Route-Study.pdf>

Appendix 1 Key Dates in 2018

February 2018	GTR "2018" timetable published
February 2018	West Coast Partnership ITT published
March 2018	East Coast Route Study consultation closes
April 2018	East Midlands ITT published
April 2018	Greater Anglia 2019 timetable consultation
May 2018	Phased start to GTR 2018 timetable
Dec 2018	Bus replacement commences Hertford to Stevenage
Late 2018 / early 2019	Consultation on Crossrail 2

Appendix 2 Network Rail East Coast Route Study

The East Coast Route Study notes the following with regard to the route through Hertfordshire:

“Adjusting the stopping patterns of long distance services to support outer suburban markets [which include Stevenage, Peterborough and Cambridge] is therefore a cost effective way of remedying possible overcrowding on these services, albeit with a potential impact on journey times”.

“Although long distance seating capacity is forecast to keep ahead of demand, continued economic growth will require an increase in journey opportunities for passengers. This can be seen in terms of a demand for better connectivity – more opportunities to travel between more destinations”.

Regarding the two-track section through the Welwyn area, the study notes that “building infrastructure solutions to fix this constraint is an extremely costly undertaking. However, by employing digital signalling, headways could be reduced, allowing more trains to run through the section”.

“Alongside this technological intervention, it would also be possible to unlock line capacity by changing the stopping patterns at intermediate stations such as Welwyn North”.

There are two strategic priorities on this section of route:

- Providing enough suburban passenger capacity into and out of London.
- Supporting growth in the long distance market by enabling better connectivity, and more opportunities to travel.

“For services using the Moorgate branch, the most cost-effective way to provide more passenger capacity will be to increase the frequency of trains” due to stations in tunnels.

“Providing the capability for suburban trains to turn round at Stevenage is also a priority for managing growth in this market”.

In terms of specific scheme options in Hertfordshire, this translates to:

Immediate Investment Priorities

	Benefits	Cost
Stevenage turn back platform	Enables capacity for 2 additional hourly services between London and Stevenage; reduces delay risk by separating commuter and mainline services.	Medium (£20m to £200m)
Power Supply Upgrade	Upgrades the power	Part of wider programme

	supply for electric trains on the Moorgate and Hertford Loop branches,	for whole route.
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Medium Term Recommendations

	Benefits	Cost
Moorgate capacity	This intervention will allow up to 3 additional peak hour Moorgate trains to operate, providing the capacity to meet demand to the mid-2020s (2 additional services) and the 2030s (3 additional)	Medium (£20m to £200m)
Digital signalling for the ECML	By replacing trains with digital technology, more trains can be safely controlled through the two-track sections in the Welwyn area.	High (£200m to £1000m)

The report also notes that the capacity released by HS2 could provide additional connectivity, including “more connections between intermediate ECML locations served less frequently now: Peterborough – Stevenage – Grantham – Newark – Retford – Doncaster”.

Appendix 3 Draft Response to East Coast Route Study

The county council welcomes the publication of the East Coast Main Line Route Study for consultation.

The East Coast Main Line is a key rail corridor for Hertfordshire, providing a mix of commuting services to London, local trips within the county and to other neighbouring authorities, and long-distance services. All of these services are vital to Hertfordshire's economy.

The county council welcomes the fact that the Stevenage turn back platform is listed as an immediate investment priority. The postponement of this scheme for the CP5 funding period (2014 – 2019) following the Hendy review is resulting in the replacement of train services by buses for several years as from December 2018. It is therefore essential that this scheme is delivered as soon as possible.

Stevenage is also the main hub station within Hertfordshire on the East Coast route, providing connections to InterCity services with local services on the main line, Cambridge branch and Hertford Loop. Office of Rail and Road figures show that Stevenage is the eighth busiest principal station on the entire route (including the London termini at Kings Cross and Moorgate) with 4.8 million passengers in 2016/17. The county council, in conjunction with Stevenage Borough Council, the Hertfordshire LEP and GTR, has developed plans for a major enhancement to the station, providing for future growth and complementing a wider regeneration of the town centre. The county council would therefore like to see the regeneration of Stevenage station included within the Route Study.

The county council welcomes the scheme options for power supply upgrades on the Moorgate and Hertford Loop branches, Moorgate capacity improvements, and digital signalling.

The study states that digital signalling will provide additional capacity on the two-track section in the Welwyn area (which includes the Digswell viaduct and the Welwyn north and south tunnels). However, no indication is given of whether this solution will provide sufficient capacity in period up to "the 2040s and beyond" covered by the study. It would be useful if this information could be included in the final version of the study.

HERTFORDSHIRE COUNTY COUNCIL

ENVIRONMENT, PLANNING & TRANSPORT CABINET PANEL

MONDAY, 5 FEBRUARY 2018, AT 10.00AM

CONSULTATION BY THE MAYOR OF LONDON ON A DRAFT LONDON PLAN

Report of the Chief Executive and Director of Environment

Author: Paul Donovan, Team Leader Strategic Land Use
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Executive Member: Cllr Derrick Ashley - Environment, Planning and Transport

1. Purpose of report

1.1 The Mayor of London is consulting on a draft replacement London Plan. The purpose of this report is to seek Panel's views on the nature and content of a County Council response to the consultation.

2. Summary

2.1 The Mayor of London is consulting on a completely new planning framework for London – the London Plan (the 'Plan'), covering the period 2019 to 2041. Panel were provided with an informal briefing on the Plan by the Greater London Authority (GLA) on 10th January 2018. The consultation closes on 2 March. It will be followed by an Examination in Public scheduled for Autumn 2018 and publication is expected Autumn 2019.

2.2 A copy of the Plan has been placed in the Members Room. It is made up of a comprehensive package of policies covering a wide range of issues – the scale, nature and spatial patterns housing and economic growth; the provision of affordable housing; the design of development; the provision of social, green, utilities and other infrastructure; protection and management of heritage and culture; the protection and enhancement of the natural environment; waste management; minerals supply; the approach to be taken to transport and growth/development; and so on. These policies reflect the principles set out in a core set of six 'Good Growth' policies.

2.3 The London Plan is, of course, a Plan for London and the Mayor has no planning powers that extend outside the capital. As such, the majority of the matters covered by it have little or no direct impact upon areas beyond London, even though many of underlying issues and indeed measures for dealing with these will be similar to those in surrounding areas, such as Hertfordshire. As a consequence, whilst the Plan is very comprehensive in

the issues it covers, there are relatively few issues upon which Panel may feel the County Council needs to articulate a view. Section 6 of this report rehearses a number of issues upon which the views of Panel are sought, the more substantive of which are as follows:

- general support for the package of strategies, approaches and policies and particularly the six core Good Growth policies.
- support for the commitment to meet the vast majority of London's housing needs within London.
- clarification from the Mayor relating to the scale of housing need in the period to 2029 (it appears to be substantively greater than that averaged out over the period to 2041).
- clarification from the Mayor of his intentions with regard to 1,000 homes per annum that it would appear there are no proactive proposals to plan for.
- confirmation from the Mayor that any housing delivery failure will be managed within London as part of a Full Review of the Plan, along with a commitment to how such a Review would be triggered.
- support for recognition and continuation of wider south east political liaison arrangements.
- clarification from the Mayor on his intentions with regard to looking to longer term approaches and timeframes for growth management within the wider south east.
- concerns relating to the way in which strategic infrastructure priorities (transport corridors) are presented as growth opportunities.
- support for approach to waste management and transport within and beyond London.

3. Recommendations

- 3.1 The Panel is invited to consider the issues in section 6 of this report and come to a view on these and any others it recommends should be incorporated into a County Council response to the London Plan consultation. The Chief Executive and Director of Environment will prepare and submit a response, in consultation with the Executive Member for Environment, Planning and Transport, taking into account the views of Panel.

4. Background

What is the London Plan?

- 4.1 Under the legislation establishing the Greater London Authority, the Mayor is required to publish a Spatial Development Strategy (known as the London Plan) and keep it under review. As the overall strategic plan for London, it sets out an integrated economic, environmental, transport and social framework for the development of London – usually for a period of 20-25 years. The London Plan should only deal with things of strategic importance

to Greater London taking account of the principal purposes of the Greater London Authority (GLA) which are:

- promoting economic development and wealth creation in Greater London
- promoting social development in Greater London; and
- promoting the improvement of the environment in Greater London.

4.2 The Mayor must have regard to:

- the principle that there should be equality of opportunity for all people
- reducing health inequality and promoting Londoners' health
- achieving sustainable development in the United Kingdom
- climate change and the consequences of climate change
- the desirability of promoting and encouraging the use of the Thames, particularly for passenger and freight transportation
- the resources available to implement the Mayor's strategies.

4.3 The Plan brings together the geographical and locational aspects of the Mayor's other strategies and needs to be consistent with those strategies, including those dealing with:

- Transport
- Environment
- Economic Development
- Housing
- Culture
- Health and Health Inequalities

4.4 The London Plan is legally part of each of London's Local Planning Authorities' Development Plan and must be taken into account when planning decisions are taken in any part of London. Planning applications should be determined in accordance with it, unless there are sound planning reasons which indicate otherwise.

4.5 The Plan provides the strategic, London-wide policy context for borough local development plan documents. All local development plan documents and Neighbourhood Plans have to be 'in general conformity' with it.

Why is a new London Plan required?

4.6 This is a new Plan - it is not an alteration or update to previous Plans. It will be the third London Plan, the previous ones being the 2004 Plan produced by former Mayor of London Ken Livingstone and the 2011 Plan produced by former Mayor of London Boris Johnson. All of the other iterations of the London Plan from 2004-2016 have been 'Alterations'. Once adopted this Plan will replace all previous versions.

4.7 The last set of Alterations (known as the 'Further Alterations') were published, following a public examination and endorsement by the Secretary of State,

only two years ago. Those Alterations dealt predominantly with the need for London to increase its housing targets in light of updated evidence relating to existing and projected future population and household growth and therefore need for dwellings. The Alterations recognised that the scale of projected housing need is such that a Full Review of the London Plan would be required in the near future (2016). The Alterations were seen as a short term measure to attempt to uplift housing provision as swiftly as possible in advance of the Full Review. This Plan process is that 'Full Review'.

- 4.8 The other main driver for the preparation of the Plan is that there has been a change in Mayor since the last London was published. The new Mayor has set out his new vision for the future of London in 'A City for all Londoners' and is in the process of reviewing all Mayoral strategies to reflect that vision. In the last twelve months the Mayor has consulted upon his draft Transport, Environment and Housing strategies. A new London Plan is seen as key to bringing forward the Mayor's vision for London.
- 4.9 The consultation closes on 2 March. It will be followed by an Examination in Public currently scheduled for Autumn 2018 and publication is expected Autumn 2019.

Recent Political Liaison Arrangements in the Wider South East

- 4.10 The Inspector presiding over the Examination in Public into the Further Alterations in 2014 concluded the following in terms of the likely requirement for the Mayor to engage with local authorities beyond London, moving forward to the preparation of the Full Review of the London Plan.

'56. The targets set in Table 3.1 will not provide sufficient housing to meet objectively assessed need and I am not persuaded that the FALP can ensure that the additional 6,600 dpa will be delivered. Nor do I consider that the Mayor can rely on paragraph 47 of the NPPF or the duty to co-operate to make London Boroughs provide more. It is not enough to grant planning permissions, homes have to be built and the target rate of 42,000 dpa is significantly higher than has been achieved since 2004 and the boom years before the recession.

*57. The evidence before me strongly suggests that the existing London Plan strategy will not deliver sufficient homes to meet objectively assessed need. The Mayor has committed to a review of the London Plan in 2016 but I do not consider that London can afford to wait until then and recommend that a review commences as soon as the FALP is adopted in 2015 (IRC3). **In my view, the Mayor needs to explore options beyond the existing philosophy of the London Plan. That may, in the absence of a wider regional strategy to assess the options for growth and to plan and co-ordinate that growth, include engaging local planning authorities beyond the GLA's boundaries in discussions regarding the evolution of our capital city.**' [emphasis added]*

- 4.11 In advising the Mayor that he was content for the Further Alterations to be published, the Minister of State for Housing and Planning stated:

'Recommendation 3 – early review of the London Plan

The anticipated growth in London's population is likely to have a significant impact on the surrounding areas. I note your obligation and welcome your commitment to work closely with local authorities and other partners in the areas outside London as part of the full-scale review of the London Plan. Authorities outside London face their own issues and challenges in meeting their own needs, which may impact upon their ability to accommodate any of London's unmet housing needs.....

Furthermore, I note the Inspector's suggestion that the Mayor may wish to explore options beyond the existing approach of the London Plan. I want to stress that the National Planning Policy Framework is clear that the Green Belt should be given the highest protection in the planning system and is an environmental constraint which may impact on the ability of authorities to meet their housing need.....'

- 4.12 Following publication of the Further Alterations the process of the Mayor engaging with local authorities beyond London commenced. Two wider south east summits were convened to explore the support for, and potential nature of, any wider south east political collaboration. This process resulted in the formation of a 'Wider South East Political Steering Group' (PSG). The work of that Group to date has been focussed on addressing barriers to housing delivery and wider south east strategic infrastructure. A third Summit of Leaders was held on the 9 December 2016 at which the main focus was the impending review of the London Plan. Hertfordshire councils, including the County Council, have been represented at the Summits. Cllr L Haysey (East Hertfordshire District Council) and Cllr J Gardner (Stevenage Borough Council) are represented on the PSG.
- 4.13 Despite the expectations of the Further Alterations Inspector and the acceptance by the Minister that it may be necessary, as part of the Full Review of the London Plan, *'to explore options beyond the existing philosophy of the London Plan. That may, in the absence of a wider regional strategy to assess the options for growth and to plan and co-ordinate that growth, include engaging local planning authorities beyond the GLA's boundaries in discussions regarding the evolution of our capital city'*, that has not happened. The reason for this is that until very recently the GLA were not clear as to whether it would be possible for London to meet its housing requirements internally.

5. The Plan

5.1 The Mayor says that the Plan:

‘.....is different to those that have gone before it. It is more ambitious and focused than any previous Plans. The concept of Good Growth – growth that is socially and economically inclusive and environmentally sustainable – underpins the Plan and ensures that it is focused on sustainable development.’

‘London’s global economy is the envy of other world cities and with good reason – it is the engine of the national economy and will sustain the level of population growth expected in London over the coming years. But to plan a city that works for all Londoners, as the population grows towards 10.8 million by 2041, it will be important to think about what the purpose of economic growth actually is.

A failure to consider this fundamental question has led to some of the most serious challenges London faces today. The growth in population and jobs has not been matched by the growth in the number and type of homes London needs, driving up rents and house prices to levels that have priced many Londoners out of the market. A focus on large multinational businesses in the centre of London has not been matched by economic development in other parts of the city. A failure to consider the wider implications of London’s growth has increased car dependency, leading to low levels of physical activity, significant congestion, poor air quality and other environmental problems.’

5.2 A copy of the Plan has been placed in the Members’ Room. It is made up of a comprehensive package of policies covering a wide range of issues – the scale, nature and spatial patterns housing and economic growth; the provision of affordable housing; the design of development; the provision of social, green, utilities and other infrastructure; protection and management of heritage and culture; the protection and enhancement of the natural environment; waste management; minerals supply; the approach to be taken to transport and growth/development; and so on.

5.3 Each of the policy areas in the Plan is underpinned by a core set of six ‘Good Growth’ policies which in effect represent a summary of the overall direction of the Plan:

- **Policy GG1 Building strong and inclusive communities** – to generate a wide range of economic and other opportunities for all; provide access to good quality services and amenities that strengthen communities; increasing active participation and social integration, and addressing social isolation; ensure that streets and public spaces are planned for people; promote the crucial role town centres; well designed new buildings and the spaces; a London where all Londoners, including older people, disabled people and people with young children can move around with ease and enjoy the opportunities the city provides, etc.

- **Policy GG2 Making the best use of land** – including high-density, mixed-use places, intensifying use of land, prioritising Opportunity Areas, brownfield land, surplus public sector land, sites which are well-connected by existing or planned Tube and rail stations, sites within and on the edge of town centres, and small sites; protect London’s open spaces, including the Green Belt, Metropolitan Open Land; enabling car-free lifestyles that allow an efficient use of land, etc.
- **Policy GG3 Creating a healthy city** –improve Londoners’ health and reduce health inequalities, addressing health in an integrated and co-ordinated way; promote more active and healthy lifestyles; use the Healthy Streets Approach; assess impacts of development on the health and wellbeing of communities; improve access to green spaces and the provision of new green infrastructure; ensure that new buildings are well-insulated and sufficiently ventilated to avoid the health problems associated with damp, heat and cold; seek to create a healthy food environment, increasing the availability of healthy food and restricting unhealthy options, etc.
- **Policy GG4 Delivering the homes Londoners need** – create a housing market that works better for all Londoners; ensure that more homes are delivered; strategic target of 50 per cent of all new homes being genuinely affordable; create mixed and inclusive communities, with good quality homes; establish ambitious and achievable build-out rates, etc.
- **Policy GG5 Growing a good economy** – promote the strength and potential of the wider city region; economy diversifies and that the benefits of economic success are shared more equitably across London; plan for sufficient employment and industrial space in the right locations; sufficient high-quality and affordable housing, as well as physical and social infrastructure is provided to support London’s growth; leadership in innovation, research, policy and ideas; promote and support London’s rich heritage and cultural assets; maximise London’s existing and future public transport, walking and cycling network, as well as its network of town centres, to support agglomeration and economic activity, etc.
- **Policy GG6 Increasing efficiency and resilience** - improve energy efficiency and support the move towards a low, carbon circular economy, contributing towards London becoming a zero carbon city by 2050; ensure buildings and infrastructure are designed to adapt to a changing climate, making efficient use of water, reducing impacts from natural hazards like flooding and heatwaves, and avoiding contributing to the urban heat island effect; create a safe and secure environment which is resilient against the impact of emergencies including fire and terrorism; take an integrated approach to the delivery of strategic and local infrastructure by ensuring that public, private, community and voluntary sectors plan and work together, etc.

- 5.4 Panel had the benefit of an informal briefing on the Plan by the GLA on 10 January 2018. The consultation on the draft Plan closes on 2 March. It will be followed by an Examination in Public scheduled for Autumn 2018 and publication is expected Autumn 2019.

Timeframe

- 5.5 The new Plan will run from 2019 to 2041. This date has been chosen to provide a longer-term view of London's development to inform decision making. However, some of the more detailed elements of the Plan, such as the housing targets are set only for the first ten years of the Plan. This reflects the dynamic nature of London's land market and means that there will need to be a review of the housing targets before 2029.

6. Responding to the consultation

- 6.1 The London Plan is, of course, a Plan for London and the Mayor has no planning powers that extend outside the Capital. As such, the majority of the matters covered by it have little or no direct impact upon areas beyond it. Many of the underlying issues and indeed measures for dealing with these, however, will be similar to those in surrounding areas, such as Hertfordshire. As a consequence, whilst the Plan is very comprehensive in the issues it covers, there are relatively few upon which Panel may feel the County Council will need to articulate a view. A number of the issues are rehearsed below.

The Plan as a whole and the Good Growth policies

- 6.2 The Plan covers a very wide range of planning issues – from the very strategic issues of providing for new homes and supporting the economy right down to detailed matters such as the design of streets and protection of pubs. As a package of strategies, approaches and policies, the Plan is proactive, comprehensive and challenging and Panel may feel is worthy of a broad statement of support, particularly in relation to the six core Good Growth policies.

Level of Housing need

- 6.3 The Plan identifies an annual need for 66,000 dwellings per annum (dpa). The greatest proportion of that need is determined by projecting population/household formation over the period 2016-2041. However, the housing targets within the London Plan only deal with the period 2019-2029. If one uses the same 2016 baseline and takes the 2029 timeframe for which housing targets are set – a period of 13 years - the average annual need appears to rise by at least 10,000 dpa. This represents a significantly greater level of need than that identified in the Plan and proposed to be catered for in housing targets. Clearly, not actively planning for higher levels of short term need has potentially significantly implications for both London and areas beyond.

- 6.4 Clarification has been sought from the GLA, but at the time of writing no response has been received. The Panel may feel it would be appropriate for the County Council to pursue this clarification in any response and if the scale of annual need to 2029 is indeed in excess of 66,000 dpa call for the Mayor and the Plan itself to clarify the implications of this and how they are to be managed.

Meeting Housing Needs within London

- 6.5 The Further Alterations published in 2015 identified a housing need of 49,000 dpa and a housing target of 42,000 dpa. In practice, London struggles to deliver half of its need and a recent high in delivery in 2014/15 of 32,440 was still 17,000 dpa short of the annual level of need and 10,000 dpa short of the extant London Plan target. In the period 2001/2 to 2014/15 average annual housing delivery within London was 27,444 dpa. Housing delivery failure against London Plan targets is a consistent and ongoing theme.
- 6.6 This Plan identifies a housing need of 66,000 dpa and a housing target of 65,000 dpa. This target is to be achieved through a range of mechanisms - maximising opportunities on brownfield sites, within opportunity areas (areas typically contain capacity for at least 5,000 net additional jobs or 2,500 net additional homes or a combination of the two), optimising housing density, intensification within Outer London, a crucial role of the town centre network, enhancing the role of small sites, mixed use redevelopment of low density car parks and retail, incremental intensification of existing residential areas, both strategic and small scale regeneration, etc. Growth is to be achieved without encroaching into the Green Belt – the Mayor strongly supports the protection of the Green Belt and of Metropolitan Open Land and there are policies to protect these from inappropriate development.
- 6.7 London is going to have to at least double annual housing delivery if London Plan targets are going to be achieved, which given the backdrop of persistent delivery failure appears very challenging. However, the Mayor sees *'London's housing crisis is the single biggest barrier to prosperity, growth, and fairness facing Londoners today'*. His draft housing Strategy and this draft Plan contain a wide range of policy and other measures designed to achieve his vision and it may well be that these two strategies combined, together with concerted effort of all partners, achieves the Mayor's desired housing delivery uplift.
- 6.8 Whilst the Plan's commitment to meet the majority of identified housing needs appears to be very challenging in the light of persistent delivery failure, Panel may consider it appropriate for the County Council to welcome the Mayor's commitment to meet the majority of London's housing needs within the Capital.

Housing delivery failure?

- 6.9 There would clearly be a range of potential serious consequences if housing delivery within London continues to fail – both within and beyond the capital (exacerbating the tendency to migrate, increasing commuting, increasing migration assumptions within official population projections, etc). The pressures placed upon areas beyond London, particularly closest to it in places like Hertfordshire, would potentially be intense. Given the scale of the challenge ahead it would seem prudent to plan for the possibility of failure and the Plan is not as clear as it might be in terms of what would happen were failure to materialise. The Mayor himself recognises that the London housing crisis *‘.....is unacceptable and I am determined to make a difference. I have been honest with Londoners from the start – we are not going to be able to turn things around overnight. This is going to be a marathon, not a sprint. But we are working hard every day and we have already started to take big steps forward’*. Even the Mayor does not appear to expect a significant change in the short and even perhaps medium term.
- 6.10 At the informal briefing for Panel on 10 January the GLA was asked what the Mayor’s response would be were housing delivery failure to materialise – would that failure be managed within London or would the Mayor be looking for support from further afield? The response was that failure would be addressed by a review of the Plan, not by placing expectations upon local authorities beyond London.
- 6.11 Regardless as to the Mayor’s position, it is possible to envisage a scenario in which local planning authorities bringing forward local plans beyond London are pressurised by some parties, and perhaps asked by Inspectors, to explain how they propose to address housing delivery shortfall within London – are they to uplift their housing targets?
- 6.12 Under these circumstances, and to offset any ambiguity, Panel may take the view it would be appropriate for the County Council to seek confirmation within the Plan (probably within both policy and supporting text) that housing delivery failure is a matter for London and would be dealt with by means of a review of the Plan. There may also be merit in also calling for the Plan to include a trigger point for the Review – a specific number of years of failure, for example.

The ‘missing 1,000dpa’

- 6.13 The Plan identifies a need for 66,000 dpa and considers it has capacity to and contains specific policies and targets to deliver 65,000 dpa. The previous London Plan, which similarly failed to proactively plan specifically for the level of identified need (but in that case the gap was 7,000 dpa), contained policy wording (*‘Boroughs should draw on the housing benchmarks in table 3.1 in developing their LDF housing targets, augmented where possible with extra housing capacity to close the gap between identified housing need.....’*) that sought to encourage London Boroughs to exceed their specific housing targets to make inroads into managing the 7,000 dpa shortfall between ‘need

for' and 'plan for'. This Plan contains no such wording and there is no clarity on the position in relation to the 'missing 1,000 dpa' homes. Clarification has been sought from the GLA, but at the time of writing, no response has been received. Panel may feel it would be appropriate to pursue this in any County Council response and call for the position to be clearly articulated in the Plan.

Collaboration in the Wider South East

- 6.14 The Plan contains two policies that are particularly relevant to authorities beyond London. The first deals with 'Collaboration' generally and the second 'Growth locations in the wider south east and beyond'. Given their obvious relevance, these policies are reproduced and discussed below.

Policy SD2 Collaboration in the Wider South East

A The Mayor will work with partners across the Wider South East (WSE) to address appropriate regional and sub-regional challenges and opportunities through recently-developed strategic coordination arrangements.

B To secure an effective and consistent strategic understanding of the demographic, economic, environmental and transport issues facing the WSE, the Mayor supports joint working with WSE partners to ensure that plan-making is, as far as possible, informed by consistent technical evidence.

C The Mayor will take account of the views of WSE partners in discharging his Duties to Inform and Consult with authorities beyond London and will respond to their Duty to Co-operate requests for views on Development Plans insofar as they bear strategically on London.

D The Mayor supports recognition of long-term trends in migration in the development of Local Plans outside London.

E The Mayor will work with WSE partners to find solutions to shared strategic concerns such as: barriers to housing and infrastructure delivery (including 'smart' solutions - see also paragraph 9.6.7); factors that influence economic prosperity; the need to tackle climate change (including water management and flood risk); improvements to the environment (including air quality) and waste management (including the promotion of Circular Economies); wider needs for freight, logistics and port facilities; and scope for the substitution of business and industrial capacity where mutual benefits can be achieved

- 6.15 The supporting text is designed to highlight some of the intimate relationships London has with its hinterland and further afield. For example:

- London is not an island and that whilst it is significantly larger than other centres in the Wider South East, it is part of an extensive and complex network of centres. The network as a whole, and the orbital and radial linkages which hold it together, comprise the most productive region in the UK accounting for nearly half its output and making by far the biggest net contribution to the national exchequer.

- the WSE is home to 24.2 million people (8.9 million in London), 10.0 million households (3.6 million in London) and 13.7 million jobs (5.7 million in London). It is projected to grow more rapidly by 2041 than other parts of the UK – in population terms by 21 per cent in London and 17 per cent in the WSE outside London. Household numbers are expected to increase by 32 per cent in London and 23 per cent elsewhere in the WSE.
- 800,000 commuters travel into London each day (more than half of the workforce in some of the local authorities bordering London and make an important contribution to its economy as well as to the commuters' own local economies when they return home.

6.16 The recognition of the existing wider south east political arrangements and the commitment to continue the collaboration to deal with shared issues is something Panel may feel the County Council could welcome and support. As the Plan progresses it would be useful for the wider south east to work together with the Mayor to make any necessary improvements to this proactive and positive policy and the narrative around it.

Policy SD3 Growth locations in the Wider South East and beyond

A The Mayor will work with relevant WSE partners, Government and other agencies to realise the potential of the wider city region and beyond through investment in strategic infrastructure to support housing and business development in growth locations to meet need and secure mutual benefits for London and relevant partners.

B The Mayor supports recognition of these growth locations with links to London in relevant Local Plans.

6.17 The purpose and intentions of Policy SD3 and its supporting text are not at all clear. The text of the policy appears to relate to investment in strategic infrastructure (presumably transport) to support growth where there are relationships to London (though the title of the policy suggests it is about growth locations beyond London). But when one turns to the supporting text, the focus seems to turn away from infrastructure and towards the delivery challenges associated with housing growth:

*'....that as far as possible sufficient provision will be made to **accommodate the projected growth within London**.....'*

*The GLA's new **Strategic Housing Market Assessment** shows that London has a need for approximately 66,000 additional homes a year. The Strategic Housing Land Availability Assessment suggests that London has the capacity for around 65,000 additional homes a year and the housing targets in this Plan reflect this.....'*

Despite this Plan seeking to accommodate the vast majority of London's future growth, some migration will continue.....'

*Given the pressure for growth in both London and the WSE, the barriers to housing delivery that need to be overcome to avoid a further increase of the backlog, and potential changes to projections over time, it is prudent to plan for longer-term contingencies. Therefore, the Mayor is interested in **working with willing partners** beyond London to explore if there is potential to accommodate more growth in sustainable locations outside the capital.’ This seems to start to explore the possibility of locations beyond the capital being suitable to accommodate not only growth generated there, but also some of London growth. This message is then reinforced in paragraphs that follow:*

‘.....The focus is on locations that are (or are planned to be) well-connected by public transport and where development can help meet local growth aspirations as well as wider requirements. Recognising that investment in public transport can often bring significant benefits to wider areas, such partnerships could focus on optimising rail capacity between London, the wider region and beyond. Another area of focus could be proposals for new/garden settlements with good links to London.....’

.....Collaboration with willing partners can help alleviate some of the pressure on London while achieving local ambitions in the WSE for growth and development, recognising that this may require further infrastructure.....’

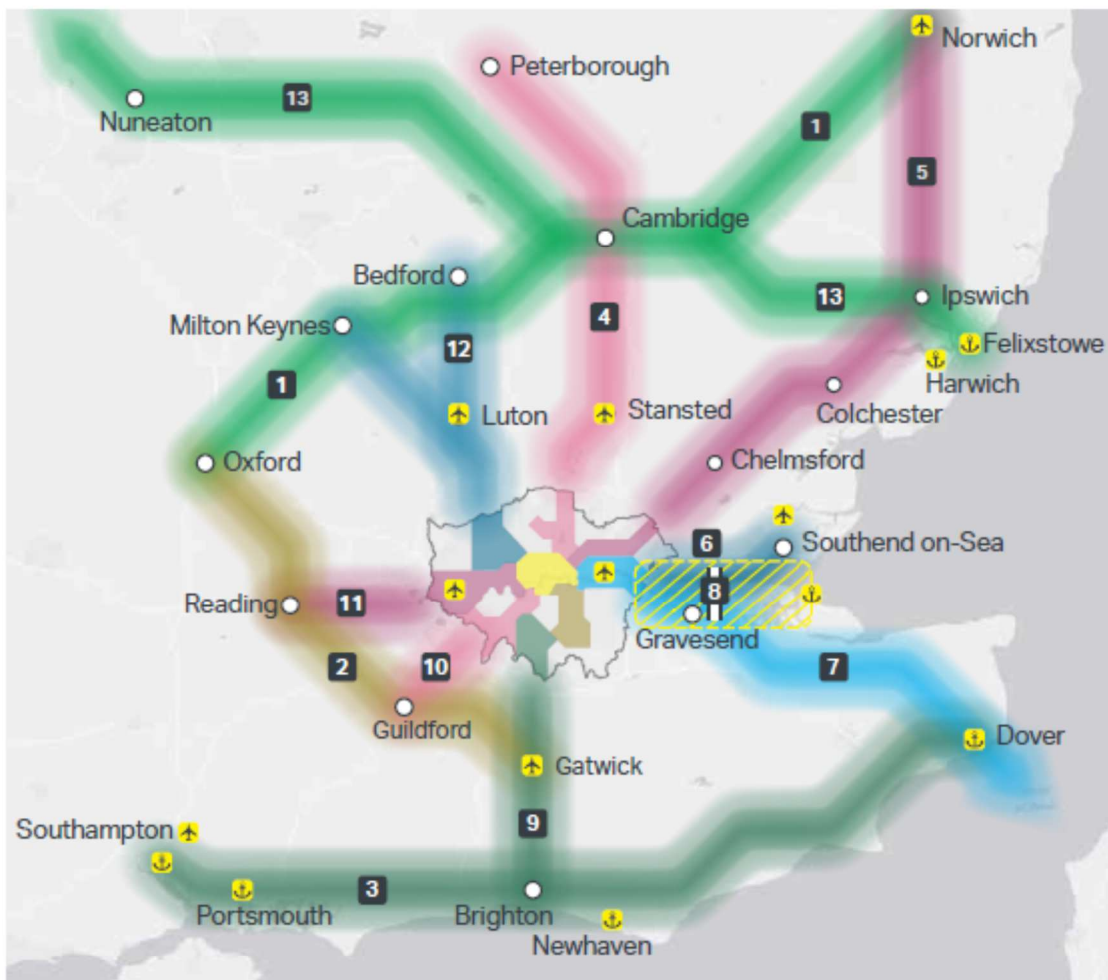
*.....The Mayor will work with key **willing partners**, including local authorities, Local Enterprise Partnerships, the National Infrastructure Commission and Government, to explore strategic growth opportunities where planning and delivery of strategic infrastructure (in particular public transport) improvements can unlock development that supports the wider city region.....’*

.....The Mayor continues to encourage authorities outside London to become willing partners and work with the capital on opportunities for growth, where mutual interest can be achieved.’

- 6.18 The ‘willing partners’ approach appears to relate to ‘longer-term contingencies’, though ‘longer term’ is not defined. It may well be that this whole section of the Plan is designed to pave the way for a strategic dialogue between London and the wider south east and beyond about how the next tranche of strategic growth (demographic and economic) is to be managed, including exportation of London growth, **for the period post-2029**. Reference is made, for example, to the National Infrastructure Commission being one of the ‘willing partners’ and this could reflect a view by the Mayor that initiatives such as the Oxford-Cambridge Corridor and the scale of growth potential within it represent a strategic opportunity to help address growth pressure not only within the corridor itself, but from other areas, including London. If this is the case then it resembles the very dialogue the Inspector into the Further Alterations was expecting to have happened to inform this Plan.
- 6.19 The supporting text contains a diagram of the strategic infrastructure priorities in the wider south east and beyond where the Mayor states ‘*Some of these orbital priorities may have more capacity to accommodate additional growth*

than the radial ones'. The Mayor appears to view these transport infrastructure priorities as potentially suitable for his 'willing partners' approach. Two of the priorities run through Hertfordshire. In developing these infrastructure priorities the authorities beyond London have been clear that their purpose is to identify infrastructure priorities, which while supporting growth, should not be construed as growth corridors. Associating these infrastructure priorities within the Mayor's approach to 'willing partners' on managing longer term growth potentially takes their scope beyond that agreed within the wider south east political arrangements.

Figure 2.15 - Wider South East – 13 Initial Strategic Infrastructure Priorities



Strategic Infrastructure Priorities

-  Airport
-  Port
-  Thames Estuary Ports
-  London Growth Areas

Source: Wider South East Partnership

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- 6.20 The Panel may feel it would be appropriate for the County Council to seek:
- a discussion within the wider south east political arrangements seeking clarification about what the Mayor's intentions are in relation to this section of the Plan – is it designed to commence a dialogue in relation to post 2029 scenarios;
 - a redraft of the policy and supporting text to reflect that clarified position.
 - the need to remove any suggestion that the strategic transport infrastructure priorities are growth priorities/corridors and perhaps the transfer of text relating to infrastructure priorities to the transport section of the Plan along with additional text about their purpose and how they are to be taken forward.

Waste

- 6.21 In 2015 London produced just under 18 million tonnes (mt) of waste, comprising:
- 3.1mt household waste – 17 per cent
 - 5.0mt commercial/industrial waste – 28 per cent
 - 9.7mt construction, demolition and excavation waste – 54 per cent
- 6.22 In 2015, London managed 7.5mt of its own waste, exported 11.4mt and imported 3.6mt. This gives London a current waste net self-sufficiency figure of approximately 60 per cent. Around 5mt (49 per cent) of waste exported from London went to the East of England and 4.2mt (42 per cent) to the South East. The bulk of this waste was construction, demolition and excavation waste. Approximately 1.3mt of waste was exported overseas.
- 6.23 In 2015, 2.9mt of the waste sent to the East of England went to landfill and 2.2mt went to landfill in the South East. Some 32 per cent of London's waste that was biodegradable or recyclable was sent to landfill.
- 6.24 Historically, Hertfordshire has managed considerable quantities of waste originating from London – whether that be household, commercial and industrial or construction, demolitions and excavation waste.
- 6.25 The Plan contains a range of ambitious policies. For example:
- promoting a more circular economy that improves resource efficiency and innovation to keep products and materials at their highest use for as long as possible.
 - ensuring that there is zero biodegradable or recyclable waste to landfill by 2026.

Projected exports of Household and Commercial & Industrial waste from London (000's tonnes)

	2015	2021	2026	2041
London's arisings	8,100	8,216	8,299	8,726
London's exports	3,449	1,725		

- municipal waste recycling target of 65% by 2030.
- construction, demolition and excavation waste recycling target of 95% per cent by 2020.
- the equivalent of 100 per cent of London's waste to be managed within London (i.e. net self-sufficiency) by 2026 ['Managed' meaning waste is used for energy recovery, the production of solid recovered fuel (SRF), or it is high quality refuse-derived fuel (RDF) sorted or bulked for re-use (including repair and re-manufacture), reprocessing or recycling (including anaerobic digestion), reused, recycled or reprocessed].

6.26 There are also policy and other commitments to matters such as safeguarding of waste facilities; the suitability of strategic industrial locations and locally significant employment sites/land for waste uses and the need to protect such areas from housing and mixed use development; requirement for boroughs to allocate sufficient land to waste apportioned to their areas; the need for careful design of development adjacent to waste to minimise the potential for disturbance and conflicts of use; and so on. The Plan also recognises the important work undertaken by the Waste Technical Advisory Bodies and both supports and encourages the continued working to address cross boundary issues. These policies aspirations and commitments and commitment to joint working are very much in line with the County Council's approach to waste management. As such Panel may consider there would be merit in a broad statement of support from the County Council as an adjacent Waste Planning Authority. Despite these policies, London will continue to export waste, for example in the form of solid recovered fuel, refuse-derived fuel (RDF) and construction, demolition and excavation waste. Given the scale of growth and change proposed for London within the Plan, there are likely to be a challenging levels of future construction, demolition and excavation waste from the major infrastructure and regeneration projects.

6.27 The Plan states in the text supporting waste policies that London produced 324,000 tonnes of hazardous waste in 2015 and that there is a major risk of shortfall for this type of facility regionally. Given this risk Panel might feel it would be appropriate to recommend that a specific policy be included within the Plan dealing with this issue.

Minerals

6.28 The Plan contains policies to safeguard aggregates resources and aggregates infrastructure (including aggregates recycling, railheads, wharves), the maintenance of a landbank of land won aggregates, encouraging re-use and

recycling of construction, demolition and excavation waste within London, requirements to reduce the environmental impacts of aggregate. Such policies are in-keeping with the County Council's approach to aggregates provision and as such Panel may consider there would be merit in a broad statement of support from the County Council as an adjacent Minerals Planning Authority.

Transport

- 6.29 The main mechanism through which the Mayor proposes to manage London transport is within his Transport Strategy. This Plan therefore focusses more on those matters under the control of the planning regime that can contribute to the aspirations and policies within the Transport Strategy. These include:
- rebalancing the transport system towards walking, cycling and public transport, including ensuring high quality interchanges, to reduce Londoners' dependency on cars.
 - strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041.
 - the need to develop effective transport policies and projects to support the sustainable development of London and the Wider South East as well as to support better national and international public transport connections.
 - supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure minimum cycle parking standards, reduced parking provision, maximum car parking standards, etc.
- 6.30 The Mayor's approach to transport within his package of Strategies is very much in-keeping with the County Council's approach within the emerging Local Transport Plan 4. As an adjoining transportation authority, Panel may feel it would be appropriate to offer broad support to the approach proposed within the Plan and the recognition of the need for managing transport issues across boundaries.

The Economy

- 6.31 The Plan contains a range of policies designed to support the projected growth of all sectors of the London economy – offices, low cost business space, industry, logistics and service sectors, designation of strategic industrial locations, requirements to designate locally significant industrial sites, etc. The main thrust of the Plan is for the planning regime to positively plan for the development requirements of the London economy as it changes over time.
- 6.32 The one specific exception to this approach is in relation to industrial land. The Plan commits to the provision of a sufficient supply of land and premises in different parts of London to meet current and future demands for industrial and related functions and no net loss of industrial floorspace capacity. However, a key approach to industrial land is to encourage industrial intensification, colocation and substitution. In this context, 'substitution' includes the '*substitution of some of London's industrial capacity to related property markets elsewhere in London and beyond London's boundary*'. The

Plan is clear that this should only happen, amongst other matters, where it results in mutual advantage and full regard is given to both the positive and negative impacts. It should only be considered as part of a plan-led process of consolidation and intensification and not through ad hoc planning applications.

- 6.33 Whilst an issue having cross-boundary implications for Hertfordshire, the approach is based upon mutual advantage and managed strategically. The Panel may feel a County Council response could note the approach and reinforce the need for proper consideration of positive and negative impacts.

7. Hertfordshire Infrastructure and Planning Partnership/East of England Local Government Association

- 7.1 At its meeting on 15 January 2018 the Hertfordshire Infrastructure and Planning Partnership agreed that the Hertfordshire authorities should prepare a response to the consultation. Over the coming weeks there will be a dialogue within Hertfordshire about the key issues the local authorities will need to respond on. There are also officer and member arrangements within the East of England which will be considering what response should be made (by the East of England Local Government Association) to the Mayor from an East of England perspective. Both these processes may generate additional issues which, whilst coming forward post-Panel, it may be appropriate to incorporate into a County Council response, subject to them not conflicting with the overall tenor of any response as agreed by Panel.

8. Financial Implications

- 8.1 There are no financial implications as a result of this report.

9. Equality Implications

- 9.1 When considering proposals placed before Members it is important that they are fully aware of, and have themselves rigorously considered the equality implications of the decision that they are making.
- 9.2 Rigorous consideration will ensure proper appreciation of any potential impact of that decision on the County Council's statutory obligations under the Public Sector Equality Duty.
- 9.3 The Equality Act 2010 requires the County Council when exercising its functions to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and other conduct prohibited under the Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. The protected characteristics under the Equality

Act 2010 are age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion and belief, sex and sexual orientation.

- 9.4 No decisions are being made. An Equalities Impact Assessment has been undertaken of the Plan by the GLA.

Background Information

The London Plan - The Spatial Development Strategy for Greater London – Draft for Public Consultation – December 2017

HERTFORDSHIRE COUNTY COUNCIL**ENVIRONMENT, PLANNING & TRANSPORT CABINET PANEL
MONDAY, 5 FEBRUARY 2018, AT 10.00 AM****REVISED WASTE LOCAL PLAN TARGETS AND INDICATORS***Report of the Chief Executive and Director of Environment*

Author: Emma Chapman, Apprentice Planner, Spatial Planning and
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Executive Member: Derrick Ashley

1. Purpose of report

- 1.1 To present to the Panel a set of revisions to the targets and indicators contained within The Waste Core Strategy and Development Management Policies Document (hereafter referred to as the Waste Core Strategy). The Waste Core Strategy forms part of Hertfordshire's Waste Local Plan.
- 1.2 Any agreed changes will supersede the current targets and indicators and will be implemented within the forthcoming and subsequent Authority's Monitoring Reports.

2. Summary of Proposal

- 2.1 The Waste Core Strategy includes a chapter on the monitoring and implementation of the Waste Local Plan. This chapter is comprised of targets and indicators which are used to monitor the implementation of the Waste Local Plan policies.
- 2.2 The monitoring of the Waste Local Plan policies is presented through Hertfordshire's Authority's Monitoring Report (hereafter referred to as AMR). The AMR is a statutory document and is updated on an annual basis and is presented to this Panel.
- 2.3 The targets and indicators set out in the Waste Core Strategy have been being used to monitor the implementation of the Waste Local Plan policies through the AMR, since the Waste Core Strategy was adopted, in 2012.
- 2.4 In July 2015, the targets and indicators were revised due to difficulty reporting on a number of the targets. Obtaining information and relevant data to report on the targets was a lengthy process, which in turn required complicated explanations when reporting on each of the targets in the AMR.

- 2.5 Since July 2015 there have been further changes to the picture for waste in Hertfordshire and other issues in relation to obtaining data which need to be taken into account in order for the Targets and Indicators to remain pertinent and reportable.
- 2.6 The Waste Planning Authority has revised the targets and indicators and presents the revised set to Panel today. Further detailed explanations on the reasons for the proposed revisions are set out in Tables 1 and 2 of Appendix A, as attached to the report.

3. Recommendation

- 3.1 The Panel's views are sought on the revisions to the targets and indicators which are used to assess the implementation of the Waste Local Plan policies, within the AMR.

4. Background to the Waste Local Plan Targets and Indicators

- 4.1 Hertfordshire's Waste Local Plan is comprised of The Waste Core Strategy (adopted November 2012) and The Waste Site Allocations Development Plan Document (adopted July 2014).
- 4.2 Chapter 5 of the Waste Core Strategy outlines the monitoring and implementation framework for the Local Plan, which is comprised of the targets and indicators.
- 4.3 The targets and indicators were developed to ensure that the Waste Planning Authority can assess the effectiveness of policies within the Waste Local Plan.
- 4.4 Monitoring the implementation of the Waste Local Plan policies allows the Waste Planning Authority to keep a record of the use of all policies and highlights which policies are not being implemented and may need to be revised, or removed, when the Waste Local Plan comes under review.
- 4.5 At present the Waste Local Plan is under review. The review of the Waste Local Plan is a lengthy process, with the updated Waste Local Plan document anticipated for adoption in 2021.
- 4.6 Until the adoption of the updated Waste Local Plan in 2021, the Waste Planning Authority must ensure that the targets and indicators of the Waste Core Strategy remain appropriate and reportable so as to ensure that the implementation of the Waste Local Plan policies can be monitored effectively.
- 4.7 The text below is taken from chapter 5 of the Waste Core Strategy. It sets out the Waste Planning Authorities commitment to ensuring the targets and indicators remain appropriate:

“Through the Monitoring Report (AMR), the Waste Planning Authority will keep this monitoring framework under review to ensure that an effective approach to monitoring the implementation of the plan is maintained and

that the targets and indicators used to monitor the plan remain appropriate.”

5. Summary of Proposed Revisions

- 5.1 The proposed changes to the targets and indicators can be found at Appendix A of this report. In addition, the revised tables from chapter 5 of the Waste Core Strategy and Development Management Policies document have been prepared and can be found at Appendix B of this report.
- 5.2 In summary, the following changes are proposed:

Target 3 and its associated Indicator to be modified

Existing Target 3 reports on any New Waste Management Facilities that have been permitted (within Areas of Search A-E , which are broad areas set out in Hertfordshire’s Waste Local Plan) to treat the identified Local Authority Collected (LAC) Waste Arisings, which includes identified organic LAC waste arisings, over the period that the adopted Waste Local Plan covers (2011-2026).

Target 3 needs to be revised in light of the findings set out in the ‘Local Authority Collected Waste Spatial Strategy’ (LACWCS) 2016, which is prepared by the Waste Management Unit at Hertfordshire County Council.

The LACWCS 2016 states that there is enough permitted Organic Waste treatment facilities in the county, to treat projected organic waste levels up to 2030/2031.

As a result of these findings, the Waste Planning Authority no longer needs to report on new facilities to treat the LAC Organic waste arisings and therefore would like to exclude the organic element from Target 3.

Target 8 has been removed

Existing Target 8 reports on the percentage of untreated waste that is imported from London into Hertfordshire after 2015, with the aim of this percentage being 0%.

Since this target has been reportable (from 2015 onwards), obtaining the figure for the ‘untreated’ percentage of waste imported from London has proved impossible data for the Waste Planning Authority to obtain. The only data that the Waste Planning Authority has been able to obtain and therefore report on is the overall percentage of waste imported from London.

The Waste Planning Authority proposes that this target be removed in light of the difficulty obtaining the data for this target and the subsequent inability to accurately report on it.

Target 17 and its associated Indicator to be modified

The Waste Planning Authority has experienced difficulty obtaining the information to report on this target due to staffing issues and the procurement of new software for the recording of planning and enforcement information.

It is proposed that the target be changed so that the information required is easily accessible and something that can be directly obtained by the Waste Planning Authority.

It is proposed that the new target relate to Waste Surveys, which are handled directly by the Waste Planning Authority on an annual basis.

6. Next Steps

- 6.1 The next AMR, which will cover the period of 1 April 2017- 31 March 2018 and will be presented to this Panel at a later date in 2018, will include the revised set of targets and indicators. Text will be inserted in the AMR, explaining why these changes have been made, with reference to this Panel Report. In addition, these changes will appear online directly alongside the adopted Waste Local Plan as an addendum.

7. Financial Implications

- 7.1 The cost of monitoring the Waste Local Plan is included in existing budgets.

8. Equalities Impact Assessment (EqIA)

- 8.1 When considering proposals placed before Members it is important that they are fully aware of, and have themselves rigorously considered the equality implications of the decision that they are making.
- 8.2 Rigorous consideration will ensure that proper appreciation of any potential impact of that decision on the county council's statutory obligations under the Public Sector Equality Duty. As a minimum this requires decision makers to read and carefully consider the content of any Equalities Impact Assessment (EqIA) produced by officers.
- 8.3 The Equality Act 2010 requires the county council when exercising its functions to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and other conduct prohibited under the Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. The protected characteristics under the Equality Act 2010 are age; disability; gender reassignment; marriage and civil

partnership; pregnancy and maternity; race; religion and belief, sex and sexual orientation.

- 8.4 No EqlA was undertaken in relation to this report. It is not anticipated that people with protected characteristics will be affected disproportionately by the proposals set out in the report.

Appendix A – Schedule of amendments to the Waste Core Strategy Targets & Indicators

Appendix B – Amended Tables 12 and 13 for chapter 5 of the Waste Core Strategy and Development Management Policies document 2011-2026 (adopted November 2012)

Background documents used in writing this report:

Waste Core Strategy and Development Management Policies document (adopted November 2012), <http://www.hertsdirect.org/docs/pdf/w/twcsadmpd.pdf>

Minerals and Waste Development Framework Authority's Monitoring Report 2016/2017

*<http://www.hertsdirect.org/services/envplan/plan/hccdevplan/annualmonitoringreport>
[1/](#)*

Appendix A: Schedule of Amendments to the Waste Core Strategy Targets and Indicators

Table 1: Amended Waste Core Strategy Targets

Existing Waste Core Strategy Target	Keep/Modify/Delete	Relevant New Target
<p><u>Target 1</u></p> <p>A year on year reduction in the amount of untreated waste sent to landfill over the Plan period.</p>	<p>Keep</p>	<p>N/A</p>
<p><u>Target 2</u></p> <p>A reduction in the amount of waste produced per household to 1 tonne per year per household over the Plan period.</p>	<p>Keep</p>	<p>N/A</p>
<p><u>Target 3</u></p> <p>New Waste Management Facilities located within Areas of Search A-E to treat the identified LAC waste arisings (including organic) over the plan period.</p>	<p>Modify</p> <p>This target needs to be revised in light of the findings set out in the ‘Local Authority Collected Waste Spatial Strategy’ 2016, as prepared by the Waste Management Unit at Hertfordshire County Council.</p> <p>The Local Authority Collected Waste Spatial Strategy states that there is enough permitted Organic Waste treatment facilities in the county, to treat projected organic waste levels up to 2030/2031.</p> <p>As a result of these findings, the Waste</p>	<p>Target 3</p> <p>New Waste Management Facilities located within Areas of Search A-E to treat the identified LAC waste arisings (excluding organic) over the plan period.</p>

		Planning Authority no longer needs to report on new facilities to treat Local Authority Collected Organic waste and as a result needs to exclude this element from the existing target 3 so as to comply with the new findings.	
<u>Target 4</u>	New Waste Management Facilities to treat the identified C&I waste arisings over the plan period.	Keep	N/A
<u>Target 5</u>	A minimum of 60% of all LAC waste to be recycled or composted by 2026.	Keep	N/A
<u>Target 6</u>	A minimum of 60% of all C&I waste to be recycled or composted by 2026.	Keep	N/A

<u>Target 7</u>	A minimum of 90% of all construction, Demolition and Excavation waste to be diverted from landfill by 2026.	Keep	N/A
<u>Target 8</u>	0% of untreated waste to be imported from London after 2015.	Delete Since 2015 (when this target became reportable) accurately reporting on this Target has proved impossible. Obtaining the 'untreated' percentage of waste imported from London, is data that the	N/A

		<p>Waste Planning Authority is unable to obtain or decipher from the information it can acquire.</p> <p>Since 2015, the Waste Planning Authority has been reporting on the overall percentage of waste imported from London, as opposed to that of the 'untreated' percentage.</p> <p>The Waste Planning Authority proposes that this target be removed in light of the difficulty obtaining the data for this target and the subsequent inability to accurately report on it.</p> <p>At present the Waste Local Plan is under review. The updated Waste Local Plan will contain new Targets and Indicators which will eventually replace the ones you see before you today.</p> <p>The updated Waste Local Plan will include new figures for waste imported from London and thus will contain new targets and indicators that relate to this information.</p> <p>It is seen as appropriate to remove this target at this moment in time, until the new set of Targets and Indicators arise as a result of the Waste Local Plan</p>	
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		review.	
<u>Target 9</u>	Respond to all development proposals which The Waste Planning Authority considers will significantly impact upon waste management facilities in Hertfordshire.	Keep (To become Target 8 as a result of Target 8 being removed)	Target 8 Respond to all development proposals which the Waste Planning Authority considers will significantly impact upon waste management facilities in Hertfordshire.
<u>Target 10</u>	Object to proposals that are not in accordance with Policy 5: Safeguarding of Sites.	Keep (To become Target 9 as a result of Target 8 being removed)	Target 9 Object to proposals that are not in accordance with Policy 5: Safeguarding of Sites.
<u>Target 11</u>	Increasing co-location of complimentary waste facilities.	Keep (To become Target 10 as a result of Target 8 being removed)	Target 10 Increasing co-location of complimentary waste facilities.
<u>Target 12</u>	An overall increase in the number of waste management facilities with an element of energy recovery.	Keep (To become Target 11 as a result of Target 8 being removed)	Target 11 An overall increase in the number of waste management facilities with an element of energy recovery.
<u>Target 13</u>	An increase in the number of permitted applications which include alternatives to road transport.	Keep (To become Target 12 as a result of Target 8 being removed)	Target 12 An increase in the number of permitted applications which include alternatives to road transport.
<u>Target 14</u>	All applicable road-borne waste management facilities to be located no more than 5km from the strategic and primary road network.	Keep (To become Target 13 as a result of Target 8 being removed)	Target 13 All applicable road-borne waste management facilities to be located no more than 5km from the strategic and primary road network.
<u>Target 15</u>	All planning applications to be granted in accordance with advice obtained from the	Keep (To become Target 14 as a result of	Target 14 All planning applications to be granted in accordance with advice obtained from the Environment Agency,

	Environment Agency, Historic England, Natural England, Highways England, Sport England and other relevant consulted bodies within the county council.	Target 8 being removed)	Historic England, Natural England, Highways England, Sport England and other relevant consulted bodies within the county council.
<u>Target 16</u>	Respond to all development proposals which the Waste Planning Authority considers could create significant waste during construction and demolition and request a Site Waste Management Plan.	Keep (To become Target 15 as a result of Target 8 being removed)	Target 15 Respond to all development proposals which the Waste Planning Authority considers could create significant waste during construction and demolition and request a Site Waste Management Plan.
<u>Target 17</u>	An overall reduction in the number of yearly breaches of planning control and complaints received relating to operational waste management facilities in the county.	Modify The Waste Planning Authority has experienced difficulty obtaining the information to report on this target due to staffing issues and the procurement of new software for the recording of planning and enforcement information. It is proposed that the target be changed so that the information required is easily accessible and something that can be directly obtained by the Waste Planning Authority. It is proposed that the new target relate to Waste Surveys, which are handled directly by the Waste Planning Authority on an annual basis.	Target 16 Percentage of waste site operators within the county that responded to the Waste Planning Authority's annual Waste Surveys.

		(To become Target 16 as a result of Target 8 being removed)	
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Table 2: Amended Waste Core Strategy Indicators

Existing Waste Core Strategy Indicator	Keep/Modify/Delete/Comments	New Indicator
<u>Indicator 1</u>	Percentage of waste sent to landfill over the plan period.	N/A
<u>Indicator 2</u>	Amount of waste generated by household per year.	N/A
<u>Indicator 3</u>	Capacity of new LAC waste management facilities by type in tonnes within the five areas of search A-E.	Indicator 3 Capacity of new LAC waste management facilities (excluding facilities that treat LAC organic waste) by type in tonnes within the five areas of search A-E.
<u>Indicator 4</u>	Capacity of new C&I waste management facilities by type in tonnes.	N/A
<u>Indicator 5</u>	Percentage of LAC waste recycled and composted.	N/A
<u>Indicator 6</u>	Percentage of C&I waste recycled and composted.	N/A
<u>Indicator 7</u>	Percentage of Construction Demolition and Excavation waste diverted from landfill.	N/A
<u>Indicator 8</u>	Percentage of waste imported to and exported from Hertfordshire for treatment and disposal.	N/A
<u>Indicator 9</u>	Number of planning applications the Waste Planning Authority has	Indicator 8 Number of planning applications the Waste Planning Authority has responded to.

	responded to.	removal of Indicator 8 (above)	
<u>Indicator 10</u>	Number of planning applications granted for non-waste uses on safeguarded waste sites.	Keep (To become Indicator 9 due to the removal of Indicator 8)	Indicator 9 Number of planning applications granted for non-waste uses on safeguarded waste sites.
<u>Indicator 11</u>	Number of planning applications granted for waste parks or combined waste management facilities.	Keep (To become Indicator 10 due to the removal of Indicator 8)	Indicator 10 Number of planning applications granted for waste parks or combined waste management facilities.
<u>Indicator 12</u>	Number of, capacity and energy output of energy recovery enabled waste management facilities.	Keep (To become Indicator 11 due to the removal of Indicator 8)	Indicator 11 Number of, capacity and energy output of energy recovery enabled waste management facilities.
<u>Indicator 13</u>	Number and capacity of non-road borne waste management facilities permitted.	Modify (To become Indicator 12 due to the removal of Indicator 8)	Indicator 12 Number and capacity of non-road borne waste management facilities permitted.
<u>Indicator 14</u>	Percentage of applicable waste management facilities located within 5km of the primary and strategic road network.	Modify (To become Indicator 13 due to the removal of Indicator 8)	Indicator 13 Percentage of applicable waste management facilities located within 5km of the primary and strategic road network.
<u>Indicator 15</u>	Number of planning applications granted contrary to the advice of the Environment Agency, Historic England, Natural England, Highways England, Sport England and other relevant consulted bodies within the county council.	Keep (To become Indicator 14 due to the removal of Indicator)	Indicator 14 Number of planning applications granted contrary to the advice of the Environment Agency, Historic England, Natural England, Highways England, Sport England and other relevant consulted bodies within the county.
<u>Indicator 16</u>	Number of Site Waste	Keep	Indicator 15

	Management Plans responded to.	(To become Indicator 15 due to the removal of Indicator 8)	Number of Site Waste Management Plans responded to.
<u>Indicator 17</u>	Number of yearly breaches of planning control and complaints received relating to operational waste management facilities in the county.	Modify This indicator will need to be changed in light of the proposed changes to Target 17 in Table 1 above. (To become Indicator 16 due to the removal of Indicator 8)	Indicator 16 Percentage of Annual Waste Surveys responded to.
<u>Indicator 18</u>	Number of new or existing waste management facilities given permission in the Green Belt.	Keep <u>Please note:</u> Indicator 18 does not have a corresponding Target. It is the only indicator that relates to Policy 6: Green Belt of the Waste Core Strategy & Development Management Policies document. There are no targets that relate to waste management development in the Green Belt (To become Indicator 17 due to the removal of Indicator 8)	Indicator 17 Number of new or existing waste management facilities given permission in the Green Belt.

Table 3: New Waste Core Strategy Targets and Indicators

Revised set of Waste Core Strategy Targets		Revised set of Waste Core Strategy Indicator	
<u>Target 1</u>	A year on year reduction in the amount of untreated waste sent to landfill over the Plan period.	<u>Indicator 1</u>	Percentage of waste sent to landfill over the plan period.
<u>Target 2</u>	A reduction in the amount of waste produced per household to 1 tonne per year per household over the Plan period.	<u>Indicator 2</u>	Amount of waste generated by household per year.
<u>Target 3</u>	New Waste Management Facilities located within Areas of Search A-E to treat the identified LAC waste arisings (excluding organic) over the plan period.	<u>Indicator 3</u>	Capacity of new LAC waste management facilities (excluding facilities that treat LAC organic waste) by type in tonnes within the five areas of search A-E.
<u>Target 4</u>	New Waste Management Facilities to treat the identified C&I waste arisings over the plan period.	<u>Indicator 4</u>	Capacity of new C&I waste management facilities by type in tonnes.
<u>Target 5</u>	A minimum of 60% of all LAC waste to be recycled or composted by 2026.	<u>Indicator 5</u>	Percentage of LAC waste recycled and composted.
<u>Target 6</u>	A minimum of 60% of all C&I waste to be recycled or composted by 2026.	<u>Indicator 6</u>	Percentage of C&I waste recycled and composted.
<u>Target 7</u>	A minimum of 90% of all construction, Demolition and Excavation waste to be diverted from landfill by 2026.	<u>Indicator 7</u>	Percentage of Construction Demolition and Excavation waste diverted from landfill.
<u>Target 8</u>	Respond to all development proposals which the Waste Planning Authority considers will significantly impact upon waste management facilities in Hertfordshire.	<u>Indicator 8</u>	Number of planning applications the Waste Planning Authority has responded to.
<u>Target 9</u>	Object to proposals that are not in accordance with Policy 5: Safeguarding of Sites.	<u>Indicator 9</u>	Number of planning applications granted for non-waste uses on safeguarded waste sites.
<u>Target 10</u>	Increasing co-location of complimentary waste facilities.	<u>Indicator 10</u>	Number of planning applications granted for waste parks of combined waste management facilities.
<u>Target 11</u>	An overall increase in the number of waste	<u>Indicator 11</u>	Number of, capacity and energy output of energy

	management facilities with an element of energy recovery.		recovery enabled waste management facilities.
<u>Target 12</u>	An increase in the number of permitted applications that include alternatives to road transport.	<u>Indicator 12</u>	Number and capacity of non-road borne waste management facilities permitted.
<u>Target 13</u>	All road-borne waste management facilities to be located no more than 5km from the strategic and primary road network.	<u>Indicator 13</u>	Percentage of applicable waste management facilities located within 5km of the primary and strategic road network.
<u>Target 14</u>	All planning applications to be granted in accordance with advice obtained from the Environment Agency, Historic England, Natural England, Highways England, Sport England and other relevant consulted bodies within the county council.	<u>Indicator 14</u>	Number of planning applications granted contrary to the advice of the Environment Agency, Historic England, Natural England, Highways England, Sport England and other relevant consulted bodies within the county.
<u>Target 15</u>	Respond to all development proposals which the Waste Planning Authority considers could create significant waste during construction and demolition and request a Site Waste Management Plan.	<u>Indicator 15</u>	Number of Site Waste Management Plans responded to.
<u>Target 16</u>	Percentage of waste site operators within the county that responded to the Waste Planning Authority's annual Waste Surveys.	<u>Indicator 16</u>	Percentage Annual Waste Surveys responded to.
N/A.		<u>Indicator 17</u>	Number of new or existing waste management facilities given permission in the Green Belt.

Appendix B: Amended Tables 12 and 13 for Chapter 5 of the Waste Core Strategy and Development Management Policies document (adopted November 2012)

Revised Table 12

Revised set of Waste Core Strategy Targets		Delivering Strategic Objectives	Related Policy(s)	Relevant Indicator(s)	Additional References
T1	A year on year reduction in the amount of waste sent to landfill over the plan period.	SO1, SO3, SO5, SO7	4	IN1	Table 11 (Current Landfill)
T2	A reduction in the amount of waste produced per household to 1 tonne per year per household over the plan period.	SO2, SO6	1, 4	IN2	Table 4 (LAC arisings and treatment)
T3	New Waste Management Facilities located within Areas of Search A-E to treat the identified LAC waste arisings (excluding organic) over the plan period.	SO1, SO2, SO7	1, 4	IN3	Tables 5 and 6 (LAC existing and planned capacity totals and indicative facility numbers)
T4	New waste management facilities to treat the identified C&I waste arisings over the plan period.	SO1, SO2	1, 7	IN4	Tables 8 and 9 (capacity shortfall of non LAC waste and indicative facility numbers)
T5	A minimum of 60% of all LAC waste to be recycled or composted by 2026.	SO1, SO3, SO6	1, 2	IN5	Table 4 (LAC arisings and treatment)
T6	A minimum of 60% of all C&I waste to be recycled or composted by 2026.	SO1, SO3, SO6	1, 2	IN6	Table 7 (existing commercial and industrial waste capacity)
T7	A minimum of 90% of all Construction, Demolition and Excavation waste to be diverted from landfill by 2026.	SO1, SO3, SO6	4, 12	IN7	N/A

T8	Respond to all development proposals which the Waste Planning Authority considers will significantly impact upon waste management facilities in Hertfordshire.	SO5, SO6	5, 2	IN8	N/A
T9	Object to proposals that are not in accordance with Policy 5: Safeguarding of Sites.	SO1, SO2,	5	IN9	N/A
T10	Increasing co-location of complimentary waste facilities.	SO1, SO2	8	IN10	N/A
T11	An overall increase in the number of waste management facilities with an element of energy recovery.	SO5	3	IN11	N/A
T12	An increase in the number of permitted applications that include alternatives to road transport.	SO4	9	IN12	N/A
T13	All road-borne waste management facilities to be well located in relation to the strategic and primary road network.	SO2,SO4	9	IN13	N/A
T14	All planning applications to be granted in accordance with advice obtained from the Environment Agency, Historic England, Natural England, Highways England, Sport England and other relevant consulted bodies within the county council.	SO1, SO4	3, 7, 10, 11, 13, 14, 15, 16, 17, 18, 19	IN14	N/A
T15	Respond to all development proposals which the Waste Planning Authority considers could create significant waste during construction and demolition and request a Site Waste Management Plan.	SO3, SO6	12	IN15	N/A
T16	Percentage of waste site operators within the county that responded to the Waste Planning Authority's annual Waste Surveys.	SO1	20	IN16	N/A

Revised Table 13

New Waste Core Strategy Indicator		Related Policy(s)	Related Targets	Data Collection
IN1	Percentage of waste sent to landfill over the plan period.	4	T1	WDA Data/EA Waste Data Interrogator/WTAB/Planning Permissions
IN2	Amount of waste generated by household per year.	1	T2	WDA Data
IN3	Capacity of new LAC waste management facilities (excluding facilities that treat LAC organic waste) by type in tonnes within the five areas of search A-E.	1	T3	WDA Annual report/Planning permissions
IN4	Capacity of new C&I waste management facilities by type in tonnes.	1	T4	WDA Data/EA Waste Data Interrogator/WTAB
IN5	Percentage of LAC waste recycled and composted.	1, 2	T5	WDA Data/EA Waste Data Interrogator/WTAB
IN6	Percentage of C&I waste recycled and composted.	1, 2	T6	EA Waste Data Interrogator/WTAB
IN7	Percentage of Construction, Demolition and Excavation waste diverted from landfill.	4, 12	T7	EA Waste Data Interrogator/WTAB
IN8	Number of planning applications the Waste Planning Authority has responded to.	2, 5	T8	Waste Planning Authority Data
IN9	Number of planning applications granted for non-waste uses on safeguarded waste sites.	5	T9	Local Authority Data
IN10	Number of planning applications granted for waste parks or combined waste management facilities.	8	T10	Planning Permissions
IN11	Number of, capacity and energy output of energy recovery enabled waste management facilities.	3	T11	Planning Permissions
IN12	Number and capacity of non-road borne waste management facilities permitted.	9	T12	Planning Permissions
IN13	Percentage of applicable waste management facilities located within 5km of the primary and strategic road network.	9	T13	Planning Permissions
IN14	Number of planning applications granted contrary to the advice of the Environment Agency, Historic England, Natural England, Highways England, Sport England and other relevant consulted	3, 7, 10, 11, 13, 14, 15, 16, 17,	T14	Planning Permissions

	bodies within the county council.	18, 19		
IN15	Number of Site Waste Management Plans responded to.	12	T15	Planning Permissions /WPA Data
IN16	Percentage of annual Waste Surveys responded to.	20	T16	WPA Data
IN17	Number of new or existing waste management facilities given permission in the Green Belt.	6	Monitoring Only	Planning permissions

HERTFORDSHIRE COUNTY COUNCIL

**ENVIRONMENT, PLANNING & TRANSPORT CABINET PANEL
MONDAY 5 FEBRUARY 2018 AT 10.00AM**

ENVIRONMENT, PLANNING & TRANSPORT PERFORMANCE MONITOR Q3

Report of the Chief Executive & Director of Environment

Author: Simon Aries, Assistant Director Transport, Waste & Environmental Management
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Executive Member: Derrick Ashley, Environment, Planning & Transport

1. Purpose of report

1.1 To allow the Panel to review the performance of Environment, Planning and Transport for the third quarter of this year (October - December 2017) against the Environment Department Service Plan 2016-2020 including key performance indicators, major projects, contracts and identified risks.

2. Summary

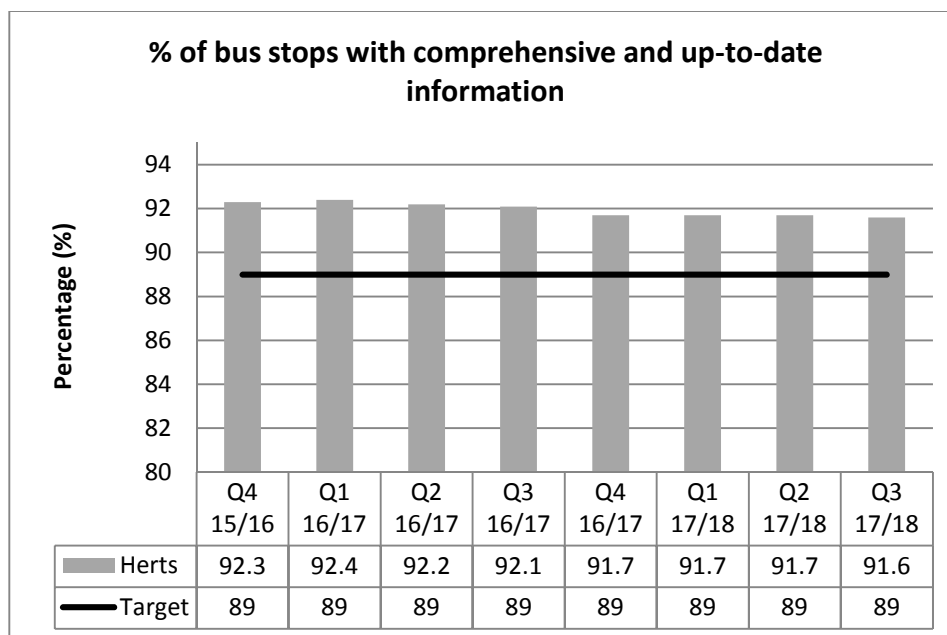
2.1 In Q3, services had a very good performance with nearly all of the indicators reported below either achieving their target or at least improving on their performance from the previous quarter.

3. Recommendation

3.1 The Cabinet Panel is invited to note the report and comment on the performance monitor for Quarter 3 2017-18.

4. Strategic Performance Indicators, Contracts and Projects

4.1 % of bus stops with comprehensive and up-to-date information



4.1.1 Total number of Marked Hertfordshire Stops - 4307

Total number of Marked Hertfordshire Stops with timetable frames attached to the bus stop pole or shelter containing printed timetables/departures from that stop - 3945

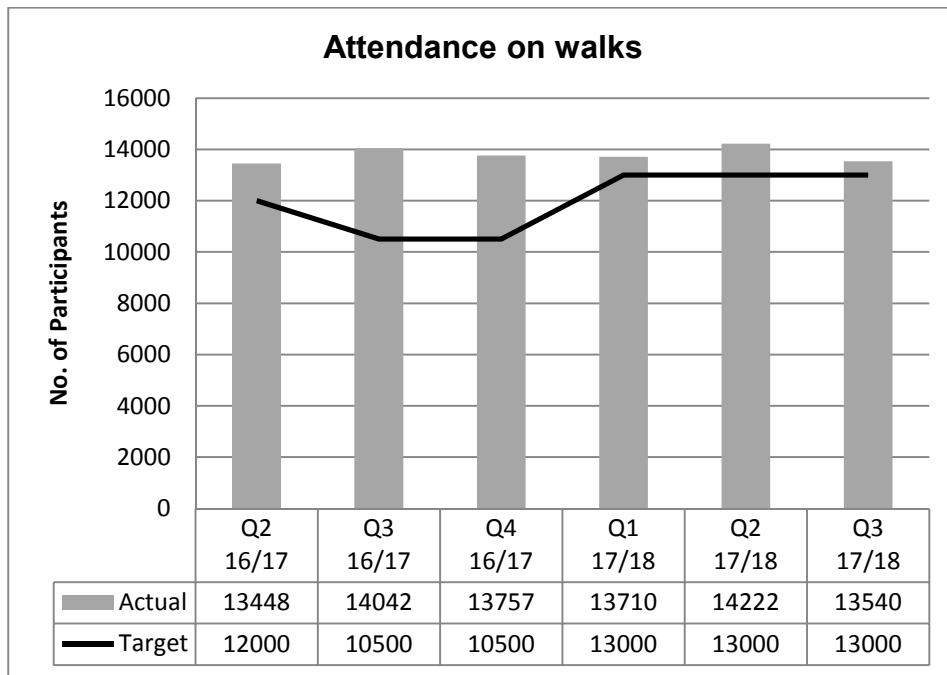
4.1.2 Performance remains high and above target while the number of stops with timetable information is the same as last quarter. In general, the aim is to install timetables where they are not present, though local constraints and design of posts/columns can prevent this being achieved across all stops. For passengers with smart-phones or other devices, the Intalink App and website provide an alternative method to accessing timetable information.

4.2 Hertfordshire Health Walks

4.2.1 Hertfordshire Health Walks (HHW) is a countywide initiative of free, volunteer led walks and is coordinated by Countryside Management Service (CMS). HHW promotes walking and encourages more people (all ages, backgrounds and abilities) to get outdoors, get more active and reap the benefits.

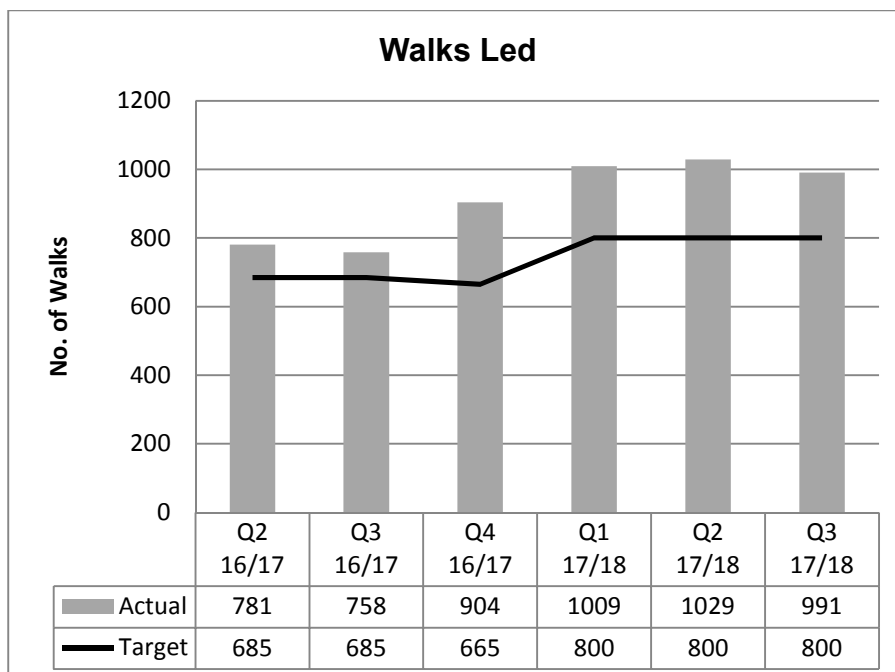
The target levels for 'Walks Participation' and 'Walks Led' have been equalised across the 4 quarters as recent experience has shown that walk leaders and the walkers enthusiasm to lead or participate in walks appears undiminished by seasonal changes.

4.2.2 Walks Participation



CMS achieved a good outcome for Q3 with 13,540 attendances on the Health Walks. Whilst this exceeds their target of 13,000, the focus is on health outcomes rather than absolute participation figures. Walks are, therefore, targeted to locations and participants where the potential greatest health impacts can be achieved.

4.2.3 Walks Led

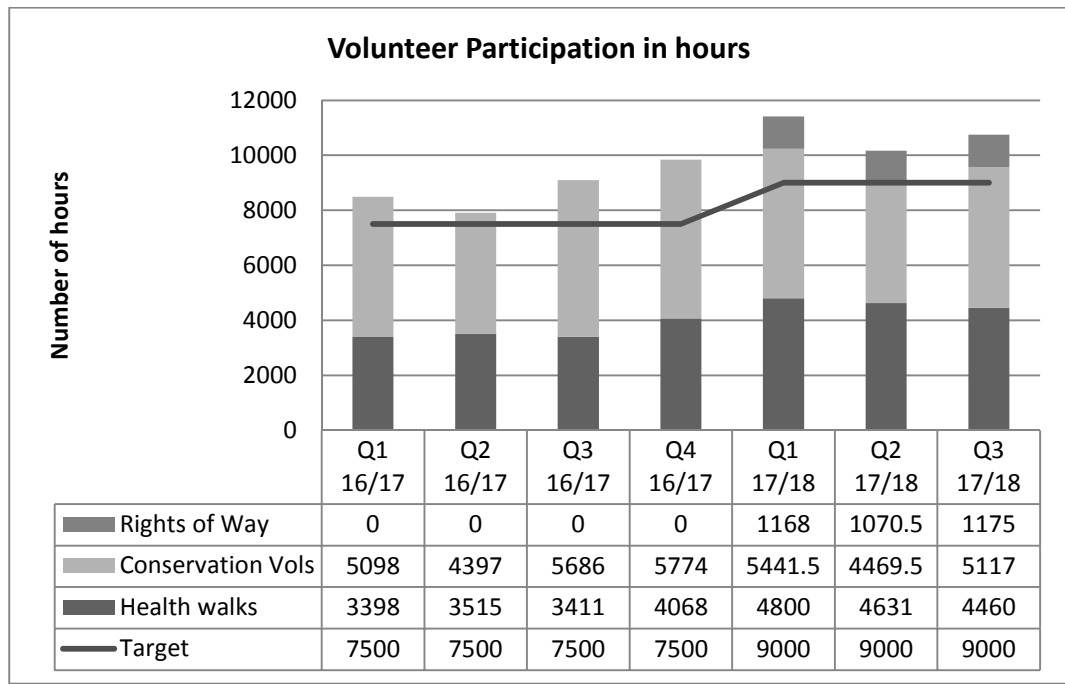


For Q3, 991 Health walks were delivered against a target of 800. This is the first time since the same period last year in which the number of walks led has decreased slightly. The outcome may have been affected by leaders cancelling walks due to the fall of snow and icy conditions experienced in December.

4.3 Countryside Management Service Volunteer Participation

4.3.1 The Countryside Management Service engages volunteers in all aspects of its activity through a variety of opportunities. Volunteers lead Health Walks, deliver environmental improvements in and improve access through green space including Hertfordshire’s Rights of Way and lead guided walks that raise awareness of the local environment. CMS has been awarded the national Investing in Volunteers Standard for its work supporting volunteers.

4.3.2 Volunteer Hours



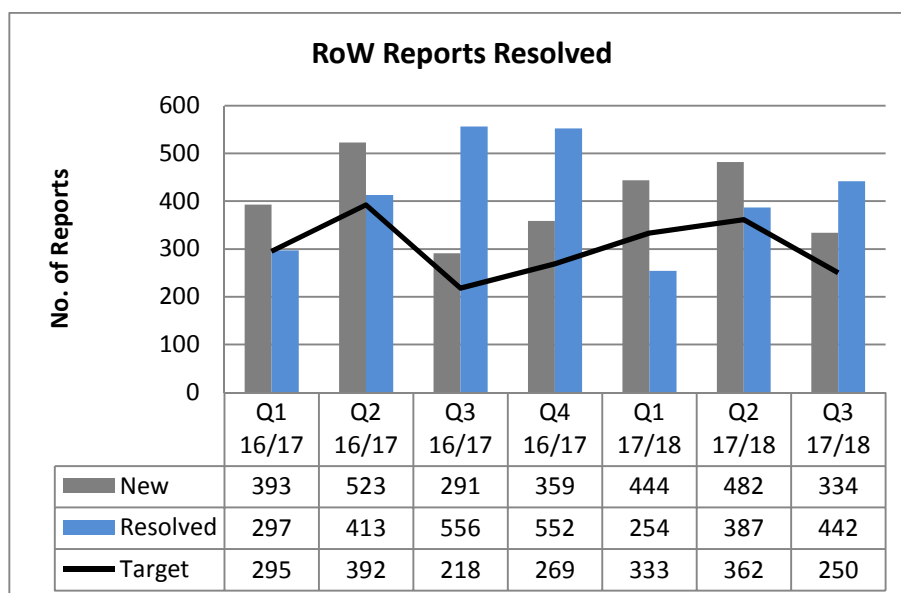
In Q3, there were 4,460 and 5,177 volunteering hours committed to the Health Walks and conservation volunteering respectively.

All CMS volunteering activity that improves Rights of Way is now reported separately. Volunteers in the new role of Rights of Way surveyor became active in Q1 and in conjunction with Footpath Friends, mid-week groups and the small RoW groups contributed 1,175 volunteering hours in this quarter. Therefore, there was a total of 10,812 volunteering hours in Q3 which surpassed the target 9,000 hours.

4.4 Project Income Secured from Sources External to the CMS

4.4.1 The Countryside Management Service prepares plans that set out how green space is to be enhanced for people and for wildlife. These plans are used to engage local communities in this decision making. They set out the actions that will enhance these places and also form the basis for applications to secure external funding. External funding is also secured to expand coverage of Hertfordshire Health Walks and enable volunteering activity in the environment. To date £351,268 has been secured from external sources this year to enable the delivery of land management plans and other CMS activity.

4.5 Resolve a minimum of 75% (approximately 1,800) of reports received about the rights of way network each year.



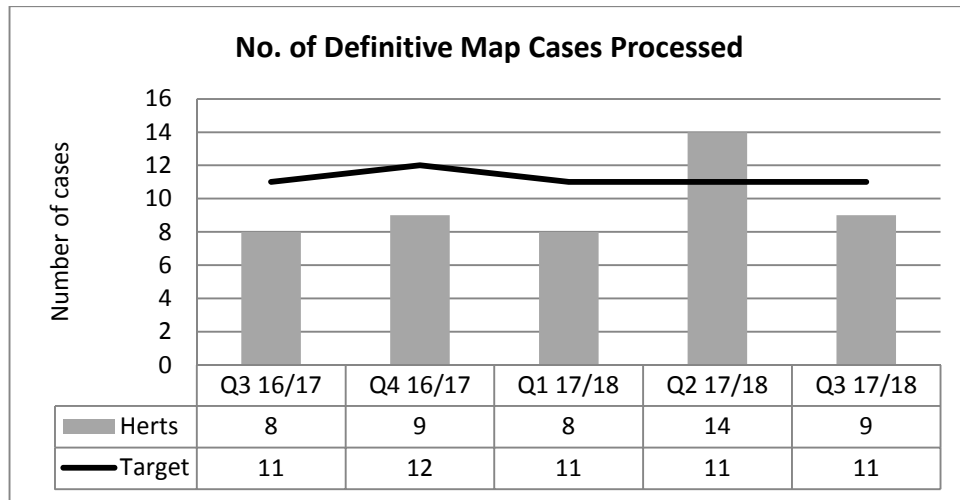
4.5.1 There are approximately 1,800 to 2,000 reports received per year from users of the rights of way network.

4.5.2 Reports are responded to and resolved according to HCC policy & priorities, to ensure the RoW network remains in a safe and useable condition.

4.5.3 This quarter, 334 new reports have been received and 442 or 132% have been resolved. The running total for the year so far is 81%.

4.5.4 The outcome of this indicator is that customers' reports are responded to and resolved according to HCC policy & priorities, to keep the RoW network in a safe and useable condition.

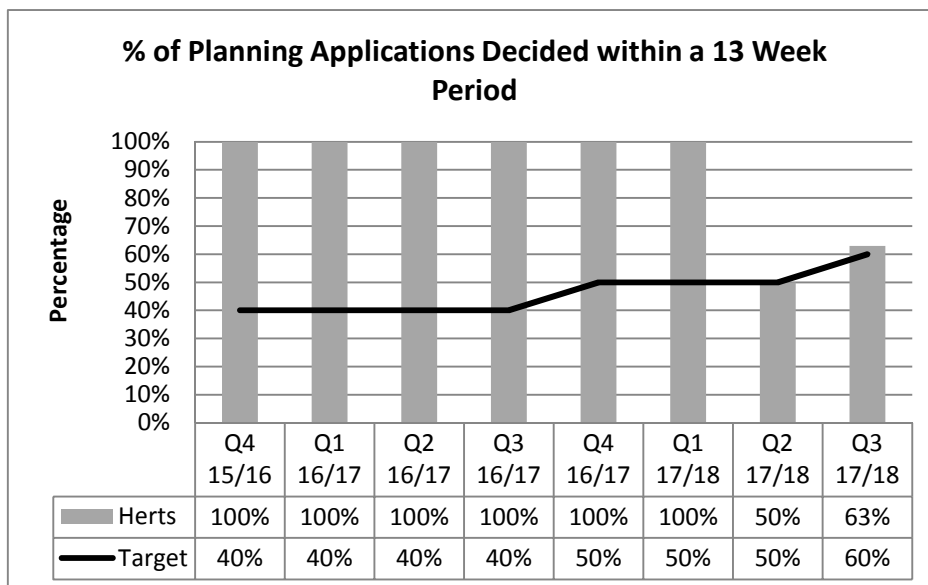
4.6 The number of decisions & orders made and public inquiries held for definitive map cases each year.



4.6.1 In Q3, 9 cases were resolved against a target of 11. Progress through any year, however, is highly subject to external influences, which cause delays and fluctuations in this team's case work turnover.

4.6.2 So far this year, a total of 31 cases have been determined against an accumulated target of 33 (94%). Thus, this quarter's performance is on track to achieve the annual target of 44.

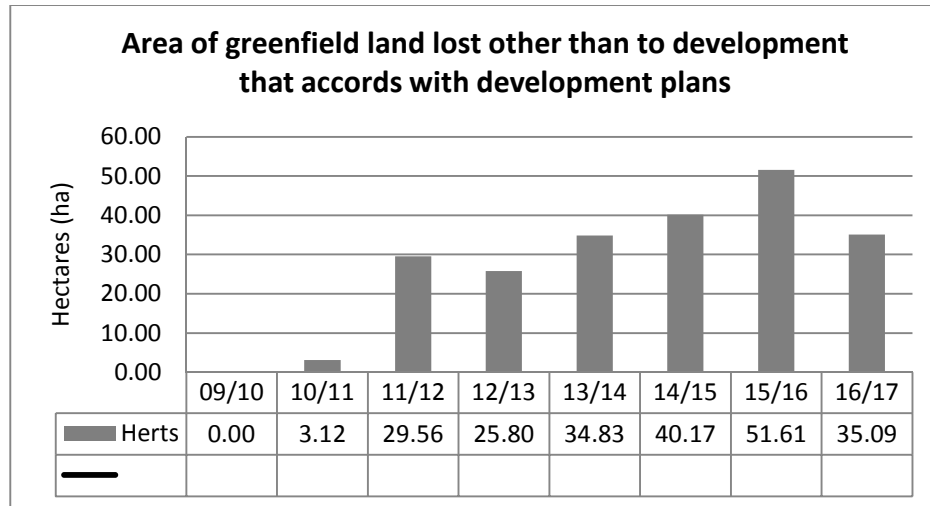
4.7 The timeliness of decisions for all County Matter planning applications



4.7.1 In Q3, performance was 63% or 5 out of 8. Two applications were determined within the standard statutory period. Extensions of time were agreed on a further three applications; one extension was

required to fit in with the committee cycle and the other two applications were complex developments which required the negotiation of additional agreements. Three applications were determined outside of the statutory period; these all related to the same site (Blackbirds Farm) and the applicant refused an extension of time.

4.8 Area of greenfield land lost other than to development that accords with development plans (lower is better)



4.8.1 For the first time in 4 years there has been a drop in Greenfield Land lost to development that isn't allocated land, this suggests that Government Policies pushing the uptake of brownfield land are now starting to take effect.

4.8.2 In addition, whereas previously Government policies towards growth and increased housing supply, together with the "presumption in favour of sustainable development" meant that more greenfield and green belt sites were being permitted on appeal in the absence of an up to date development plans or a demonstrated five year housing land supply. As predicted last year, local plans are now evolving to negate this scenario.

5. Risks

5.1 Environment, Planning and Transport has 1 corporate level risk and it is as follows:

5.2 Tree Health (Risk ENV0142)

5.2.1 Hertfordshire is facing an increasing threat from tree pests and diseases, including ash dieback and Oak Processionary Moth. In this context, there is a risk that current systems and resources for tree management will not be fit for purpose. Failure to manage tree risk may result in significant unplanned costs (including liability claims),

danger to the public and or/service users, and impact on landscape and ecosystem services.

- 5.2.2 The wording of the Corporate Risk has been amended to emphasise a shift in focus towards reviewing systems for tree inspection and management, incorporating best practice from other Local Authorities and national bodies (where appropriate), to enable an effective (and defensible) response to the increasing tree health threat. As a result, the scoring of the risk has been reviewed and increased from 20 to 24, although remains Significant.

6. Financial Implications

- 6.1 There are no financial implications arising from this report.

7. Internal Audit

- 7.1 There were no internal audits in Q3.

8. Equalities Implications

- 8.1 When considering proposals placed before Members it is important that they are fully aware of, and have themselves rigorously considered the equality implications of the decision that they are making.
- 8.2 Rigorous consideration will ensure that proper appreciation of any potential impact of that decision on the County Council's statutory obligations under the Public Sector Equality Duty. As a minimum this requires decision makers to read and carefully consider the content of any Equalities Impact Assessment (EQiA) produced by officers.
- 8.3 The Equality Act 2010 requires the County Council when exercising its functions to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and other conduct prohibited under the Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. The protected characteristics under the Equality Act 2010 are age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion and belief, sex and sexual orientation.
- 8.4 No equality implications have been identified in relation to this report although Panel will not make a decision in respect of its contents.

Background Information

[Environment, Planning & Transport Q2 report](#)
Environment Department Service Plan 2016-2020