



Environment and Sustainable Communities Overview and Scrutiny Committee

Date Thursday 4 October 2018
Time 9.30 am
Venue Committee Room 2 - County Hall, Durham

Business

Part A

**Items during which the Press and Public are welcome to attend.
Members of the Public can ask questions with the Chairman's
agreement.**

1. Apologies
2. Substitute Members
3. Minutes of the Meetings held on 13 July 2018 and 3 September 2018 (Pages 3 - 16)
4. Declarations of Interest, if any
5. Any items from Co-opted Members or interested parties
6. Media Relations
7. Air Quality in County Durham (Pages 17 - 24)
 - a) Report of Corporate Director of Regeneration and Local Services
 - b) Presentation by Denyse Holman, Pollution Manager, Regeneration and Local Services
8. Winter Maintenance (Pages 25 - 28)
 - a) Joint Report of the Director of Transformation and Partnerships and the Corporate Director of Regeneration and Local Services
 - b) Presentation by John Reed, Head of Technical Services and Brian Buckley, Strategic Highways Manager
9. Quarter One 2018/2019 Performance Management Report - Report of Corporate Management Team (Pages 29 - 40)
10. Quarter 4 Budget Outturn 2017/18 - Joint Report of the Corporate Director of Resources and the Corporate Director of Regeneration and Local Services (Pages 41 - 46)

11. Quarter 1 2018/2019 Revenue and Capital Forecast - Joint Report of the Corporate Director Resources and The Corporate Director of Regeneration and Local Services (Pages 47 - 50)
12. Response to Strategic Cycling and Walking Delivery Plan Consultation - Report of Director of Transformation and Partnerships (Pages 51 - 54)
13. Such other business as, in the opinion of the Chairman of the meeting, is of sufficient urgency to warrant consideration

Helen Lynch
Head of Legal and Democratic Services

County Hall
Durham
26 September 2018

To: **The Members of the Environment and Sustainable Communities
Overview and Scrutiny Committee**

Councillor E Adam (Chair)
Councillor O Milburn (Vice-Chair)

Councillors B Avery, D Bell, L Brown, J Carr, J Clark, R Crute,
S Dunn, A Gardner, D Hicks, P Howell, P Jopling, C Kay,
R Manchester, C Martin, A Patterson, A Simpson, P Sexton, L Taylor
and M Wilson

Co-opted Members:

Mr T Bolton and Mrs P Holding

Contact: Paula Nicholson

Email: 03000 269710

DURHAM COUNTY COUNCIL

At a Meeting of **Environment and Sustainable Communities Overview and Scrutiny Committee** held in Committee Room 2 - County Hall, Durham on **Friday 13 July 2018 at 9.30 am**

Present:

Councillor E Adam (Chair)

Members of the Committee:

Councillors O Milburn, D Bell, L Brown, J Carr, J Clark, R Crute, S Dunn, D Hicks, P Jopling, C Kay, R Manchester, C Martin, A Patterson, A Simpson, L Taylor and M Wilson

Co-opted Members:

Mr T Bolton and Mrs P Holding

The Chairman welcomed Mr T Bolton who was a returning Co-optee to the committee and Mrs P Holding a new Co-optee to her first meeting. The Chairman advised that Mr D Kinch who had been a Co-optee for nine years would not be returning and the committee thanked Mr Kinch for the work he had done and that a letter of thanks be sent to him on behalf of the Committee.

1 Apologies

Apologies for absence were received from Councillors B Avery, A Gardner, P Howell and P Sexton.

2 Substitute Members

No notification of Substitute Members had been received.

3 Minutes

The Minutes of the meeting held on 17 April 2018 were agreed as a correct record and were signed by the Chairman.

4 Declarations of Interest

There were no Declaration of Interest.

5 Any items from Co-opted Members or interested parties

There were no items from Co-opted Members or Interested Parties.

6 Media Relations

The Overview and Scrutiny Officer referred Members to recent press articles relating to the remit of Environment and Sustainable Communities Overview and Scrutiny Committee.

The article were:-

- Energy Reduction Project Cuts the Costs of Local Business - P&P windows based in Peterlee, had saved money thanks to the Business Energy Efficiency Project. P&P received a free audit that identified a clear problem with the cost of lighting. Members had previously received information on the BEEP and visited a factory, Dyer Engineering which had benefitted from advice and support provided by the project.
- Counting the Cost of Not Helping with Fly-tipping Enquiries - Two men who failed to comply with an investigation into fly-tipping had been left hundreds of pounds worse off. The men were issued with legal notices compelling them to attend interviews, however neither responded and they were charged with failure to attend. Both men were fined £120 and ordered to pay victim surcharges and costs. This links to the Special meeting of the committee planned for the 10 October, 2018 where Members will consider data in relation to Fly-tipping and various initiatives to tackle the issue.
- Emergency Crews Thanked for Storms Response - Durham County Council teams were on call to help families around the clock during the storms, extra crews including emergency highways action teams, clean and green officers, joiners and heating and gas engineers on alert. In preparation for the forecast storms, all depots were fully stocked with more than 2,400 sand bags. This links to the meeting planned as part of the future work programme, meeting with the Flood Risk Management Authorities for County Durham.

Resolved: That the presentation be noted.

7 County Durham Environment Partnership

The Committee considered the Joint Report of the Director of Transformation and Partnerships and the Corporate Director of Regeneration and Local Services that provided Members with background information on the revision of the Partnership Vision and priorities and looking to work with partners to influence partnership activity and areas of focus (for copy of report, see file of minutes).

The Environment and Design Manager was in attendance to present the report and give a presentation on the County Durham Environment Partnership which provided Members with an overview of what the county has to offer, challenges to be faced including the impact of extreme weather on the county and counting the cost of fly-tipping, what the future holds, it is bright with a countywide partnership approach needed to implement the vision for the county, vision and approach proposed by County Durham Environment

Partnership (plan on a page) identifying four themes and the priorities and measures within the themes, strategy going forward consisting of education/awareness, involvement/participation, partnership and enforcement, examples of various projects for each of the four themes and detail of working with partners (for copy of slides, see file of minutes).

Members were provided with a copy of the County Durham Environment Partnership's plan on a page identifying the Approach and key Areas of Focus including themes, priorities and measures and asked members for their views and comments. The presentation was concluded by the Environment and Design Manager asking for the committee's views/comments in relation to the plan on the page.

The Chairman thanked the Environment and Design Manager for his very informative presentation and commented that in order to achieve the vision of 'A place where people want to live and visit because of the high quality of the natural built environment' then good partnership working is essential. He continued by commenting that the Environment has a huge impact on people's lives.

Councillor Jopling commented that in relation to the theme of 'promote the value, diversity & benefits of Durham's natural environment' and the comment made by the officer of a healthy environment for everyone there are issues in relation to the indiscriminate use by Durham County Council of sprays which are killing healthy plants and there is a need for the appropriate Durham County Council staff to be educated.

The Officer responded that he would raise the issues with the appropriate officers.

Mr Bolton commented that in relation to the theme of 'promote the value, diversity & benefits of Durham's natural environment', County Durham is rich in woodland and heritage and has a beautiful coastline however local people don't take advantage of what the county has to offer. The plan needs to encourage local people to use the many natural attractions available in the county.

The Officer responded that residents were blessed with a great coast but the constraint was the coastal railway line but they were trying to create greater access with new points linked to the new railway station at Horden together with better signage and maps with additional information. He then referred to the East Coast path and their partners Natural England and advised Members that in the next couple of years there will be more profile given to the path encouraging more local people to use the path and take advantage of the coastline. He also indicated that there is a need to push forward cycling.

Councillor Kay referred to sustainable transport and cycle routes in the area and commented that in relation to the theme of 'reduce green house gases and adapt to the impact of climate change' concerning the priority of supporting sustainable travel detailed in the partnership plan, the inner city cycle routes in the county such as the Howlands route, needs a considerable amount of work. He continued that this needs to be addressed. He highlighted that the County Durham Plan makes a vague reference to national cycle routes, however there are a number of routes in the county requiring a high level of work to be undertaken and gave as an example the West Auckland to Barnard Castle route. He concluded by commenting that Durham County Council needs to engage with local cycle clubs to identify their needs/requirements.

The Officer responded that there was a programme to upgrade the disused railway line but the bid was unsuccessful but the route was still there and they needed to push this further up the agenda.

The Chairman referred to the Committee's work programme which included a further update in relation to Cycle Routes in the County and this would provide an opportunity for Councillor Kay to raise these issues with the relevant officer/s. He continued that he thought this item was scheduled for either the next meeting or the November meeting of the committee and that although a lot of work had been undertaken on cycle routes there was still a lot to be done.

Councillor Kay suggested that a group of members from the committee and the relevant officers visit some of the cycle routes in the county.

Councillor Clark referred to the Pyramid in the presentation and commented that a register of information for the whole County that the public could access was needed. Councillor Clark continued by highlighted that in relation to the themes of 'promote the value, diversity & benefits of Durham's natural environment' and 'promote, sustainable, sympathetic development and enhance Durham's heritage assets' and the respective priorities, there is a need for a single point of contact to retain information on the various attractions/assets in the county. This single point of contact would contain information on the various attractions/assets in the county including natural attractions/assets. This information would then be readily available and could be accessed by both local people and visitors to the county. She then referred to a Joint visit by the committee to the Heritage Coast visit which was held before Good Friday and poorly attended.

Councillor Clark continued that She had also noticed when attending events or visiting attractions that there were leaflets on areas in the North East but nothing for County Durham and gave an example of when she had attended Bowes Museum and found that there were no leaflets in relation to County Durham.

The Officer responded that the partnership could bring this together.

The Chairman highlighted that if members of the committee had any further views or comments to send them directly to the Officer.

Resolved: (i) That the report be noted

(ii) That the comments/views made by members of the committee in relation to the plan be forwarded to the appropriate officer for feedback to the County Durham Environment Partnership.

8 Managed Exit: Derwentside Trust for Sport and Arts

The Committee considered the Joint Report of the Director of Transformation and Partnership and the Corporate Director of Regeneration and Local Services that provided Members with background information on the overview of Leisureworks, background to the decision to in-source services, key considerations in relation to in-sourcing, transfer process and future actions (for copy of report, see file of minutes).

The Head of Culture and Sport, Regeneration and Local Services was in attendance to present the report and give a presentation that highlighted the following points:-

- Background to Trust
- In-Sourcing Reasons and the Council's Response
- Strategic Options/Solutions
- Key Financial Implications
- HR Considerations
- Legal Considerations
- Key Risks and Benefits
- Preferred Option
- Implementation
- HR Implementation
- Financial Overview
- Next Steps

The Chairman thanked the Officer for the very detailed summary.

Councillor Patterson recognised that they had inherited this service from Derwentside District Council but sought clarification as to where the £16 million investment had come from and why this funding was purely directed at Consett. She also asked if the operating cost of £893,000 was a cost or deficit.

The Officer responded that Derwentside District Council had already committed £9 million and this money was transferred to the county as part of LGR. Additional investment was added for the building of the academy and the library and became a programme. He also confirmed that the operating figures were a deficit.

Councillor Dunn commented that the project was a success and needed to be recognised.

The Chairman thanked the team responsible for bringing the services operated by the Trust in-house and made reference to the team receiving an award for their work on the project and it was suggested that the committee receive a further report detailing progress at a future meeting of the committee.

Resolved: (i) That the report be noted.

(ii) That the Environment and Sustainable Communities OSC receive a further progress report as part of the 2019/20 work programme.

9 Quarter 4 Performance Management Report

The Committee considered the report of the Corporate Management Team which presented progress against the Councils corporate performance framework for the Altogether Greener priority theme for the fourth quarter of the 2017/18 financial year (for copy of report, see file of minutes).

The Corporate Scrutiny and Performance Manager was in attendance to present the report and advised Members that the Committee would be looking at Fly-tipping at a Special meeting in October 2018.

The Chairman referred to plastic cups in the authority which were going to be phased out and informed the committee that the working group had met on a regular basis and a lot of work had already been undertaken by Durham County Council and partners including Northumbrian Water. He also referred to Operation Spruce up which had won an award for 'campaign of the year' at the Keep Britain Tidy's Network Awards. He then commented that he hoped that the figures for fly-tipping would continue to go down.

Councillor Crute sought clarification on the maintenance of unclassified roads and asked why the indicators in relation to A, B, C and unclassified roads are tracker indicators and not target indicators.

The Corporate Scrutiny and Performance Manager responded that there is a scanner survey undertaken that measures the quality of the fabric of the various categories of road and reports back to the authority. It is within the gift of the authority as to which categories of road is prioritised to spend money on.

Councillor Crute referred to pot holes and if there was an accident due to the pot hole who would be liable, he continued that most indicators are trackers in this indicator set, should the indicators in relation to the roads maintenance be trackers or target indicators?

The Chairman commented that a lot of the roads were maintained by the Highway Agency so were not the responsibility of the authority.

The Corporate Scrutiny and Performance Manager continued that as Durham County Council is the Highways Authority, the indicator should be a target and that he would pursue this and respond to the committee.

Councillor Martin continued that in relation to the percentage of unclassified roads where 20% requires maintenance, performance when compared to 12 months earlier is green, should we not try to reduce this % by 1% and therefore the indicator should be amber indicating that we need and aim to improve performance.

Councillor Patterson commented that the 20% is based on an inspection of the unclassified road networks which shows that 20% of the unclassified road network needs maintenance, it is not a set indicator therefore was confused by Councillor Martin's question.

The Corporate Scrutiny and Performance Manager indicated that this would be referred to the Head of Technical Services for clarification.

Mr Bolton referred to fly tipping prosecutions and that recent legislation increased penalties but in a recent media headline the fine was £120 and asked if the Council works with Magistrates to seek the maximum penalties as £120 fine does not send much of a message.

The Corporate Scrutiny and Performance Manager responded that the Council did work with the Magistrates, but it was up to the Magistrate what fine to impose.

Mrs Holding asked whether Durham County Council targets businesses in the county in relation to waste being thrown from vehicles, did we ask businesses to educate their customers that drinks and food should be consumed on site rather than drinking and eating the food whilst travelling with the remains of the drink and food and packaging thrown out of the vehicle.

The Corporate Scrutiny and Performance Manager responded that the Council works with the likes of McDonalds and Costa to publicise to their customers the need to dispose of their waste responsibly however it is ultimately up to the customer to determine how they dispose of any waste.

Councillor Crute referred to waste permits now been easier to obtain as you can now download the permit, which had made a positive impact on fly tipping.

The Chairman advised Members that there was a Special meeting of the committee to look at household waste and advised Members that recently someone had been fined £1000 for fly-tipping.

Resolved: That the report be noted.

10 Refresh of the Work Programme

The Committee considered the report of the Director of Transformation and Partnerships that provided Members with an updated work programme for the Environment and Sustainable Communities Overview and Scrutiny Committee for 2018-19 for their consideration (for copy of report, see file of minutes).

The Overview and Scrutiny Officer was in attendance to present the report and indicated that this was the second discussion by the committee in relation to the future work programme 2018/19 with the first discussion taking place at the April meeting. The table attached to the report had been developed following that discussion and further discussion with the Chair and Vice-chair.

Several areas included in the 2017/18 work programme had been identified by members for further monitoring including: Environmental campaigns and fly-tipping; fuel poverty projects in the county; winter maintenance; air quality; climate change strategy and delivery plan, carbon management plan and the Heritage coast.

In addition, several additional areas had been highlighted for inclusion during 2017/18 including: future plans for the Gala Theatre to be held at the Gala Theatre, SUPs, heritage assets, cycle routes, highways and bridge maintenance, sustainable heating/energy with Professor John Gluyas and the Stockton and Darlington Bicentennial Celebrations, Household Waste Recycling Centres and Bereavement Services.

In addition to the scheduled 6 meetings of the committee between now and April 2019, a further 5 special meetings would be held focusing on:

- Environment campaigns, Fly-tipping and food waste collection;

- Joint special with Economy and Enterprise OSC on the Stockton and Darlington Bicentennial Celebrations and the Heritage Coast which will take place at Locomotion.
- Flood Risk Management Authorities for County Durham.
- Highways and bridge maintenance and HWRC's in the county – contract.
- Sustainable Heating – Professor Gluyas and the Climate Change Strategy and Delivery Plan and the Carbon Management Plan.

There would also be the systematic review of recommendations contained in the Woodlands management review report and consideration by the committee of the Allotment Management review report.

The following visits had been identified: flood mitigation scheme in the county including SUDs schemes; Thornley Waste Transfer Station and Pity Me HWRC; Heritage Assets possibly Auckland Castle and Stainton Grove recycling centre.

The committee were asked to agree the work programme and identify a future area for focused work following the completion of the Allotment Services Review which should be concluded in January.

Councillor Martin raised concerns on the number of additional meetings.

Councillor Crute commented that the work programme should be progressed as proposed.

Following discussions on the number of additional meetings, Members agreed the work programme as set out in the report.

Resolved: (i) That the work programme as set out be agreed.

(ii) That a topic for a focused scrutiny review be determined at a later date following the completion of the current review.

11 Minutes from the County Durham Environment Partnership Board held on 7 March 2018

The Minutes of the meeting of the County Durham Environment Partnership Board held 7 March 2017 were received by the Committee for information.

12 Minutes from the Northumbria Regional Flood and Coastal Committee held on 19 January 2018

The Minutes of the meeting of the Northumbria Regional Flood and Coastal Committee held on 19 January 2018 were received by the Committee for information.

13 Minutes from the Durham Strategic Flood Prevention Group held on the 9 May 2018

The Minutes of the meeting of the Durham Strategic Flood Prevention Group held on 9 May 2018 were received by the Committee for information.

DURHAM COUNTY COUNCIL

At a Special Meeting of **Environment and Sustainable Communities Overview and Scrutiny Committee** held in Committee Room 1A - County Hall, Durham on **Monday 3 September 2018 at 11.00 am**

Present:

Councillor E Adam (Chair)

Members of the Committee:

Councillors B Avery, D Bell, L Brown, J Carr, S Dunn, A Gardner, D Hicks, P Howell, P Jopling, R Manchester, O Milburn, A Patterson, A Simpson, P Sexton and L Taylor

Co-opted Members:

Mr T Bolton and Mrs P Holding

Also Present:

Councillors J Clare, G Darkes, E Huntington, L Maddison, S Quinn and M Wilkes
Co-opted Members Mrs R Hassoon and Mr D Taylor Gooby

1 Apologies

Apologies for absence were received from Councillors J Clark, R Crute, C Martin and M Wilson.

2 Substitute Members

No notification of Substitute Members had been received.

3 Declarations of Interest

Mr Bolton declared an interest as a Member of the Local Access Forum.

Mrs Holden declared an interest as the Chair of the Local Access Forum.

Councillor Gardner declared an interest as a member of Durham University Bike Group.

Councillor Patterson declared an interest as an Equestrian.

4 Any items from Co-opted Members or interested parties

There were no items from Co-opted Members or Interested Parties.

5 Draft Strategic Cycling and Walking Delivery Plan - Consultation

Members considered the Joint report of the Director of Transformation and Partnerships and the Corporate Director of Regeneration and Local Services that provided Members with background information in advance of the presentation by the Sustainable Travel Officer (for copy, see file of minutes).

The Sustainable Travel Officer was in attendance to provide a presentation on the overview of the draft Strategic Cycling and Walking Delivery Plan 2018-2028 (SCWDP), the consultation process, the key themes/comments resulting from the consultation and next steps in relation to the Delivery Plan (for copy of presentation, see file of minutes).

The Sustainable Travel Officer stressed the key ambitions of the Strategic Cycling and Walking Delivery Plan 2018 - 2028 were that Durham is recognised as a cycling and walking friendly county and that the networks are safe, accessible and well maintained. That more people especially women and children are cycling or walking for everyday journeys and that the quality of people's lives, health and fitness were improved.

Members were advised that there were three building blocks to create a cycling and walking county. The first two blocks related to infrastructure and operation while the third was about encouraging participation. The Sustainable Travel Officer gave a summary of the key cycling strategy achievements that would be used as the foundation of the SCWDP.

The key differences between the Cycling Strategy 2012 -2015 and the SCWDP were highlighted such as the inclusion of walking which is in line with the government investment strategy, the production of network plans for main towns and a 10 year delivery plan with two 5 year action plans.

Members were advised of the national context, the Department for Transport (DfT) Cycling and Walking Investment Strategy sets out targets in relation to cycling and walking the SCWDP fits with the government ambitions. The government's Local Cycling and Walking Infrastructure Plans (LCWIPs) include network plans to identify preferred routes and core zones for further development and a prioritised programme for infrastructure improvements for future investment and a report that sets out underlying analysis and provides a narrative that supports the identified network. Unfortunately, Durham County Council were unsuccessful in attracting government funding but by developing a SCWDP it is possible that future funding from government may be attracted. Members were informed that the demand to the response to the LCWIPs was so great that for those Local Authorities that were unsuccessful in attracting the funding online support was available and workshops providing information were also provided.

The County Durham SCWDP was developed initially with the establishment of internal and external working groups, reviewing the cycling strategy and developing the new delivery plan that evolved into the SCWDP that has gone out to consultation. So far the service has received 33 responses via the online system and 4/5 coming in directly. Members were advised that most of the responses to the consultation were in support of this and only one objection.

The consultation ended 7 September following that all responses were collated and those individuals and groups who had taken the time to respond the consultation would receive a response themselves. The SCWDP would be revised where appropriate and redrafted then in October would go before Senior Management teams and in November the SCWDP would be considered by Cabinet.

Following the presentation, the Chairman thanked the Sustainable Travel Officer for her very informative presentation.

He then asked in relation to the £2.7 million spent since 2012-2015/16 what difference has this investment brought to the County, he then referred to the 2012 – 2015 Audit and commented that all cycle routes had already been looked at, so was there any need for a further audit.

The Officer responded that the cycle network planning process had been developed in house to address existing networks and to ensure that they were mapped and recorded. They looked at the usability of the network, plan what might be required in the future, joining up existing networks, look at where people want to move between two points and how the network can provide a network that meets that demand, this process also helps prioritise routes.

The Strategic Traffic Manager continued that when the project was a large project, there were more benefits gained in relation to improved journey times than invested in various schemes and it was difficult to quantify in relation to health improvements.

The monies invested brought value in that more usage of the cycle routes and people cycling to work.

The Chairman indicated that they currently did not have performance indicators for cycling.

The Sustainable Transport Officer responded that they were hoping to expand the number of counters currently installed so that they could obtain more and better information. The Strategic Traffic Manager agreed to share data on individual projects.

Councillor Jopling commented that the delivery plan was geared toward getting people to work but raised concerns in relation to health and safety of people walking. She continued that there were six little villages within close proximity within her division, however none of which have pavements and the only option is for people to walk was to use the roads, which was dangerous. She continued that elderly people who wanted to keep fit wanted to walk 2-3 miles not huge distances and a safe walk to the next village would give them the opportunity to improve their health however it was unsafe to walk on the road or the verges as they were no longer mowed.

The Strategic Traffic Manager responded that County Durham was a rural county and we had to prioritise and have therefore targeted travelling to work.

Councillor Huntington commented that whilst it was good to hear about the proposals in the delivery plan, but there is an issue of maintaining the routes once established. In her division there was an issue with litter on cycling routes from walkers and cyclists and there was a need for cyclists and walkers to be educated to take their litter home with them. She

continued that local litter picks undertaken by volunteers had taken place on the various routes to keep them clean and tidy.

The Strategic Traffic Manager responded that maintenance was an issue and that volunteers do help in relation to issues such as litter and continued that there were different standards across the county, we need to try to get an even standard in relation to the maintenance of these routes.

Councillor Darkes sought clarification on the 12 major towns, details of which the Sustainable Travel Officer provided.

Councillor Wilkes referred to the consultation process and asked if all Members were consulted.

The Chair advised that the consultation had been emailed to all members of Environment and Sustainable Communities Overview and Scrutiny Committee on 1 August via Overview and Scrutiny.

Councillor Wilkes explained the salary sacrifice scheme in place for employees of the council who want to purchase a bicycle and would have the cost of the bike taken from their wages before tax and national insurance. He advised that the scheme was with Halfords who charged 15% commission then handed 12% back to Durham County Council and asked if it was possible for local cycling retailers to be included in this scheme.

The Strategic Traffic Manager advised that Halfords had given a lot back in relation to repairs and maintenance and competitions and money is allocated back, but this was another department responsible for this.

Councillor Wilkes indicated that he had previously asked that Members got involved in the procurement process so that local shops were not priced out of the scheme and asked if there was a consultation with Members.

The Strategic Traffic Manager advised that he pass this query to the service and ask them to respond to Councillor Wilkes.

Mr Taylor-Gooby indicated that all that had been said also applied to running concerning safety of runners on roads and wondered whether some of the principles in relation to walking and cycling could be extended to running.

The Sustainable Travel Officer responded that running was addressed through Sport and Physical Activity.

The Strategic Traffic Manager added that when cycle routes are improved they are used by runners too.

Mrs R Hasoon asked if they worked with employers and schools to establish locations for where cycles could be parked.

The Sustainable Travel Officer responded that bicycle racks had been installed in council buildings and enterprise parks and that 400 bike stands had been installed across the

county which also included the likes of community centres and pubs through 'Park That Bike' scheme, overall the scheme had been successful.

Councillor Dunn referred to the cycle route from Coxhoe to Durham which was extremely staggered and poor and that improvements to the route are not included in the delivery plan.

He then referred to Objective 5.3 contained in the action plan 2018-2023 which limited funding for constructing cycling super routes (up to £0.5m) to within 5 miles of Durham City. He suggested that the end of this objective be amended to read 'key settlements within 5 miles of Durham City being a priority'.

He then referred to improvements scheduled to J61 of the A1M which would make it more difficult to cycle and suggested to open up part of the railway line which would link with the existing plan. The policy should not restrict improvements to towns, at the expense of improvements to villages across County Durham.

The Strategic Traffic Manager responded that they had limited resources, so needed to prioritise the focus was on employment areas and that every settlement could not be included.

Councillor Dunn indicated that the MP for Durham had recently commented that the bus services for people in villages was inadequate.

The Chairman advised Councillor Dunn that they would take note of his comments.

Councillor Gardner indicated that it was a good document but he had some issues and concerns with the Newton Aycliffe to Durham route of the A167 corridor which missed out Spennymoor. He then referred to the Bishop Auckland to Shildon route and commented that he was concerned if major towns were best priority and maybe work routes should be prioritised more, and would be sensible to focus on safe routes from housing estates to schools which would also aid local people.

The Chairman referred to schools and encouraging people to walk to get cars off the road but there was not much detail regarding this in the plan.

The Sustainable Travel Officer responded that schools had been included in the consultation via bikeability. The Government is encouraging walking and cycling for 5 to 10 year olds and this is addressed via the Local Cycling and Walking Infrastructure Plans (LCWIPs), the service had been working with Living Streets who were going into schools to deliver the walking schemes.

Councillor Gardner commented that Snipely to Lanchester is an area where significant development was planned for the future. There had been issues raised in relation to safe walking and cycling.

The Strategic Traffic Manager responded that the Cycling and Walking Strategy sits behind the Development Strategy and is one of the many building blocks which will be used to inform the development strategy.

Councillor Patterson advised she was an equestrian and asked why bridal paths were not included in the consultation and was advised that services for horse riding were different to those for walking and cycling. Councillor Patterson went on to suggest that the SCWDP should influence policies contained within the County Durham Plan such as highways infrastructure and need to be looking at how to join up with the County Durham Plan. The Strategic Traffic Manager advised that the policy was being redrafted to reflect this work and explained that they had worked closely with Planning in relation to the SCWDP. The Sustainable Travel Officer advised that the British Horse Society and its local reps were a consultee. The emphasis of the work was to concentrate on the 12 towns but work had been carried out on bridal ways in Durham City area and all users had benefitted from the work.

Councillor Patterson asked what percentage of routes were also bridleways. The Officer indicated that this information would be obtained and passed to Councillor Patterson outside of the meeting.

Mrs Holding commented that whilst she appreciated that the delivery plan and strategy concentrated on getting people to work there was also a need to ensure that we don't lose sight of the need to develop tourist routes and encourage people to come to County Durham for cycling and walking holidays which would be of economic benefit too.

Resolved: (i) That the presentation be noted.

(ii) That the comments made be formulated into a response and fed into the ongoing consultation as the Overview and Scrutiny response.

(iii) That the work programme for 2019/20 include a progress update on the Strategic Cycling and Walking Delivery Plan 2018-2028.

**Environment and Sustainable
Communities Overview and
Scrutiny Committee**



4th October 2018

**Air Quality Management within
County Durham**

**Report of Ian Thompson, Corporate Director of Regeneration and
Local Services**

Purpose of the Report

- 1 To provide Members of the Environment and Sustainable Communities Overview and Scrutiny Committee with detail of progress on all air quality management work projects since the previous meeting on 14th July 2017.

Background

- 2 Members will recall that at the meeting of the Environment and Sustainable Communities Overview and Scrutiny Committee held on the 14th July 2017 an update was provided on the outcome of monitoring carried out in 2016 in Durham City and Chester le Street, the implementation of the Durham City Air Quality Action Plan measures and the implications of the approach of the Government towards tackling nitrogen dioxide as set out in the draft UK Air Quality Plan.
- 3 It was agreed by members at the meeting on the 14th July 2017 that the Environment and Sustainable Communities Overview and Scrutiny Committee would receive a further update at a future meeting detailing, in particular:
 - The outcome of further monitoring of air quality in both Durham City and Chester le Street and further progress on the implementation of the Air Quality Action Plan measures.
4. Arrangements have been made for Denyse Holman, Pollution Control Manager and David Gribben, Senior Air Quality Officer, Regeneration & Local Services to deliver a presentation focusing on:
 - The outcome of further monitoring across both Durham City and at Chester le Street during 2017 and how this compares with the previous year.
 - The action now required and being progressed on the outcome of the results of the monitoring carried out in 2017.
 - A summary of the progress made on the implementation of the action measures in the Durham City Air Quality Action Plan.

- An outline of further steps and actions to be taken during the next 12 months and also over a longer time frame. The requirement to continue to submit the Annual Air Quality Status Report to DEFRA and the feedback received from this will influence further action required going forward.

Local Air Quality Management - Background

- 5 The Environment Act 1995 requires the Council to undertake review and assessment of local air quality across County Durham. This has identified areas of Durham City and Chester le Street where the assessed concentrations of nitrogen dioxide, a pollutant that occurs from vehicle emissions, are above the National Air Quality Objective.
- 6 The Government has discretionary power under the Localism Act 2011 to transfer all or part payment of the fine imposed following infraction proceedings on to Local Authorities that have failed to carry out responsibilities under Local Air Quality Management.
- 7 The Council declared an Air Quality Management Area within Durham City for nitrogen dioxide on the 9th May 2011. This extended across the city centre from Highgate, over Millburngate Bridge to the Hild and Bede roundabout and then along Gilesgate to the junction with Dragon Lane. The boundary of the Air Quality Management Area was extended in July 2014 to include the West End of the city following the route of the A690 to Neville's Cross and down to Stonebridge roundabout together with sections of Claypath and New Elvet.
- 8 The Council declared an Air Quality Management Area within Chester le Street for nitrogen dioxide on the 17 May 2013. This extended along Pelton Fell road to include Menceforth Cottages and Glen Terrace situated to the west of Chester le Street town centre. The declared Air Quality Management Area was subsequently amended to solely include Menceforth Cottages on 25 March 2015.
- 9 The review and assessment of air quality elsewhere has not identified any other areas within the County where the concentrations of air quality pollutants have exceeded the National Air Quality Objectives.
- 10 Once an Air Quality Management Area has been declared the Council is required to establish an Air Quality Action Plan. The Action Plan comprises of air quality improvement measures that, when implemented, will reduce nitrogen dioxide concentrations towards achieving compliance with the National Air Quality Objectives.

Current position

- 11 The monitoring at both sites at Menceforth Cottages was continued for the remainder of 2017. In the annual Air Quality Status Report 2017 it was set out that the Council will revoke the Air Quality Management Area if the annual mean measured below $36 \mu\text{g}/\text{m}^3$ (a magnitude of ten percent below the national annual mean air quality objective). This was the case at both sites and, in addition, the results have measured below the objective for the previous 3 years. Therefore a report has been prepared to progress the revocation of the Chester le Street AQMA.
- 12 The results of the monitoring carried out in 2017 for the additional sites that have been established on Church Street, New Elvet that are outside the boundary of the declared Durham City AQMA were above the annual mean objective ($40 \mu\text{g}/\text{m}^3$). These were reported in the annual Air Quality Status Report 2018 and in accordance with the feedback received it is now required to amend the AQMA to incorporate a short section of Church Street. Therefore a report has been prepared to progress the amendment of the Durham City AQMA.
- 13 The results of the monitoring carried out in 2017 from sites across the declared Air Quality Management Area in Durham City in most cases show a decrease in comparison with the results during the previous year. Consequently the number of 'hotspot' locations was reduced to the following three areas:
 - An uphill section of Gilesgate where the residential properties are close to the east bound carriageway.
 - At properties located on Sutton Street, Colpitts Terrace and Alexandra Crescent on the approach to the lights at Crossgate junction.
 - A section of Church Street in the vicinity of apex corner (junction of Church and Hallgarth Street).

A 'hotspot' is identified as an area where there are sites at which the monitored levels of air quality pollutant have exceeded the annual mean air quality objective. It is noted that caution should be given to the results from a single year since variations will occur from, for example, different meteorological conditions.

- 14 The draft Durham City Sustainable Transport Strategy 2016-2030 has now been established. A source of funding to support the measures in the Strategy is currently being sought and, if successful, the subsequent implementation of these will support and complement the action measures detailed in the Air Quality Action Plan. Further the implementation of some of the action measures can only be progressed once the County Durham Plan is finalised.
- 15 There has been progress on the implementation of the action measures and this has included the following:

- **Action Measures 2 & 3 (Retrofitting and Operation of Hybrid Buses):** The fleet profile has continued to improve with the proportion of Euro VI buses within the fleet continuing to increase by the replacement of older buses.
- **Action Measure 7 (Assessment of the Impact of the Local Plan on Air Quality):** A detailed assessment of the impact on air quality from the implementation of the Local Plan is being progressed.
- **Action Measure 9 (Air Quality Strategy):** A draft Air Quality Strategy has been completed.
- **Action Measure 10 (Air Quality Campaign):** An Air Quality Campaign has been established and developed to deliver messages on what we all can do to improve air quality. A programme of visits to schools has been arranged by Living Streets to commence shortly. This will include messages on improving air quality by opting for alternative modes of travel to the use of the private motor car.

Next Steps

- 16 The network of monitoring sites that have been established across Durham City is reviewed every 3 months (quarterly). This determines any amendments required to site locations. The emphasis has previously been to ensure, where possible, that the site is representative of 'relevant exposure' i.e. at a residential property. It is important this review is continued as the emphasis will be on having monitoring sites at locations where improvements in air quality are likely to occur following the implementation of the action measures.
- 17 The responsibilities for the implementation of each of the action measures are set out in the Implementation Plan. There is an ongoing requirement for further meetings of the Air Quality Technical Working and Corporate Steering Groups to review the progress on the implementation of the action measures in conjunction with the results of the monitoring. If, at locations, the results continue to exceed the annual mean objective then consideration will need to be given to additional action measures that are focussed on reducing emissions within a localised area.
- 18 A review of the Action Plan is required by the Environment Act 1995 although no time period is specified by when this should be completed by. However in accordance with the Policy Guidance on air quality issued by DEFRA such a review should take place not later than a period of 5 years from when the Action Plan has been adopted. Therefore a review of the Action Plan is required no later than June 2021.

Recommendations

- 19 That the members of the Environment and Sustainable Communities Overview and Scrutiny Committee note and comment upon the information provided in the attached report and presentation.

- 20 That the Environment and Sustainable Communities Overview and Scrutiny Committee receive as part of the refresh of the work programme for 2019-20 a further report detailing progress on the development of air quality management within County Durham.

Background Papers

Environment and Sustainable Communities Overview and Scrutiny Report – 8 July 2017

Contact/Author: Denyse Holman

Tel: 03000 26099 E-mail: denyse.holman@durham.gov.uk

Contact/Author: David Gribben

Tel: 03000 260997 E-mail: david.gribben@durham.gov.uk

Appendix 1: Implications

Finance

There are cost implications with the implementation of the air quality improvement measures incorporated within the Durham City Air Quality Action Plan. The source of the pollution is from vehicle emissions and therefore the majority of the actions are traffic improvement measures and the capital funds required for these is yet to be determined and would need to be met from the Local Transport Planning budget or other relevant external funding streams.

There are also cost implications with the ongoing requirement to carry out monitoring of air quality pollutant (nitrogen dioxide) and 'indicators' e.g. traffic volume flow rates following the implementation of the action measures. The expansion of the existing network of monitors that measure air quality pollutants (nitrogen dioxide) is likely to be required going forward. In particular the use of further portable continuous monitors will be required to provide a daily profile of levels of nitrogen dioxide at locations where the implementation of the action measures is likely to have an impact. The portable continuous monitors were replaced in September 2016 with an upgraded specification that includes the capability of measuring particulates. The cost to cover this was £10,628 and the funding for this was sourced from the budget for the implementation of the Local Transport Plan.

Staffing

Officers in the Pollution Control Team will be required to plan and then undertake monitoring at locations across the County with a particular focus on the Durham City Air Quality Management Area. The responsibility for the implementation of the actions will involve a number of key service areas across the Council in accordance with an agreed Implementation Plan. This will require the allocation of staff resources in these sections to ensure the actions are effectively delivered and monitored.

Meetings of the Air Quality Technical Working Group will continue and progress on the implementation of the proposed action measures will be reported to the Air Quality Corporate Steering Group on a regular basis.

Equality and Diversity / Public Sector Equality Duty

Local Air Quality Management focusses on improving or reducing the impacts of air quality. Therefore the completion of air quality projects and especially the implementation of the Durham City Air Quality Action Plan will have a beneficial impact irrespective of the background of the residents of the properties of the areas to which the projects relate.

An Equalities and Diversity Impact Assessment was initially prepared for the draft Air Quality Action Plan to the NSMT on 25th August 2015. This has been reviewed and updated to take into consideration the outcome of the consultation

that concluded on 14th December 2015. Further reviews will be undertaken as necessary.

Accommodation

None

Crime and Disorder

None

Human Rights

None

Consultation

The Council is legally required to consult, under Schedule 11 of the Environment Act 1995, following the completion of Local Air Quality Management projects. The requirements are to consult with statutory consultees comprising of neighbouring local authorities, DEFRA, the Highways Authority, the Environment Agency and organisations/associations that represent business interests in areas to which the project relates.

The main purpose of previous consultation was to obtain feedback on the air quality improvement actions that have been included in the Durham City Air Quality Action Plan. Some of the actions have indirect benefits on air quality and are dependent on participation by the public such as encouraging other forms of travel to private car use. The carrying out of a campaign that highlights the importance of air quality is included as one of the action measures and this will also provide an opportunity to raise the profile of air quality across the city and therefore impact on the effectiveness of these actions.

Procurement

It may be necessary to purchase further monitoring equipment and/or consultancy services to enable the Council to complete these projects. The purchase of further monitoring equipment or consultancy services, if required, will be undertaken in accordance with the applicable Council procurement policies and procedures.

Disability Issues

None

Risk and Legal Implications

The Council is legally required to implement the air quality improvement actions in an Air Quality Action Plan to demonstrate that it is pursuing compliance with the air quality objectives.

To fail to carry out this duty may lead to judicial proceedings being taken against the Council and/or intervention by the Secretary of State.

The UK Government is also required to comply with EU legislation and failure to do so can lead to infraction fines being imposed. Under the Localism Act 2011 all or a proportion of the fine maybe passed on to Local Authorities where there is failure to carry out its statutory duties in relation to air quality.

This page is intentionally left blank

**Environment and Sustainable
Communities Overview and
Scrutiny Committee**



4 October 2018

Winter Maintenance

Joint report of Lorraine O'Donnell, Director Transformation and Partnerships and Ian Thompson, Corporate Director of Regeneration and Local Services

Purpose of the Report

- 1 To provide Members of the Environment and Sustainable Communities Overview and Scrutiny Committee with supporting information in advance of an update presentation on winter maintenance.

Background

- 2 The Environment and Sustainable Communities Overview and Scrutiny Committee considered and agreed its work programme at its meeting on 6 October 2017. Included within its work programme was a progress report on winter maintenance.
- 3 In 2009/10 the Environment and Sustainable Communities Overview and Scrutiny Committee carried out an in depth review of the Council's Winter Maintenance Policy and have continued to receive information setting out how the Council has managed its winter maintenance programme looking back at the previous year and looking forward to the winter ahead.
- 4 Arrangements have been made for Brian Buckley, Strategic Highways Manager, and John Reed, Head of Technical Services, to attend the meeting on 4 October 2018 to provide an update for Members on the 2017/18 winter maintenance season and the plans in place prior to the start of the 2018/19 winter maintenance season. The presentation will focus on the following:
 - Update on winter 2017/18;
 - Winter Maintenance Policy: Background;
 - Treatment Routes - Detail: Carriageways Priority 1, Carriageways Priority 2, snow routes, footways and cycle ways;
 - Salt and grit bins: How provided;
 - Key facts and figures for 2018/19 including total budget, total salt stocks, number and type of winter equipment available for use (gritters, trailers and snow blowers etc.), salt bins - number of average salt cost etc.;
 - How DCC works in partnership: Detail of key partners for 2018/19; and
 - Key contacts for members/public in relation to winter maintenance.

Objectives of Winter Maintenance

- 5 Winter maintenance is essential to keep the highway network open for the safe and convenient movement of people and goods. The objectives of winter maintenance are as follows:
- **Customer:** Meeting user needs and expectations through an efficient, effective and proportionate service;
 - **Safety:** Complying with statutory obligations, meeting user's needs for safety;
 - **Serviceability:** Ensuring availability, maintaining reliability; and
 - **Sustainability:** Minimising whole life costs, maximising value to the community and minimising environmental impact.

Winter Maintenance Policy

- 6 Durham County Council's Winter Maintenance Policy covers the following:
- **Treatment routes:** It is not practical to treat all parts of the adopted highway. Therefore, in accordance with the Code, the Council has criteria for prioritising certain carriageways, footways and cycle ways within the County;
 - **Provision of salt and grit bins:** The Council undertakes precautionary salting on only a proportion of the adopted highway network and many minor roads are not treated. In these areas the Council will provide salt and grit bins for the public to use themselves based on objective criteria;
 - **Provision of salt and grit heaps:** Salt and grit heaps are provided in rural locations on steep banks and bends for the public to use themselves on a case by case basis;
 - **Deployment and response times:** Criteria and response times for precautionary salting, post treatment and clearance of ice and snow (Priority 1 routes and minimum winter network), post treatment and clearance of ice and snow (priority 2 routes) and snow routes;
 - **Resilience:** Following recent severe winters the Council has improved resilience by increasing salt stocks at the start of the winter maintenance season; and
 - **Customer Services:** Detail of contact numbers and reporting process.

Next Steps

- 7 It is intended that the Environment and Sustainable Communities Overview and Scrutiny Committee will receive an update informing members of the delivery of winter maintenance during 2017/18 together with detail of winter maintenance plans for 2018/19 at the October 2018 meeting.

Recommendations

- 8 The Environment and Sustainable Communities Overview and Scrutiny Committee is asked to note and comment upon the information provided in the report and presentation.

Background Papers

- Review of the Winter Maintenance Service/Strategy - Scrutiny Review Report - September 2009
- Review of the Winter Maintenance Service /Strategy - Scrutiny Review Report - May 2010
- Environment and Sustainable Communities Overview and Scrutiny Report - Winter Maintenance Policy - 10 November 2014
- Winter Maintenance Policy 2018/19

**Contact: Tom Gorman
John Reed**

**Tel: 03000 268027
03000 267454**

Appendix 1: Implications

Finance – None.

Staffing – None.

Risk – None.

Equality and Diversity / Public Sector Equality Duty – None.

Accommodation – None.

Crime and Disorder – None.

Human Rights – None.

Consultation – None.

Procurement – None.

Disability Issues – None.

Legal Implications – None.

**Environment & Sustainable Communities
Overview and Scrutiny Committee**

4 October 2018

**Quarter One 2018/19
Performance Management Report**



**Report of Corporate Management Team
Lorraine O'Donnell, Director of Transformation and Partnerships
Councillor Simon Henig, Leader of the Council**

Purpose of the Report

- 1 To present progress towards achieving the key outcomes of the council's corporate performance framework for the Altogether Greener priority theme for the first quarter of the 2018/19 financial year.

Summary

- 2 Environmental cleanliness levels remain good although fly-tipping remains an issue, the number of recorded incidents has increased again this quarter. The council continues to use its enforcement powers and will actively investigate all reported fly-tips.

Performance Reporting Arrangements for 2018/19

- 3 Our performance management framework provides us with a valuable insight into the extent to which we are achieving our objectives and how effectively the council and its partners are meeting the needs of our residents. It enables us to regularly assess, report on and scrutinise performance to support the continuous improvement of our services.
- 4 It brings together key planning, monitoring and evaluation processes through an integrated suite of documents, including the Sustainable Community Strategy, Council Plan, Service Plans and the Medium Term Financial Plan, and demonstrates the contribution made at various levels of the organisation to our priority themes.
- 5 Altogether Greener is one of six priority themes that forms the basis of our performance management framework. This report sets out the key messages relating to this priority theme structured around the following three areas of focus:
 - How clean and tidy is my local environment?
 - Are we reducing carbon emissions and adapting to climate change?
 - How effective and sustainable is our collection and disposal of waste?

Overview of performance

- 6 Eight indicators support this priority theme, six were updated during quarter one. The remaining indicators, both of which relate to CO₂ emissions, will be available and reported at quarter two.
- 7 One indicator, percentage of household waste that is reused, recycled or composted, which although showed improved performance was below the national average.
- 8 A comprehensive table of all performance data is attached as Appendix 2.

ALTOGETHER GREENER

1. How clean and tidy is my local environment?
2. Are we reducing carbon emissions and adapting to climate change?
3. How effective and sustainable is our collection and disposal of waste?

Refuse and Recycling 2017/18

 **96.6%** municipal waste diverted from landfill, above target ✓

 **40.1%** household waste re-used, recycled or composted ↑



- DCC continues to work with partners to reduce single use plastics (SUP).
- 'Early wins' include: ceasing the use of plastic confetti within DCC pantomimes and plastic bottle recycling provision at sports events.
- Details from the SUP working group will be presented to Scrutiny in November.

Waste Permits

Are now available electronically, emailed to customer with a QR code for scanning at HWRC.



Fly-tipping (Jul 17-Jun 18)

7,941 incidents recorded, 324 more than last quarter (+4.3%)

Household waste accounts for 62% of this increase

Actions taken during the quarter include:

- 22 cameras deployed with 4 incidents caught on CCTV
- 3 stop and search operations
- 14 duty of care warning letters, 8 producers issued
- 466 incidents were further investigated
- 9 PACE interview and 1 prosecution
- 5 FPNs issued for fly-tipping offences.



Environmental Cleanliness

 **4.33%** litter, increase on last year (3.56%) ↑

 **12.32%** detritus, slight increase on last year (12.12%) ↑

 **0.56%** dog fouling, decrease on last year (0.96%) ↓



Green Flags

- 12 of our parks and cemeteries have been awarded the prestigious Green Flag environmental award.
- Blackhill and Consett Park also achieved a Green Heritage Award.

Big Spring Clean 2018

- 272 litter picks
- 4,131 volunteers
- 5,417 volunteer hours
- 4,123 bags of litter collected

Climate Change

Worked with 29 businesses during the quarter, awarded £27,659 in grants.



How clean and tidy is my local environment?

- 9 All three indicators that support this area were updated during quarter one. All indicators relate to the LEQS Pro survey and report the percentage of relevant land and highways assessed as having deposits of litter, detritus or dog fouling that fall below an acceptable level.
- 10 We carried out the first tranche of the LEQS Pro survey during the spring and results show that although performance in relation to dog fouling has improved in comparison to first tranche results of 2017/18, litter and detritus have deteriorated but this is only marginal (especially in relation to detritus), and is not a cause for concern.
- 11 Throughout quarter one, a number of initiatives / projects were undertaken to enhance the local environment including:
- The Big Spring Clean (19 February to 15 April). Residents, schools, community groups and businesses came together and carried out litter picks to make a difference to their local environment: 272 litter picks, involving 4,131 people contributing 5,417 volunteer hours resulted in the collection of 4,123 bags of litter.
 - Operation Spruce Up visited Gilesgate, Pelton, Tow Law and Shildon. Trimdon Grange, Annfield Plain, Cockfield and Consett will follow later in 2018. The award winning scheme works in partnership with local groups and activity can include road and pavement cleansing, removal of graffiti, litter clearance, replacing of shrub beds, repair of street furniture and environmental education.
 - We are leading on the entries of Chester-le-Street and Durham City in the Northumbria in Bloom finals and are supporting town and parish council led entries into the competition. Durham is also a finalist in the “small cities” category of the Britain in Bloom awards. We are also promoting the RHS It’s your Neighbourhood campaign which provides an opportunity for community groups to get involved in Northumbria in Bloom and Britain in Bloom competitions.

Are we reducing carbon emissions and adapting to climate change?

- 12 Neither of the two indicators that support this area have been updated during quarter one. Updates for both indicators will be provided at quarter two.
- 13 The Business Energy Efficiency Project has continued to work with 29 small and medium sized enterprises (SMEs) through the European Structural and Investment Fund (ESIF) Low Carbon programme. During quarter one, we gave

grants to four SMEs for £27,659 for energy efficiency improvement, bringing the total to around 150 SME supported in County Durham.

- 14 The council continues to make progress on a range of carbon saving projects across the council's building portfolio, helping not only to reduce carbon emissions, but also saving money and improving the internal environment. Improvement has recently been made to help improve the efficiency and comfort levels of Peterlee Day Centre.

How effective and sustainable is our collection and disposal of waste?

- 15 All three indicators that support this area were updated during quarter one.
- 16 The number of fly-tipping incidents has deteriorated since the same period last year. During quarter one, we recorded 2,158 fly-tipping incidents, a 16% increase compared to the same quarter last year. Household waste accounted for 62% of this increase, most of which occurred in April. Further investigation is to be undertaken to understand in greater detail the causes of this increase and identify action required in response.
- 17 A number of actions / initiatives were carried out during quarter one, including:
- 22 cameras were deployed with four incidents captured on CCTV;
 - Three 'stop and search' operations were carried out, resulting in 14 duty of care warning letters; eight producers and one fixed penalty notice being issued;
 - Further investigations were carried out on 466 fly-tipping incidents which led to nine interviews under caution and one prosecution;
 - Five fixed penalty notices were issued for fly-tipping offences.
- 18 We continued with a number of waste projects during quarter one including:
- Working in partnership to reduce the use of single use plastic. Early wins implemented include ceasing the use of plastic confetti within DCC pantomimes and specific recycling points for plastic bottles at sports events. A report will be presented to the Environment and Sustainable Communities Overview and Scrutiny Committee in November.
 - 'Rethinking' our approach to procurement and potential technological opportunities in relation to a leachate system at Coxhoe East landfill site. Consequently, this project has been delayed by 12 months.
 - Work has commenced to replace Stainton Grove HWRC with an improved facility providing a range of recycling facilities and an area of the site for small businesses to deposit trade waste. Completion is expected December 2018.

Risk Management

- 19 Effective risk management is a vital component of the council's agenda. The council's risk management process sits alongside our change programme and is incorporated into all significant change and improvement projects.
- 20 There are no key risks to successfully delivering the objectives of this theme.

Recommendations and reasons

- 21 That the Environment and Sustainable Communities Overview and Scrutiny Committee receive the report and consider any performance issues arising therewith.
- 22 That the Environment and Sustainable Communities Overview and Scrutiny Committee note the following change to the Council Plan outlined below:
- (i) The Commissioning of a leachate treatment system at Coxhoe East landfill site has been delayed. Only one compliant tender was returned and this was significantly above budget available. The service is currently reviewing the procurement approach.

Contact: Jenny Haworth

Tel: 03000 268071

Appendix 1: Implications

Finance

Latest performance information is being used to inform corporate, service and financial planning.

Staffing

Performance against a number of relevant corporate health performance indicators has been included to monitor staffing issues.

Risk

Reporting of significant risks and their interaction with performance is integrated into the quarterly monitoring report.

Equality and Diversity / Public Sector Equality Duty

Corporate health PIs are monitored as part of the performance monitoring process.

Accommodation

Not applicable.

Crime and Disorder

A number of performance indicators and key actions relating to crime and disorder are continually monitored in partnership with Durham Constabulary.

Human Rights

Not applicable.

Consultation

Not applicable.

Procurement

Not applicable.

Disability Issues

Employees with a disability are monitored as part of the performance monitoring process.

Legal Implications

Not applicable.

Appendix 2: Key Performance Indicators

There are two types of performance indicators throughout this document:

- (a) Key target indicators – targets are set as improvements can be measured regularly and can be actively influenced by the council and its partners; and
- (b) Key tracker indicators – performance is tracked but no targets are set as they are long-term and/or can only be partially influenced by the council and its partners.

A guide is available which provides full details of indicator definitions and data sources for the 2017/18 corporate indicator set. This is available to view either internally from the intranet or can be requested from the Strategy Team at performance@durham.gov.uk

KEY TO SYMBOLS

	Direction of travel	Benchmarking	Performance against target
GREEN	Same or better than comparable period	Same or better than comparable group	Meeting or exceeding target
AMBER	Worse than comparable period (within 2% tolerance)	Worse than comparable group (within 2% tolerance)	Performance within 2% of target
RED	Worse than comparable period (greater than 2%)	Worse than comparable group (greater than 2%)	Performance >2% behind target

National Benchmarking

We compare our performance to all English authorities. The number of authorities varies according to the performance indicator and functions of councils, for example educational attainment is compared to county and unitary councils however waste disposal is compared to district and unitary councils.

North East Benchmarking

The North East figure is the average performance from the authorities within the North East region, i.e. County Durham, Darlington, Gateshead, Hartlepool, Middlesbrough, Newcastle upon Tyne, North Tyneside, Northumberland, Redcar and Cleveland, Stockton-On-Tees, South Tyneside, Sunderland. The number of authorities also varies according to the performance indicator and functions of councils.

More detail is available from the Strategy Team at performance@durham.gov.uk

Key Target and Tracker Indicators

ALTOGETHER GREENER										
1. How clean and tidy is my local environment?										
Ref	PI ref	Description	Latest data	Period covered	Comparison to					
					Period target	12 months earlier	National figure	North East figure	Nearest statistical neighbour	Period covered if different
107	NS14a	% of relevant land and highways assessed (LEQSPRO survey) as having deposits of litter that fall below an acceptable level	4.33	Apr-Jul 2018	Tracker	3.56				
					N/a	RED				
108	NS14b	% of relevant land and highways assessed (LEQSPRO survey) as having deposits of detritus that fall below an acceptable level	12.32	Apr-Jul 2018	Tracker	12.12				
					N/a	AMBER				
109	NS14c	% of relevant land and highways assessed as having deposits of dog fouling that fall below an acceptable level	0.56	Apr-Jul 2018	Tracker	0.96				
					N/a	GREEN				

ALTOGETHER GREENER										
2. Are we reducing carbon emissions and adapting to climate change?										
Ref	PI ref	Description	Latest data	Period covered	Comparison to					
					Period target	12 months earlier	National figure	North East figure	Nearest statistical neighbour	Period covered if different
110	RED 46	% reduction in CO ₂ emissions in County Durham (by 40% by 2020 and 55% by March 2031)	49.9	2015	Tracker	48				
					N/a	GREEN				
Page 37	RED 48	% change in CO ₂ emissions from local authority operations	-14	2016/17	Tracker	-6				
					N/a	GREEN				

38 How effective and sustainable is our collection and disposal of waste?

Ref	PI ref	Description	Latest data	Period covered	Comparison to					
					Period target	12 months earlier	National figure	North East figure	Nearest statistical neighbour	Period covered if different
112	NS10	% of municipal waste diverted from landfill	96.6	2017/18	95	95.9				
					GREEN	GREEN				
112	NS19	% of household waste that is re-used, recycled or composted	40.1	2017/18	Tracker	34.7	43	35.3		2015/16
					N/a	GREEN	RED	GREEN		
114	NS15	Number of fly-tipping incidents	7,941	Jul 17- Jun 18	Tracker	7,524				
					N/a	RED				

Other additional relevant indicators

ALTOGETHER WEALTHIER										
4. Is it easy to travel around the county?										
Ref	PI ref	Description	Latest data	Period covered	Comparison to					
					Period target	12 months earlier	National figure	North East figure	Nearest statistical neighbour	Period covered if different
15	NS 6a	% of A roads where maintenance is recommended (scanner survey)	3	2017/18	Tracker	3	3			2016/17
					N/a	GREEN	GREEN			
16	NS 6b	% of B and C roads where maintenance is recommended (scanner survey)	4	2017/18	Tracker	3	6			2016/17
					N/a	AMBER	GREEN			
17	NS 6d	% of unclassified roads where maintenance is recommended (scanner survey)	21	2017/18	Tracker	20	17			2016/17
					N/a	AMBER	RED			

This page is intentionally left blank

4 October 2018



**REGENERATION & LOCAL SERVICES
QUARTER 4
REVENUE & CAPITAL OUTTURN 2017 / 2018**

**Joint Report of Corporate Director, Resources and Corporate Director,
Regeneration & Local Services**

Purpose of the report

1. To provide details of the outturn budget position for the service areas within Regeneration & Local Services (REAL) that report to this committee. The remaining areas of the service report to the Economy & Enterprise Scrutiny Committee. The report highlights and explains any major variances in comparison with the budget.

Executive Summary

- 2 The final 2017/18 Revenue Outturn for those services within REAL that report to this committee was over budget against the cash limit by £0.425 million. This takes into account adjustments for sums outside the cash limit such as redundancy costs that are met from the strategic reserves, and use of / contributions to earmarked reserves.
- 3 The final 2017/18 Capital Outturn was under budget by £2.757million.

Revenue 2017/18

- 4 The summary of the revenue outturn position, is shown in the following table analysed by Head of Service:

Head of Service	Revised Base Budget 2017/18 £'000	QTR 4 Report			Cash limit Variance Over/ (Under) £'000
		Final Outturn 2017/18 £'000	Variance Over/ (Under) £'000	Reserves / outside cash limit £'000	
Central Costs	1,471	5,865	4,394	(4,386)	8
Direct Services	53,031	49,990	(3,041)	3,123	82
Business Support	269	0	(269)	133	(136)
Culture & Sport	20,593	20,916	322	171	493
Technical Services	27,212	12,326	(14,886)	14,864	(22)
Total	102,576	89,097	(13,480)	13,905	425

- 5 The final revenue outturn for 2017/18 was over budget against the cash limit by £0.425million, after taking account of the forecast use of reserves, and items outside the cash limit.

- 6 The cash limit outturn position compares to the previously forecast Quarter 3 position of a cash limit overspend of £0.114million.
- 7 The following section outlines the main reasons for the variance against budget;
- Direct Services was £82,000 overspent. This was the net effect of early achievement of 2018/19 MTFP savings (£0.851 million) that were largely offset by an overspend of £0.294 million on waste disposal contracts, lease extension costs on refuse vehicles of £0.171 million and contributions to capital expenditure of £0.468 million relating to Refuse & Recycling.
 - Culture and Sport was £0.493 million overspent. This was mainly due to overspends on Events and the Gala Theatre (£0.478 million), and Leisure Centres (£0.158 million). These overspends were partially offset by savings on Libraries (£0.103 million) and staff vacancies (£40,000).
 - Technical Services was £22,000 underspent. This takes into account an overspend of £1.4 million within Highway Services, due to additional policy led expenditure on essential highways maintenance, mainly in relation to Category 1 and 2 defects. This overspend was offset by additional surpluses generated within Highways Services trading areas of £0.860 million. There were underspends in Design Services and Project & Programme Management of £0.460 million, attributable to employee vacancy savings and additional income generated. Strategic Highways and other service areas also had a net underspend of £0.140 million mainly due to employee savings and additional income.
 - Business Support was £0.137 million underspent due to savings on vacant posts and reductions in hours.
- 8 Further to the quarter 3 forecast outturn report, the following items were excluded from the outturn in arriving at the cash limit:
- £0.392 million – relating to a net use of earmarked reserves and cash limit reserves to support specific projects in 2017/18. This includes;
 - (i) - £0.192 million use of earmarked reserves in respect of Events and externally funded Culture and Sport projects;
 - (ii) £0.200 million use of earmarked reserves for Transport related schemes.
 - In addition, the movement on Reserves includes a use of £1.634 million from the Winter Maintenance Reserve that was established at the end of 2013/14. This has been drawn down to offset the in-year overspend on Winter Maintenance, reflecting the conditions that were experienced during the last three months of the financial year. The Winter Maintenance Reserve now stands at £2.247 million and is available to be drawn down when severe winter or weather events occur in future years, and the annual budget is insufficient to meet the associated unavoidable costs.

- £11.879 million relates to a range of adjustments associated with items such as capital charges, centralised repairs and maintenance and central administration recharges.

Capital 2017/2018

- 9 The following table sets out details of final spend for the capital programme in 2017/18 analysed by individual Heads of Service areas against the revised budget.

Head of Service	Revised Budget £'000	Outturn £'000s	Variance £'000s
Direct Services	5,492	3,614	(1,878)
Culture and Sport	2,217	1,959	(258)
Technical Services	32,867	32,246	(621)
Total	40,576	37,819	(2,757)

- 10 The 2017/18 capital spend was £37.819 million against a revised budget of £40.576 million, which is a £2.757 million underspend for the year. The main reasons accounting for the outturn position are as follows:

- (a) **Direct Services** – underspend £1.878 million

There were two schemes within this service area with significant underspends. The Household Waste Recycling Facility Replacement at Stainton Grove was underspent by £0.680 million. This project was on hold until additional funds were secured and the scheme was delayed until this had been resolved. The refurbishment of Mountsett Crematorium was substantially completed and there was an underspend of £0.895 million, though £150,000 will be carried forward into 2018/19 to enable the final completion of the project. The underspend was due to the fact that the procurement exercise for the new cremators resulted in a significant reduction on the original estimated cost.

- (b) **Technical Services** – underspend £0.621 million

There were various offsetting underspend and overspends across the service, with a £0.643 million underspend against the Street Lighting Energy Reduction Programme the key element. The 2017/18 budget was based on the previous year's average unit cost for removals and retrofit of LED's. This included units that incorporated pole boxes or higher value lanterns which increased the average unit cost. It has been possible to use more standard lanterns for 2017/18 retrofits so unit costs are considerable lower than budgeted, whilst volume targets have still been met.

Recommendations

11 It is recommended that:

- Overview and Scrutiny note the final outturn position on Revenue and Capital for 2017/18.

Contact:	Ian Thompson	Tel:	03000 268081
	Phil Curran	Tel:	03000 261967

APPENDIX 1 - Implications

Finance

To set out details of the final outturn for 2017/18, highlighting areas of over / underspend against the revenue and capital budgets for the service areas within Regeneration and Local Services that report to this committee.

Staffing

There are no implications associated with this report.

Risk

There are no implications associated with this report.

Equality and Diversity/Public Sector Equality Duty

There are no implications associated with this report.

Accommodation

There are no implications associated with this report.

Crime and Disorder

There are no implications associated with this report.

Human Rights

There are no implications associated with this report.

Consultation

There are no implications associated with this report.

Procurement

There are no implications associated with this report.

Disability Issues

There are no implications associated with this report.

Legal Implications

There are no implications associated with this report.

This page is intentionally left blank

4 October 2018



**REGENERATION & LOCAL SERVICES QUARTER
1 REVENUE & CAPITAL OUTTURN 2018 / 2019**

**Joint Report of Corporate Director, Resources and Corporate Director,
Regeneration & Local Services**

Purpose of the report

1. To provide details of the outturn budget position for the service areas within Regeneration & Local Services (REAL) that report to this committee. The remaining areas of the service report to the Economy & Enterprise Scrutiny Committee. The report highlights and explains any major variances in comparison with the budget.

Executive Summary

2. The Q1 forecast for the 2018/19 Revenue Outturn for those services within REAL that report to this committee was under budget against the cash limit by £0.175 million. This takes into account adjustments for sums outside the cash limit such as redundancy costs, which are met from the strategic reserves, and use of / contributions to earmarked reserves.
3. The Q1 forecast for the 2018/19 Capital Outturn is currently estimated to be in line with the budget.

Revenue 2018/2019

4. The summary of the revenue outturn position, is shown in the following table analysed by Head of Service:

Head of Service	Revised Base Budget 2018/19 £'000	QTR 1 Report			Cash limit Variance Over/ (Under) £'000
		Quarter 1 Forecast (Apr-June) £'000	Variance Over/ (Under) £'000	Reserves / outside cash limit £'000	
Central Costs	1,774	1,774	0	0	0
Direct Services	44,609	45,511	902	(582)	320
Business Support	2,536	2,437	(99)	0	(99)
Culture & Sport	12,149	11,733	(416)	124	(292)
Technical Services	10,584	10,539	(45)	0	(45)
Env Health & Consumer Protection	3,803	3,744	(59)	0	(59)
Total	75,455	75,738	283	(458)	(175)

- 5 The forecast revenue outturn for 2018/19 is under budget against the cash limit by £0.175 million, after taking account of the forecast use of reserves, and items outside the cash limit.
- 6 The main reasons accounting for the outturn position are shown below:
- Direct Services is forecast to be £0.320 million overspent. This is mainly due to reduced power generation income at the Joint Stocks landfill site of £200,000, unachieved Fleet MTFP savings of £216,000, unachieved Clean & Green MTFP savings of £73,000, essential depot repairs of £47,000 and costs relating to closed admin buildings not yet disposed of £49,000. These overspends are partially offset by additional garden waste income of £259,000, which will help towards 19/20 MTFP savings.
 - Culture & Sport is forecast to underspend by £0.293 million. There has been additional income of £0.530m relating to a change in the VAT treatment of Leisure income, but this has been partially offset by a £0.240million compensation to the 3rd party contractor that operates Peterlee Leisure Centre. The compensation was for an income shortfall due to refurbishment works at the facility.
 - Technical Services is forecast to be £44,000 underspent. There is a break even position in Highways Services, which takes into account an overspend of £1.298m due to additional policy led expenditure on highways maintenance, mainly in relation to Category 1 and 2 defects and footway maintenance. This overspend is offset by additional surpluses generated within Highways Services Trading Accounts of £1.296m. Design Services and PPM have a net underspend of £81,000 due to employee savings partially offset by reduced income. Strategic Highways has a net overspend of £32,000 with employee savings of £223,000 largely offset by increased spend on Agency costs relating to condition surveys.
 - Business Support is forecast to be £100,000 underspent due to savings on vacant posts and reductions in hours.

Capital 2018 / 2019

- 8 The following table sets out details of forecast spend for 2018/19 analysed by individual Heads of Service areas within the Neighbourhoods capital programme against the revised budget.

Head of Service	Revised Budget £'000	Outturn £'000s	Variance £'000s
Direct Services	5,887	5,887	0
Culture and Sport	2,878	2,878	0
Technical Services	27,194	32,867	0
Env Health & Cons Protection	150	150	0
Total	36,109	36,109	0

- 9 As at 31 March 2018, the capital programme for 2018/19 was £34.773m. The capital budget has subsequently been adjusted at MOWG meetings during the year as a result of additional funding sources being identified, along with virements in to future years, and this has now resulted in a revised 2018/19 Capital Programme of £36.109m. It is currently anticipated that the full budget of £36.109m will be spent in 2018/19.

Recommendations

- 10 It is recommended that:
- Overview and Scrutiny note the Quarter 1 forecast outturn position on Revenue and Capital for 2018/19.

Contact: Phil Curran Tel: 03000 261967

APPENDIX 1 - Implications

Finance

To set out details of the Q1 forecast outturn, highlighting areas of over / underspend against the revenue and capital budgets for the service areas within Regeneration and Local Services that report to this committee.

Staffing

There are no implications associated with this report.

Risk

There are no implications associated with this report.

Equality and Diversity/Public Sector Equality Duty

There are no implications associated with this report.

Accommodation

There are no implications associated with this report.

Crime and Disorder

There are no implications associated with this report.

Human Rights

There are no implications associated with this report.

Consultation

There are no implications associated with this report.

Procurement

There are no implications associated with this report.

Disability Issues

There are no implications associated with this report.

Legal Implications

There are no implications associated with this report.

**Environment and Sustainable
Communities Overview and
Scrutiny Committee**



4 October 2018

**Response to the Strategic Cycling
and Walking Delivery Plan 2018 -
2028**

**Report of Lorraine O'Donnell, Director of Transformation and
Partnerships**

Purpose of the Report

- 1 To provide members of the Environment and Sustainable Communities with a copy of their formal response to the Strategic Cycling and Walking Delivery Plan 2018 – 2028 consultation for information.

Background

- 2 Members of Environment and Sustainable Communities Overview and Scrutiny Committee received a presentation from Victoria Lloyd-Gent, Sustainable Travel Office at their special meeting on 3 September 2018.
- 3 The presentation outlined the Delivery Plan and the process of engagement and consultation, gave an indication of consultation findings so far and provided information on the next steps.
- 4 Members of the committee were then given an opportunity to comment and ask questions on the Delivery plan consultation.
- 5 The consultation closed on 7 September 2018 and following the special meeting on 3 September, members' comments were used to formulate a formal committee response to the consultation.
- 6 The Chair and Vice Chair of Environment and Sustainable Communities together with the Chair and Vice Chair of Corporate Overview and Scrutiny Management Board signed off the response due to the timescales involved.
- 7 The formal Environment and Sustainable Communities Overview and Scrutiny Committee's response to the consultation was sent to the service on 7 September 2018, and can be found at appendix two for members' information.

Recommendation

- 8 Members of the Environment and Sustainable Communities Overview and Scrutiny Committee are asked to note the copy of the response sent to the

service as a formal response to their Strategic Cycling and Walking Delivery Plan 2018 – 2028 consultation.

Contact: Tom Gorman, Tel: 03000 268 027
Author: Ann Whitton, Tel: 03000 268 143

Appendix 1: Implications

Finance – N/A

Staffing – N/A

Risk – N/A

Equality and Diversity – N/A

Accommodation – N/A

Crime and Disorder – N/A

Human Rights – N/A

Consultation – N/A

Procurement – N/A

Disability Discrimination Act – N/A

Legal Implications – N/A

Environment and Sustainable Communities Overview and Scrutiny Committee Response to the Strategic Cycling and Walking Delivery Plan 2018 – 2028 Consultation

The Environment and Sustainable Overview and Scrutiny Committee (ESCOSC) welcomes the opportunity to comment and provide a collective response to the Strategic Cycling and Walking Delivery Plan 2018 -2028 (SCWDP) consultation.

Members of the ESC OSC together with members of Adults Wellbeing and Health Overview and Scrutiny Committee received a presentation on the SCWDP and provided the comments below which form the ESC OSC formal response to the consultation.

Members suggested that a mechanism is in place to allow members to monitor the performance of the delivery plan specifically the participation levels prior and following the implementation of the delivery plan and for this to be provided before the scheduled update on the delivery plan to the committee.

Members raised concerns about the maintenance of pathways and cycle routes in and around villages. They highlighted health and safety issues and that residents in local villages need to use these routes to get to the designated 12 towns in the County.

Concerns about maintenance of pathways and cycle routes and highlighted currently in many local villages volunteers undertake litter picks. This would suggest that there is a need to educate those using the paths and cycle ways to take their litter home.

Members highlighted that whilst encouraging residents to cycle, there is a need to ensure enough provision to park bikes at schools and employment sites.

Councillor Dunn Commented that the cycle route from Coxhoe to Durham City was staggered and intermittent and suggested that the wording in objective 5.3 '*Construct Cycling Super Routes linking key settlements within 5 miles of Durham City.*' be revised to add '*be a priority*' at the end of the sentence.

Councillor Gardner commented that Spennymoor needs to be included in the key transport corridor of the A167.

Members suggested that safe walking routes from major housing estates to schools should also be included within the delivery plan, as these are routes used by local communities. We are encouraging children to walk/cycle to school so we need to ensure that these routes are maintained.

Members sought clarification as to whether equestrians had been included in the consultation.

Members highlighted the need for the emerging County Durham Plan (CDP) to include in its future development strategy (including highways infrastructure proposals in the CDP) provision of quality cycling and walking routes.

Members commented that whilst recognising the delivery plan concentrated on getting people to work in 12 major towns the plan must maintain and develop tourist cycling and walking routes within the County. This would increase the tourism offer within the County.