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**TO ALL MEMBERS OF THE
SUSTAINABLE COMMUNITIES OVERVIEW & SCRUTINY COMMITTEE**

02 October 2009

Dear Councillor

**SUSTAINABLE COMMUNITIES OVERVIEW & SCRUTINY COMMITTEE –
WEDNESDAY, 29 SEPTEMBER 2009**

Further to the adjournment of the Sustainable Communities Overview and Scrutiny Committee on 29 September 2009 I am writing to inform you that the meeting will be reconvened on 7 October 2009 at 10.00 a.m. in Committee Room 1, Council Offices, Dunstable.

The outstanding items of business to be considered are as follows:

- 12. Local Transport Plan 3**
To consider two options for the production of a new Local Transport Plan (LTP) for Central Bedfordshire.
- 13. Quarter 1 Performance Report**
To receive performance information for the Sustainable Communities Directorate for the Quarter 1 period.
- 15. Work Programme 2009-2010**
To consider and agree the Committee's current Work Programme and examine the need to establish any additional Task Forces.

Please remember to bring your copy of the agenda with you to the meeting.

Should you have any queries regarding the above please do not hesitate to contact me.

Yours sincerely

Leslie Manning
Democratic Services Officer

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Agenda Item: 12

Meeting: Sustainable Communities Overview and Scrutiny Committee
Date: 29 September 2009
Subject: Local Transport Plan 3
Report of: Portfolio Holder for Sustainable Communities – Planning & Sustainable Development
Summary: The report sets out how the Council might go about producing a new Local Transport Plan (LTP) for Central Bedfordshire. It presents two options as to how the Council could develop the LTP and seeks the views of the Committee as to the best way forward.

Advising Officer: Gary Alderson, Director of Sustainable Committees
Contact Officer: Paul Cook, Head of Transport Strategy
Public/Exempt: Public
Wards Affected: ALL
Function of: Overview and Scrutiny
Key Decision Yes
Reason for urgency/exemption from call-in (if appropriate) The process of planning the Local Transport Plan 3 (LTP3) has already begun. Officers have informally engaged with neighbouring authorities and key stakeholders to consult on the Central Bedfordshire preferred approach to LTP3 and cross boundary relationships.

RECOMMENDATIONS:

That the Sustainable Communities Overview and Scrutiny Committee comments on the best approach to take for the Council's Local Transport Plan and recommends that the Council either:

a) pursues a two-tier approach to LTP3 as described in the report, developing stronger partnerships with all neighbouring authorities covering strategy and issues over a broader area but documented in each authorities' own LTPs.

Or

b) continues with the approach previously adopted by Bedfordshire County Council: that of producing two separate plans: the first covering an area appropriate for the Luton and South Bedfordshire conurbation, the second covering the remainder of Central Bedfordshire.

Reason for Recommendations: So that the Executive can be informed of the Scrutiny Committee's views on the development of Local Transport Plan 3.

Background

1. The Local Transport Plan is a statutory document which sets out the strategies and programmes of local transport authorities for transport in their areas. A new Local Transport Plan (LTP 3) is due for submission to the Department for Transport by March 31st 2011.
2. In Summer 2009, DfT produced guidance for LTP3. This guidance allows local authorities to use the Local Transport Planning framework in a way that delivers an LTP that works best for them, taking clear account of local circumstances. This means authorities can develop their own strategy, targets and implementation programmes which fit 'hand in glove' with local circumstances, but which also clearly contributes toward government goals.
3. Central Bedfordshire needs to consider how best to produce a new Local Transport Plan consistent with the needs of the authority. Given the geographical position of the Council, it will be essential that such a plan promotes improved joint working arrangements with all neighbouring authorities.
4. This paper sets out two ways in which this might be achieved: the first option is for an LTP covering the whole council but with joint partnership arrangements with neighbouring districts (the "two tier" approach). The second option is to continue broadly in the same way that Bedfordshire County Council had previously adopted: two separate LTPs: one jointly with Luton covering the Luton-Dunstable-Houghton Regis conurbation, the other for the rest of Central Bedfordshire.

LTP Guidance

5. The timing of Central Bedfordshire Council's establishment is fortuitous in relation to the timing to develop an LTP 3 and provides the authority with the opportunity to develop a new Local Transport Plan with a new approach. Important to this approach would be the need comprehensively to link transport strategy to other key areas affecting the council. This is assisted by the requirement within LTP guidance to demonstrate how transport will contribute to the five key transport goals of:
 - Supporting economic growth
 - Tackling climate change
 - Promoting equality of opportunity
 - Contributing to better safety, security and health
 - Improving quality of life
6. An important element of the guidance is that Local Transport Plans should be used as "a vital tool to help each local authority work with its stakeholders to strengthen its place-shaping role and its delivery of services to the community."
7. The guidance also recognises that "in a number of parts of the country, economic areas overlap and it may not be straightforward to decide on appropriate boundaries for LTP coverage." This is a particularly important consideration for Central Bedfordshire, which has a strong economic and travel overlap with Luton Borough Council, Bedford Borough Council, Milton Keynes Council and Hertfordshire County Council. Central Bedfordshire Council will

need to develop strong cross boundary working relationships with these authorities as well as with Buckinghamshire County Council and Cambridgeshire County Council to deliver its strategic planning and access plans. In such circumstances, the guidance recommends that “authorities may wish to consider arrangements for partnership and collaboration which fall short of a fully Joint Plan...”

Central Bedfordshire - an intersection in the economy and the transport network

8. In Central Bedfordshire, the local economy is interlinked with a number of adjacent authorities. This is reflected strongly in the pattern of journeys to work, with around half these trips travelling to centres outside the authority boundary, including Milton Keynes, Bedford, Stevenage and Luton, and with three major main rail line corridors and two strategic national roads to London.
9. The strategic transport network not only supports links between Central Bedfordshire and its neighbouring authorities, but supports links between the neighbouring authorities (e.g. Bedford to Luton). This, in effect, positions Central Bedfordshire at the intersection of the local economy and transport network locally, regionally and nationally. Appendix A further illustrates this.
10. Central Bedfordshire also has a strong decentralised economy within its boundary. Within the authority area, economic activity is focussed around the towns and the larger villages . There are also a number of small specialised industries in aerospace, automotive, information technology, research and education.
11. A good LTP will need to reflect these diverse influences in a way which is consistent with LTP guidance.

A New Authority, A new Local Transport Plan and a New Approach

12. One approach that the Council could take would be to produce a plan covering the whole of Central Bedfordshire whilst at the same time ensuring improved joint working with neighbouring authorities.
13. The nature of Central Bedfordshire’s economy and transport movements can be considered in two tiers, strategic and local:

First Tier: The strategic Network Plan – supporting the “intersection” in the economy and transport, providing access and services to major centres outside the authority boundary, as well as access through Central Bedfordshire.

Second Tier: Community Transport Plans – supporting the local economy and growth, ensuring access and services in and around the market towns and rural communities.
14. This two-tiered approach will also help to facilitate positive partnering with a range of new partnerships being set up with neighbouring authorities. Partnerships will be focused on the strategic network plan level where the authorities jointly plan the transport network for mutual benefit as well as sub-regional benefit.

15. The key advantages of this approach are;
- it allows the establishment of appropriate partnerships to jointly plan, document and manage the strategic network and transport issues of mutual interest
 - it is not defined by a spatial area and is not a joint local transport plan,
 - it provides for these outcomes to be documented and adopted by each authority.
 - community-level transport policy, planning and issues are retained and managed by each respective authority for their own authority area.
 - it reduces interface risk between Local Transport Plans (currently Central Bedfordshire which carries the interface risk between the Joint LTP with Luton and the current Local Transport Plan inherited from Bedfordshire County Council)
 - the flexible approach allows for effective change management responding to government policy and changes to the network
 - it can be covered by a variety of partnership models.
 - It provides a clear and transparent approach to addressing community issues and needs through a series of Market Town and Rural Strategies.
16. Some of the joint partnering opportunities might include (but are not limited to);
- Health Travel Plans,
 - Journey to Work planning (emphasised by the guidance)
 - Access to service strategies,
 - Freight Strategy,
 - Public Transport Partnerships,
 - Joint prioritisation of infrastructure and services in key sections of the network.
17. Each of these potential partnerships have different catchments and therefore have different spatial areas. Under this approach, Central Bedfordshire would build on the relationship with Luton to undertake joint planning work under the Joint Transport Committee; the outcomes of which would be documented in both authorities' Local Transport Plans.
18. This approach has been informally consulted at officer level with key neighbouring authorities (Bedford Borough Council, Milton Keynes Council, Hertfordshire County Council, Cambridgeshire County Council) and Go-East who are broadly supportive.

A new authority developing new relationships

19. With the creation of Central Bedfordshire comes an opportunity to build new relationships, to renew and refresh existing partnership arrangements.
20. The authority has inherited an existing relationship in the form of the Luton and South Bedfordshire Joint Transport Committee. With the flexibility provided in the Local Transport Act 2008, there is an opportunity to review how this relationship works and build on its success and strength in delivering LTP3.

21. As part of the two-tiered approach being suggested, it is proposed to partner with Luton Borough Council focussing at the strategic level. This has two effects:
 1. it enables transport issues with their origins or impact beyond the Luton/Dunstable, Houghton Regis Growth Area to be fully considered but;
 2. it retains the community level transport planning within each authorities area.
22. This will maintain an ongoing partnership with Luton which presently exists, but instead of developing a joint LTP, the partnership would develop a set of agreed strategies, plans and priorities to be documented in both authorities' plans.

A more traditional approach: a Joint Local Transport Plan with Luton and a separate plan for the rest of Central Bedfordshire

23. On March 20 2009, a report was tabled at the *Luton and South Bedfordshire Joint Committee* (JTC) by Luton Council and endorsed by Bedfordshire County Council. The report discussed options on a spatial area for LTP 3.
24. It was resolved at the meeting that officers advised that the precise coverage of the LTP3 would be an issue that would need to be considered by both Luton Borough Council and Central Bedfordshire Council. Five options were set out in the report along with the key advantages and disadvantages of each approach.
25. Section 3.2 listed these five options for consideration being:
 - 1) Continue with the Joint Local Transport Plan (JLTP) covering Luton, Dunstable and Houghton Regis
 - 2) Expand the coverage of the JLTP to include urban extensions to Luton, Dunstable and Houghton Regis
 - 3) Expand coverage of the JLTP to include Luton and South Bedfordshire
 - 4) Produce an LTP just covering
 - 5) Expand coverage of the JLTP to cover the whole of Central Bedfordshire and Luton.
26. Although the paper gave an overview of the draft LTP 3 guidance it did not discuss the five options in the context of the draft guidance or consider alternative joint planning relationships which Central Bedfordshire must be mindful of.
27. On the basis of the options presented, the JTC agreed that the preferred approach be to expand coverage of the Joint Local Transport Plan to include urban extensions to Luton, Dunstable and Houghton Regis, leaving the residual part of Central Bedfordshire to be covered by a separate plan. This is also the preferred position of Luton Borough Council, but it is important to note that the position for Central Bedfordshire Council was reserved to ensure it could make its own consideration when it came into operation after April 1, 2009.
28. Under the current arrangements for the JLTP with Luton the financial settlement for each authority is based on local authority administrative boundaries. The

geographic area for the JLTP is not considered in the calculation for the settlements. Similarly, through joint working, there is an agreement with respect to the capital programme as to the responsibility of each authority. Generally, this is also based on each respective local authority's boundary.

29. Informal discussions with Luton Borough Council officers have shown that they would prefer the approach as recommended by the Joint Committee before the establishment of Central Bedfordshire Council. The main advantage seen by Luton of such an approach would be that it would guarantee that the urban area (Luton, Dunstable and Houghton Regis) would be treated as a whole, thus ensuring that services to the area would be provided in a joined up, integrated fashion.

Comparison of the two different approaches

30. Table 1 summarises the differences between the two approaches.

Table 1.

	Joint Local Transport Plan (A joint transport plan with Luton for part of Central Bedfordshire and a separate LTP for the rest of the authority)	Two tier approach (A joint transport planning approach, with strategies documented in separate Local Transport Plans)
Spatial Area	An amended boundary to the current Joint Local Transport Plan to include the Urban Extensions. This approach poses a potential interface risk to Central Bedfordshire in the development of strategies that extend beyond the conurbation. E.g. Health Travel Plans.	No specific defined boundary. The proposal is to partner with Luton in the development of key strategies and corridors, covering their full catchments. This leads more complete and robust strategy development.
Response to National Indicators	The Joint Local Transport Plan approach potentially does not cover the full catchment of strategies contributing to National Indicators. An interface risk is carried by Central Bedfordshire in ensuring catchment outside of the conurbation is fully considered.	By partnering on the full catchment for key strategies and documenting in each other's Local Transport Plan will ensure a complete and robust approach to strategy and will better respond to National Indicators.
Response to DaSTS	Central Bedfordshire Council response to DaSTS will need to be for the full authority area. Under the Joint Local Transport Plan approach, Central Bedfordshire will need to manage integrate two sets of responses across two plans. (interface Risk)	Under the two tiered approach strategies developed in partnership with neighbouring authorities will inform a single integrated response to DaSTS for each Authority. Although there is still an interface risk it has been mitigated through the development of a single consistent response across for each authority.

<p>Dunstable and Houghton-Regis Communities</p>	<p>Community identity and issues for Dunstable and Houghton-Regis Communities are not adequately covered under the current Joint Local Transport Plan. An opportunity exists to improve this. However, it needs to recognise that these communities are attractors for trips outside of the conurbation and thus an interface risk/overlap will be need to be managed by Central Bedfordshire Council</p>	<p>In this approach Central Bedfordshire Council can develop its own policies, strategies and initiatives to support and recognise the Dunstable and Houghton-Regis Communities. It will also provide the flexibility to develop strategies in partnership with Luton that contribute to common goals and priorities with in the conurbation. This will result in better integrated implementation plans and programme for both authorities. This is important to consider when being assessed against our CAA.</p>
<p>Funding</p>	<p>Funding for Local Transport Plans were assessed on their own merits and their performance against set “Shared Priorities” as defined by Department for Transport. The current Joint Local Transport Plan ensured that both authorities were best placed to better gain access to funding. The amendments to the Local Transport Act changes mean that this is no longer an advantage.</p>	<p>Following the amendments to the Local Transport Act 2008, funding for Local Transport Plans are now assessed as a part of the Comprehensive Area Assessments. i.e. assessment of LTPs are not stand alone and are considered as a part of an Authority’s broader response to its NIs and DaSTS. The Central Bedfordshire Council preferred approach will enable each partnering authority to better integrate their LTPs to their Sustainable Communities Strategy and providing a better response to NIs and DaSTS. This will ensure both Luton Borough and Central Bedfordshire Councils are best placed to maximise their funding allocations.</p>
<p>Journeys to Work</p>	<p>The proposed boundary for a Joint Local Transport Plan will still not cover the full Journey to Work Catchment.</p>	<p>The proposed joint planning approach will enable both authorities to document a strategy covering the full Journey to Work catchment and thus provide a better response to the guidance.</p>

Conclusion

31. Officers seek guidance and support from the Overview and Scrutiny Committee on the best approach for Central Bedfordshire in producing a new LTP: either one plan covering all of Central Bedfordshire but with joint transport planning documented in plans of all of the authorities surrounding the area, or two plans: one with Luton and the other for the rest of the area.

32. From the point of view of Central Bedfordshire, the advantages of a two tier approach outweigh its disadvantages. Producing such a plan would enable the Council to reflect properly its status, promoting a sense of place for the area, and to produce a new LTP more in keeping with the spirit of government guidance for the LTP. Such a plan would lead to strengthened joint working across all of the Council's boundaries and should also assist in ensuring that transport maximises its effectiveness in helping to deliver wider goals.

33. The concern that Luton have – that such a plan might lead to a dilution of the partnership with Central Bedfordshire – can be overcome, provided that care is taken properly to work with the Borough, ensuring that agreed strategies and programmes are documented in both authorities' LTPs. Furthermore, in looking at strategic corridors, the two-tier approach would assist in ensuring that the interests of those who live outside the conurbation but access it for jobs and leisure purposes are fully represented. This would be to the advantage of both Central Bedfordshire and Luton.

CORPORATE IMPLICATIONS

Council Priorities:

- **Supporting and caring for an ageing population**
The Local Transport Plan will improve access and mobility in and around our market towns and villages their own platform in delivering a better level of social inclusion, including that for the ageing population
- **Managing growth effectively**
Preparation of a new high quality LTP will help to ensure appropriate transport infrastructure and projects are provided effectively to match growth proposals and improve travel for all of our County. Future updates of LTP3 and integrating the business across sustainable communities will enable Central Bedfordshire to actively manage and respond to growth.
- **Promoting healthier lifestyles**
The LTP will have an emphasis on sustainable transport including walking and cycling, promoting healthier lifestyles.

Financial:

The proposed approach is designed to position Central Bedfordshire and its partner authorities well in bidding for funding.

The change of approach in terms of joint working with Luton is not expected to have any negative funding implications for either Central Bedfordshire Council or Luton Borough Council.

There are no negative financial implications arising from this report.

Legal:

A legal review of the Luton and South Bedfordshire Joint Transport (Local Government Act section 101) Committee is required to identify any implications (if any) and what amendments (if any) are required to the Terms of Reference to facilitate this.

- Reference has been made within the Report to the Local Government Act 2008 and to draft (and expected final) statutory guidance on producing LTPs;
- The proposal relates to a statutory duty
- Any further comments arising from your consultation with the Monitoring Officer (Assistant Director Legal and Democratic) and/or the Head of Legal Services: N/A.

Risk Management:

The proposed approach is reliant on relationships and good governance: however, this is also the case with existing relationships.

The proposed approach removes an interface risk between the conurbation and the broader Central Bedfordshire authority area.

In terms of the relationship with Luton, a clear direction and leadership from Central Bedfordshire is required to manage the relationship with Luton Borough Council who at this stage are prefer the continuation of the existing Joint Local Transport Approach established with the Local Transport Plan principles and practices.

Luton is currently proceeding with developing the evidence base which will support joint working between the two authorities irrespective of the final documentation outcome.

Staffing (including Trades Unions):

N/A

Equalities/Human Rights:

Retention of community level planning in the Central Bedfordshire Local Transport Plan will give a stronger focus on our communities through the Market Town and Rural Strategies.

The focus of relationships with neighbouring authorities on strategic policy, planning and strategy will improve planning in areas such as access to services, access to health care better service planning and integration.

Community Safety:

Retention of community level policy and planning within the Central Bedfordshire Local Transport Plan can improve community safety through better integration to the broader transport and sustainable community delivery programme.

Sustainability:

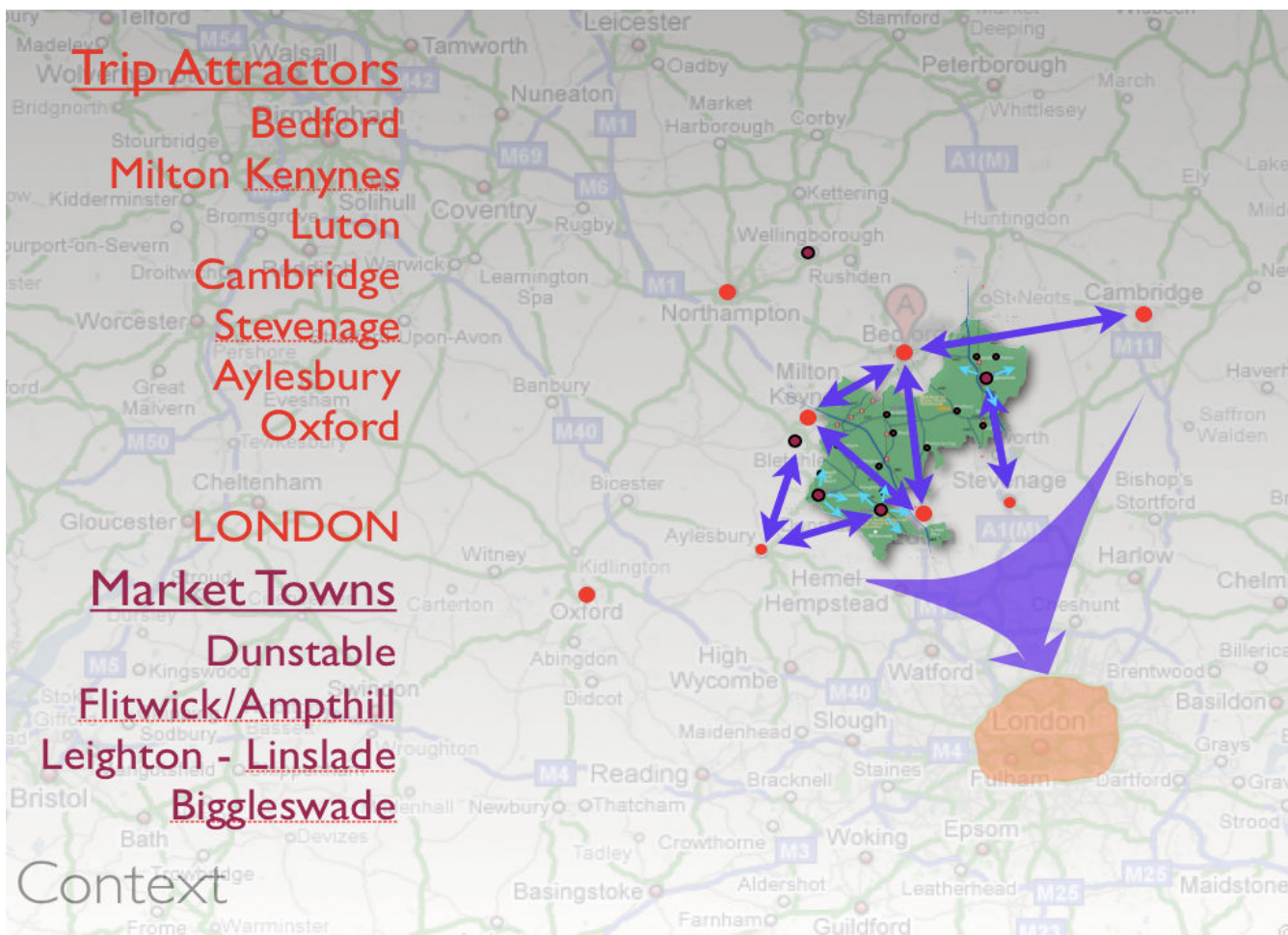
The LTP is an important element of Central Bedfordshire's response to Government Sustainability goals as expressed in "Delivering a Sustainable Transport System" (DaSTS). Integrated with the business of Sustainable Communities the LTP process will contribute to environmental and sustainability targets outside of DaSTS.

Appendices:

Appendix A – Position of Central Bedfordshire – Local Economy and Transport Network

Appendix A

Position of Central Bedfordshire – Local Economy and Transport Network



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Agenda Item: 13

Meeting: Sustainable Communities Overview and Scrutiny Committee
Date: 29 September 2009
Subject: Quarter 1 Performance Report
Report of: Director of Sustainable Communities
Summary: The report highlights the Quarter 1 performance for the Department

Contact Officer: Ian Porter, AD Policy, Partnerships & Performance
Public/Exempt: Public
Wards Affected: All
Function of: Council

RECOMMENDATIONS:

- 1. that the Committee notes and considers this report**
- 2. that the Committee considers any issues from this report that could form part of their work programme**

Introduction

1. The Council's framework for performance management supports the delivery of CBC's priorities.
2. The Directorate now has monthly performance reporting in place. Those indicators that the Director has identified as 'critical' now form the quarterly corporate performance suite – included at Appendix A.

Quarter 1 – Key Messages

3. For the first quarter of 2009/10 there have been difficulties (linked to the nature of many of the new measures) in collecting national indicator data. This is a consistent issue across the 3 other new District based Unitary Councils and no Quarter 1 Performance Reports have been produced so far by these Councils. In fact Cheshire East Council's first Performance Report will be a mid-year report in November.
4. Consequently, there are a few indicators contained within this report where performance information is not yet available.
5. Work is ongoing to ensure this is addressed for Quarter 2.

6. This is particularly relevant with the LAA reporting and the aim is to report the Quarter 1 performance to the LSP Board on 22 September.

Conclusion and Next Steps

7. This is the first Quarterly Performance Report for Central Bedfordshire Council.
8. The Committee is asked to note and consider this report.
9. The Committee considers any issues from this report that could form part of their work programme

CORPORATE IMPLICATIONS
<p>Council Priorities: The Quarterly Performance Report underpins the delivery of the Council's Priorities</p> <p>Financial: None</p> <p>Legal: None</p> <p>Risk Management: None</p> <p>Staffing (including Trades Unions): None</p> <p>Equalities/Human Rights: None</p> <p>Community Safety: None</p> <p>Sustainability: None</p>

Appendices:

Appendix A – Quarter 1 Performance

Quarter 1 Performance

Sustainable Communities

Portfolio Holder Sustainable Development - Cllr Tom Nicols
Portfolio Holder for Safer and Stronger Communities - Cllr David McVicar
Portfolio Holder Economic Growth and Regeneration - Cllr Ken C Matthews

Director : Gary Alderson

Indicators	Linked to LAA	Unit	Good is	Outturn 08/09	Quarter 1 June 09	Quarter 2 Sept 09	Quarter 3 Dec 09	Quarter 4 March 10	Year to Date	Performance Judgement (Q compared with Q)	Target 09/10
NI 16 - Serious Acquisitive Crime	Yes	No. Per 1,000 population	Low	15,12 (3815 crimes)	3,249 (819 crimes)	-	-	-	3,249	On track	14.2
NI 30 - Number of convictions recorded against Prolific and other Priority Offenders	Yes	No.	Low	NA	NA	-	-	-	NA	-	-16%
NI 32 - Percentage reduction in repeat victimisation for those domestic violence cases being managed by a Multi-Agency Risk Assessment Conference (MARAC)	Yes	%	High	18.0	19.0	-	-	-	19	Off track	31%
The percentage of planning applicants satisfied with the service received from the Planning department	No	%	High	NA	NA	-	-	-	NA	-	82%
Quality of applications approved	No	No.	High	NA	NA	-	-	-	NA	-	NT
NI 168 % Principal Road network where maintenance should be considered	No	%	Low	2.10%	NA	-	-	-	NA	-	2.80%

Quarter 1 Performance

Comments
Target is 14.2 per 1,000 population (3,321 crimes) based on the 07/08 outturn of 16.1 per 1000 population (4002 crimes)
Data not available until 4 months after the close of the quarter Target is 16% reduction in offences from baseline of 96 (no more than 81 offences)
Target relates to the number of repeat cases reviewed at MARC during the 12 month reporting period divided by the total number of cases reviewed at MARAC during the 12 month reporting period
Forms have been re-designed, and new survey for Development Management customer satisfaction will commence on 1/9/09.
Building for Life is a scheme led by CABE (Commission for Architecture and the Built Environment) and the Home Builders Federation. It is supported by the Civic Trust, Design for Homes, English Partnerships and the Housing Corporation. There are twenty questions that development proposals for planning permission will be assessed against, in the categories of Character, Roads Parking and Pedestrianisation, Design and Construction and Environment and Community. The scheme will be used to demand high standards of design and to assess the design quality of applications against the Building for Life criteria. Schemes that meet 14 of the 20 questions are eligible for a silver standard and schemes that meet 16 or more will be considered for a gold standard by the scheme. Two officers were trained on 14 July 2009. Exercises need to be completed and judged by CABE at which time they will decide if those trained officers are to become Accredited Assessors, and we will set our criteria for planning permission against the scheme.
Indicator measured annually. Target set as top quartile nationally and progress with structural maintenance programme taken as a proxy indicator

Quarter 1 Performance

Sustainable Communities

Portfolio Holder Sustainable Development - Cllr Tom Nicols
Portfolio Holder for Safer and Stronger Communities - Cllr David McVicar
Portfolio Holder Economic Growth and Regeneration - Cllr Ken C Matthews

Director : Gary Alderson

Indicators	Linked to LAA	Unit	Good is	Outturn 08/09	Quarter 1 June 09	Quarter 2 Sept 09	Quarter 3 Dec 09	Quarter 4 March 10	Year to Date	Performance Judgement (Q compared with Q)	Target 09/10
NI 169 % Non Principal Classified Road network where maintenance should be considered	No	%	Low	5.10%	NA	-	-	-	NA	-	6.00%
NI 147 road accident casualties (All people killed or seriously injured)	No	No.	Low	205	137	-	-	-	137	Off track	121
NI 148 % road accident casualties (Children under 16 killed or seriously injured)	No	No.	Low	17	15	-	-	-	15	Off track	9
PPI 536 - Emergencies responded to within 2 hours	No	%	High	99.20%	99.10%	-	-	-	99.10%	On track	95%
PPI 537 - % of customer requests for service investigated and/or closed out - as recorded on weekly Highways Members Bulletin	No	%	High	99.34%	99.53%	-	-	-	99.53%	On track	99%
Progress against LDF - Mid & South	No			NA	NA	-	-	-	NA	-	NT
Progress against LTP3	No			NA	NA	-	-	-	NA	-	NT
NI 191 - Kg of Residual Household waste per household	No	Kg	Low	NA	NA	-	-	-	531.28	-	NT
NI 193 - Percentage of municipal waste land filled	No	%	Low	NA	NA	-	-	-	42.44	-	NT

Quarter 1 Performance

Comments
Indicator measured annually. Target set as top quartile nationally and progress with structural maintenance programme taken as a proxy indicator.
The figure quoted is the number of people killed or seriously injured in previous 12 months and will be used to calculate the % reduction for the NI
The figure quoted is the number of children under 16 killed or seriously injured in previous 12 months and will be used to calculate the % reduction for the NI
Local indicator used to manage emergency response performance
Local indicator used to manage response to customers
CBC has 2 Local Development Frameworks (LDFs) - one for the former MBDC area and a joint one for the SBDC and Luton area. The Local Development Scheme (LDS) is a timetable of implementation for the LDF documents and is used to monitor performance. Progress for both the LDFs is currently in accordance with the agreed LDS
Draft guidance for LTP3 was produced at the end of 2008 and final guidance has recently been released. We are developing and actioning plans to work with other sections, CBC Directorates, adjoining Local Authorities and stakeholders to produce LTP3 by the required date.
These figures are based on input data from the various weighbridge information that is given to CBC. Much of this data is controlled by Bedford Borough Council and as such we are subject to their final audit process prior to final submission to Waste Data Flow. Overall waste arisings appear to be lower than expected, and a possible reason for this can be attributed to the economic downturn.
These figures are based on input data from the various weighbridge information that is given to CBC. Much of this data is controlled by Bedford Borough Council and as such we are subject to their final audit process prior to final submission to Waste Data Flow. Overall waste arisings appear to be lower than expected, and a possible reason for this can be attributed to the economic downturn.

Agenda Item: 15

Meeting: Sustainable Communities Overview & Scrutiny Committee

Date: 29 September 2009

Subject: Work Programme 2009-2010

Report of: Jon Partridge, Overview & Scrutiny Officer

Summary: The report provides Members with their current work programme to consider any amendments that they may wish to make.

Contact Officer: Jon Partridge (0300 300 4634)

Public/Exempt: Public

Wards Affected: All

Function of: n/a

RECOMMENDATIONS:

1. That the Sustainable Communities Overview & Scrutiny Committee considers the current work programme and any amendments it may wish to make.
2. That the Sustainable Communities Overview & Scrutiny Committee considers whether it wishes to establish any Task Forces to assist it in reviewing specific items on the draft work programme.

Reason for Recommendation: So as Members of the Sustainable Communities Overview & Scrutiny Committee can keep their work programme for the municipal year 2009 – 2010 under review to ensure it is fit for purpose.

Work Programme

1. At its first meeting the Committee received a presentation providing an overview of the Sustainable Communities directorate and the key issues and challenges facing it. A work programme was subsequently drafted containing a number of priority items to allow officers to plan accordingly.
2. The work programme is regularly kept under review by the Chairman, Vice-Chairman and officers and is amended as may be appropriate, which also includes adding further items during the course of the year if Members so wish and capacity exists. This current agreed work programme is attached at **Appendix A**.

Task Force

3. The Committee will be aware at its meeting on 4 August 2009 a Task Force was established to consider all non-strategic matters in relation to the Local Development Framework (LDF), Local Transport Policy (LTP3) and Housing Policy. This Task Force has been renamed the Development Strategy Task

Force to reflect the wider remit it possesses than just matters relating to the LDF. An indicative work programme for the Task Force is attached at **Appendix B**.

4. Whilst the Committee has already established the Development Strategy Task Force Members may wish to consider establishing any further Task Forces in addition to this to review any other items on its work programme in greater depth and report back its findings.
5. The Committee has also established a Member Advisory Group for the purpose of consultation on the proposed programme of highway works composed by Councillors Bastable, Gale, Kane, Maudlin and Williams.

Conclusion

5. The Committee is requested to consider the work programme attached and make any further amendments it considers necessary. Members are also requested to consider highlighting those items within the work programme where they wish to establish a Task Force to assist the Committee in its work.

CORPORATE IMPLICATIONS

Council Priorities:

The work programme of the Sustainable Communities Overview & Scrutiny Committee should contribute to all 5 Council priorities, and will specifically support those 2 directly related to the work of the Sustainable Communities directorate, being managing growth effectively and creating safer communities.

Financial:

n/a

Legal:

n/a

Risk Management:

n/a

Staffing (including Trades Unions):

n/a

Equalities/Human Rights:

n/a

Community Development/Safety:

n/a

Sustainability:

n/a

Appendices:

Appendix A: Sustainable Communities Overview and Scrutiny Committee Work Programme 2009 – 10

Appendix B: Draft Development Strategy Task Force Work Programme 2009 - 10

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Appendix A - Sustainable Communities Overview and Scrutiny Work Programme 2009 – 2010

Ref.	Indicative Overview & Scrutiny Meeting Date	Report Title	Issue Description	Comment
1.	4 August 2009	Highways Maintenance Programme 2010 – 2011	To agree a method for developing the highways maintenance programme for 2010 - 2011	Recommendations were supplied to officers regarding consultation with Members and the establishment of a Member Advisory Group. It was also recommended that the proportion of the PPS be set at 5% or no less than £650k and further information regarding the PPS scheme was requested.
2.	4 August 2009	Street Lighting Strategy	To develop policy direction which balances community safety needs with maintenance liabilities and the Council's carbon footprint.	Recommendations provided to the Executive on 18.08.09 and a full response provided.
3.	4 August 2009	Scrutiny of the LDFs and the Growth Agenda	A report setting out options for future scrutiny of the LDFs and the growth agenda generally	Recommendations provided to officers and a Task Force was established.
4.	4 August 2009	Luton Dunstable Busway	Asks members to consider the issue of funding for advanced site clearance works on the Luton Dunstable Busway.	Recommendations provided to the Executive
5. *	1 September 2009	LDF for the former Mid Beds Area: Gypsy & Traveller DPD	To agree criteria for site selection	Recommendations provided to officers and subsequent reports will be submitted to the DS Task Force in October 2009.
6.	1 September 2009	Development of Congestion Strategy	To develop policy direction on policies including parking and freight.	Recommendations provided to officers
7.	1 September 2009	Rationalisation of Supported Bus Services		Recommendations provided to the Executive on 15 September 2009
8.	9 September 2009	BEaR Project		Meeting Cancelled

Key:

Items marked with * are linked to the Development Strategy Task Force.

Ref.	Indicative Overview & Scrutiny Meeting Date	Report Title	Issue Description	Comment
9.	29 September 2009	BeAR Project	For the OSC to endorse the revised affordability envelope for the BeAR project and consider matters relating to the application for additional PFI credits.	
10. *	29 September 2009	Site Allocations DPD	To agree criteria for site selection	DS Task Force: October 2009
11.	29 September 2009	Town Centre Management Reports	The report reviews the different Town Centre Management arrangements across Central Bedfordshire and recommends some options for improvement.	This report was moved at the request of officers from the meeting on 1 September. Executive: 10 November 2009.
12.	29 September 2009	Local Transport Plan (LTP3)	To consider the options for preparing LTP3 and the partnership/governance arrangements with other local transport authorities that will need to be put in place.	Pre-consideration of the draft LTP3 would be given by the LDF Task Force. Executive: 13 October 2009.
13.	29 September 2009	Performance report – Q1	To receive the quarterly performance report and budget information for the Sustainable Communities Directorate.	
14.	29 September 2009	Development Strategy Terms of Reference	To approve the terms of reference and guidance agreed by the Development Strategy Task Force	
15. *	27 October 2009	LDF for the former Mid Beds Area: Core Strategy & Development Management DPD	To note the Inspector's final Report into the Core Strategy and Development Management DPD following Examination and the changes required by the Inspector	Pre-consideration may be required by the task force prior to Executive's consideration and adoption of the Core Strategy & Development Management DPD. Executive: 10 November 2009.
16. *	27 October 2009	Gypsy and Traveller DPD	To consider recommendations of Development Strategy Task Force on proposed sites, prior to consultation.	Contact: Simon Andrews Executive: TBC

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Ref.	Indicative Overview & Scrutiny Meeting Date	Report Title	Issue Description	Comment
17.	27 October 2009	East of England Plan Review to 2031: response to consultation by the East of England Regional Assembly (EERA)	To consider headline issues and broad scope of response, prior to consideration by Executive in November.	The East of England Plan sets the development strategy for the region and provides housing and job targets for each local area. <i>Executive: 10 November 2009.</i>
18. *	27 October 2009	Housing Strategy	To consider the strategic housing issues alongside a report to the LSP as part of the preparation for an SCS consultation. This will take on board the issues and options of the SHMA (Strategic Housing Market Assessment) and similar work around other strategies in ASC H and H. timetabled for September 2009. This will inform the development of the Housing Strategy which is to be subsequently incorporated in the Sustainable Community Strategy (SCS) by the Local Strategic Partnership (LSP)	The item was originally listed for 24 November 2009 but moved at officer request. It is likely that the SHMA will not be available in time to be presented to this meeting, it may therefore need to be considered at the OSC meeting on 24 November (TBC) Committee may like to consider the links this items has with the SCHH OSC. <i>Executive: Provisionally in May 10 but will depend on the submission of the SCS and the LSP process.</i>
19.	24 November 2009	Development of a Uniformed Presence for Central Bedfordshire	To consider the options available for Central Bedfordshire to undertake enforcement of a range of environmental and community safety legislation (including the Environmental Protection Act (EPA) and Clean Neighbourhoods and Environment Act (CNEA)) and exploring the role that a uniformed team has in that respect.	<i>Executive: 12 January 2010</i>
20.	24 November 2009	Local Area Economic Assessment	To review the outcome of the local area economic assessment and agree the priorities for the development of the Central Bedfordshire Economic Development and Regeneration Strategy and action plan.	

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Ref.	Indicative Overview & Scrutiny Meeting Date	Report Title	Issue Description	Comment
21.	24 November 2009	Luton-Dunstable Guided Busway	Report on Tender Returns and recommendation to progress scheme.	Was originally listed for OSC on 27 October but moved at officer request due to the dates for receipt of tender returns to enable the OSC to add value. <i>Executive: 8 December 2009</i>
22.	24 November 2009	Harmonisation of waste services policy across Central Bedfordshire	To consider the available options and the associated delivery contracts.	The item was originally listed for 29 September 2009 and then latterly 27 October. It has been put back to 24 November at the request of officers due to the report not being ready. <i>Executive: 8 December 2009 (TBC)</i>
23.	22 December 2009	Community Safety Plan (2010)	To review the outcomes of the strategic assessment and be consulted on the emerging priorities for the refresh of the 2010 Community Safety Plan. Also to receive the comments of the Community Safety Partnership and public consultation.	
24. *	22 December 2009	Housing Strategy	To consider a draft Housing Strategy policies to be included the Sustainable Community Strategy (2 nd draft) being reported to the LSP in Jan/Feb 2010.	
25.	22 December 2009	CCTV Service Options	To consider options available to move to an approach for the provision of a CCTV service within Central Bedfordshire.	<i>Executive: 9 February 2010</i>
26. *	26 January 2010	Joint Local Development Framework for Luton & the former South Beds Area: Core Strategy	To consider the Council's response to the Draft Submission Core Strategy following formal approval & publication by the Joint Planning Committee	Pre-consideration of the Draft Submission DPD would be given by the LDF Task Force.

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Ref.	Indicative Overview & Scrutiny Meeting Date	Report Title	Issue Description	Comment
27.	26 January 2010	Community Safety Plan (2010)	To receive the outcomes of public consultation on the refresh of the community safety plan and provide final comments prior to submission to the Executive on the revised priorities for 2010.	
28.	23 February 2010	TBC		
29.	25 March 2010	TBC		
30.	20 April 2010	TBC		
31.	18 May 2010	Waste Management Strategy	To consider the first strategy document required by a new duty on all Local Authorities (providing waste minimisation and recycling solutions to 2020 ensuring alignment with other CBC policies/ priorities).	
32. *	March 2011	LDF for the former Mid Beds Area: Gypsy & Traveller DPD	To note the Inspector's Draft Report into the Gypsy & Traveller DPD following Examination and the changes required by the Inspector	Pre-consideration may be required by the Task Force
33.	TBC	Central Bedfordshire Economic Development and Regeneration Strategy	To agree and adopt the strategy for Central Bedfordshire.	
34. *	TBC	Local Transport Plan (LTP3)	To consider the proposed Local Transport Plan (LTP3) prior to submission to Executive for approval.	Pre-consideration of the draft LTP3 would be given by the LDF Task Force.

Key:

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Annex B: Draft work programme of the Development Strategy Task Force 2009-2010

Ref.	Indicative Task Force Meeting Date	Report Title	Issue Description	Comment
1.	15 September 2009	Local Development Framework (North): Planning Obligations Strategy SPD	To agree limited review of existing SPD for consultation	Following consultation, this SPD will supplement the new Core Strategy for the North area to be adopted by Council in November 2009.
2.	15 September 2009	Local Development Framework (North and South): Central Bedfordshire Design Guide SPD	Consideration of draft Design Guide SPD prior to public consultation	
3.	October 2009	Local Development Framework (North): Gypsy and Traveller DPD	To use criteria (agreed by SC OSC on 1 September) and select specific sites for consultation.	Selected sites will need to be considered by SC OSC before consultation.
4.	October 2009	Local Development Framework (North): Site Allocations DPD	To use criteria (agreed by SC OSC on 29 September) and select specific sites, prior to consideration by Executive and Council.	Executive and Council approval needed prior to submission. NB this issue may require more than one meeting.
5.	November 2009	Local Development Framework (North): Planning Obligations Strategy SPD	To consider limited review of existing SPD following consultation, prior to consideration by Executive	SPD needs to be formally adopted by Executive on 10 November.
6.	December 2009	Local Development Framework (North and South): Central Bedfordshire Design Guide SPD	Consideration of draft Design Guide SPD following public consultation, prior to consideration by Executive and Joint Committee	SPD needs to be formally adopted by Executive and Joint Committee.
7.	December 2009	Local Development Framework (North): Biggleswade Town Centre Strategy and Masterplan SPD	Consideration of draft SPD prior to public consultation	

Ref.	Indicative Task Force Meeting Date	Report Title	Issue Description	Comment
8.	March 2010	Local Development Framework (North and South): Central Bedfordshire Planning Obligations Strategy SPD	To agree full review of existing SPD for consultation	This new SPD will cover the whole of Central Bedfordshire and will bring together two S106 regimes for the first time.
9.	May 2010	Local Development Framework (North): Gypsy and Traveller DPD	To consider results of consultation and draft submission DPD, prior to consideration by Executive and Council	Executive and Council approval needed prior to submission.
10.	May 2010	Local Development Framework (North): Site Allocations DPD	To consider results of draft submission consultation and agree any pre-submission suggested changes	The Council cannot amend the document following pre-submission consultation. However, changes can be put forward for the Inspector's consideration. Delegation from Council would be sought to agree these changes (either at Task Force or SC OSC).
11.	September 2010	Local Development Framework (South): Gypsy & Traveller DPD	To note the Inspector's Final Report into this DPD following Examination and the changes required by the Inspector	
12.	September 2010	Local Development Framework (North and South): Central Bedfordshire Planning Obligations Strategy SPD	To consider full review of existing SPD following consultation, prior to consideration by Executive and Joint Committee	SPD needs to be formally adopted by Executive and Joint Committee.
13.	November 2010	Local Development Framework (North): Gypsy and Traveller DPD	To consider results of draft submission consultation and agree DPD for submission to Secretary of State.	
14.	TBC	Local Transport Plan 3		

Ref.	Indicative Task Force Meeting Date	Report Title	Issue Description	Comment
15.	TBC	Local Development Framework (South): Development Management DPD	To consider the Council's response to the Issues and Options consultation document issued by the Joint Planning Committee	
16.	TBC	Local Development Framework (South): Site Allocations DPD	To consider the Council's response to the Issues and Options consultation document issued by the Joint Planning Committee	
17.	TBC	Local Development Framework (South): Gypsy & Traveller DPD	To consider the Council's response to the Issues and Options consultation document issued by the Joint Planning Committee	
18.	TBC	Local Development Framework (South): Development Management DPD	To consider the Council's response to the Preferred Options consultation document issued by the Joint Planning Committee	
19.	TBC	Local Development Framework (South): Site Allocations DPD	To consider the Council's response to the Preferred Options consultation document issued by the Joint Planning Committee	
20.	TBC	Local Development Framework (South): Gypsy & Traveller DPD	To consider the Council's response to the Preferred Options consultation document issued by the Joint Planning Committee	
21.	TBC	Local Development Framework (South): Core Strategy	To consider the Council's response to the Submission Draft consultation document issued by the Joint Planning Committee	
22.	TBC	Local Development Framework (South): Development Management DPD	To consider the Council's response to the Submission Draft consultation document issued by the Joint Planning Committee	

Ref.	Indicative Task Force Meeting Date	Report Title	Issue Description	Comment
23.	TBC	Local Development Framework (South): Site Allocations DPD	To consider the Council's response to the Submission Draft consultation document issued by the Joint Planning Committee	
24.	TBC	Local Development Framework (South): Gypsy & Traveller DPD	To consider the Council's response to the Submission Draft consultation document issued by the Joint Planning Committee	
25.	TBC	Local Development Framework (South): Core Strategy	To note the Inspector's Final Report into this DPD following Examination and the changes required by the Inspector	
26.	TBC	Local Development Framework (South): Development Management DPD	To note the Inspector's Final Report into this DPD following Examination and the changes required by the Inspector	
27.	TBC	Local Development Framework (South): Site Allocations DPD	To note the Inspector's Final Report into this DPD following Examination and the changes required by the Inspector	