



**ENVIRONMENT AND TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE –
2 MARCH 2017**

**ENVIRONMENT AND TRANSPORT INTERIM COMMISSIONING STRATEGY
REFRESH 2016/17**

DRAFT MINUTE EXTRACT

The Committee considered a Cabinet report of the Director of Environment and Transport concerning the Interim Commissioning Strategy which was due to be considered by the Cabinet at its meeting on 10 March. A copy of the report, marked “Agenda Item 8”, is filed with these minutes.

The Chairman welcomed to the meeting the Cabinet Lead Member for Environmental matters, Mrs. P. Posnett CC who was present to respond to any questions members had in regard to the report.

In introducing the report, the Director drew members’ attention to the fact that the Strategy was essentially the Department’s business plan outlining its key areas of focus over the next year. The Strategy was regarded as being “interim” as it would be informed by the Council’s ongoing refresh of its Strategic Plan and the development of an “Outcomes Framework”. The Director also drew members’ attention to the fact that, due to a printing error, a further annex (Annex C) to the report had not been circulated as intended. This document was tabled for members (and published with the papers for the meeting online) and included the Department’s full list of programmed works.

Arising from questions, the following points were noted:

- The Strategy represented a positive step forward for the Council and demonstrated that the Department was in a good position to progress projects in the event of successful funding bids;
- The “individual requests” referred to in paragraph 5.3 of the report (page 29) was intended to mean that requests for improvements to the highway which did not demonstrate they would contribute to growth, improve safety or maintain highway assets would be progressed. The Strategy would be amended to make this position clearer;
- The Leicester and Leicestershire Integrated Transport Model was a fully WebTAG compliant model (the DfT’s web-based guidance on appraising transport projects and proposals) and the Director had full confidence in it. It was used successfully as a tool to evidence the effects of growth and transport schemes on the highway for the purpose of funding bids and for managing development and growth in Leicestershire. It was felt that the many successful

bids achieved since its launch had justified the significant financial investment the Model had required. It was noted that it was intended to licence its use to other authorities and developers to generate an income to offset the model's cost.

- Air quality was a responsibility for the district councils as planning authorities and for this reason no air quality measures were included in the Strategy. The Council did however remain in active dialogue with the districts to enable plans to be developed in this area. Whilst it was acknowledged that air quality was increasingly becoming a high profile issue, it was not currently regarded by the Government as a key driver with regard to sustainable development;
- The County Council submitted joint bids for funding with the City Council when it made sense to do so. Joint funding bids tended to be more successful. It was noted that the volume of housing growth in the County would inevitably impact the flow of traffic to and from the City;
- The Council's plans to bring Recycling and Household Waste Sites "in-house" were on track to be completed by July. The potential for trade waste to be accepted at sites other than Whetstone was being investigated.

RESOLVED:

- (a) That the Environment and Transport Interim Commissioning Strategy 2017/18 be supported;
- (b) That the comments of the Committee be forwarded on to the Cabinet for consideration at its meeting on 10 March.