

PLACE SCRUTINY COMMITTEE

Date: Thursday 8 March 2018
Time: 5.30 pm
Venue: Rennes Room - Civic Centre

Members are invited to attend the above meeting to consider the items of business.

If you have an enquiry regarding any items on this agenda, please contact Sharon Sissons, Democratic Services Officer (Committees) on 01392 265115.

Entry to the Civic Centre can be gained through the Customer Service Centre, Paris Street.

Membership -

Councillors Sills (Chair), Lyons (Deputy Chair), Foggin, D Henson, Keen, Owen, Mitchell, Prowse, Wardle and Wood

Agenda

Part I: Items suggested for discussion with the press and public present

1 Apologies

To receive apologies for absence from Committee members.

2 Minutes

To sign the minutes of the meeting held on 11 January 2018.

3 Declaration of Interests

Councillors are reminded of the need to declare any disclosable pecuniary interests that relate to business on the agenda and which have not already been included in the register of interests, before any discussion takes place on the item. Unless the interest is sensitive, you must also disclose the nature of the interest. In accordance with the Council's Code of Conduct, you must then leave the room and must not participate in any further discussion of the item. Councillors requiring clarification should seek the advice of the Monitoring Officer prior to the day of the meeting.

4 **Local Government (Access to Information) Act 1985 - Exclusion of Press and Public**

It is considered that the Committee would be unlikely to exclude the press and public during consideration of the items on this agenda, but if should wish to do so, the following resolution should be passed:-

RECOMMENDED that, under Section 100A(4) of the Local Government Act 1972, the press and public be excluded from the meeting of the particular items (s) on the grounds that it involves the likely disclosure of exempt information as defined in the relevant paragraphs of Part 1, Schedule 12A of the Act.

5 **Questions from the Public under Standing Order 19**

Details of questions should be notified to the Corporate Manager Democratic and Civic Support at least three working days prior to the meeting. Further information and a copy of the procedure are available from Democratic Services (Committees) (Tel: 01392 265115) and also on the Council web site - <https://exeter.gov.uk/councillorsfaq/>.

6 **Questions from Members of the Council under Standing Order 20**

To receive questions from Members of the Council to appropriate Portfolio Holders.

PRESENTATION TO COMMITTEE

7 **Exeter Community Partnership - Heavitree Pilot Project**

To consider the report of the Exeter Community Partnership.

(Pages 5 - 8)

Cllr Denham to speak on the item.

ITEM FOR EXECUTIVE

8 **Food Waste Collection**

To consider the report of the Cleansing and Fleet Manager.

(Pages 9 - 14)

ITEMS FOR DISCUSSION

9 **Budget Monitoring (3rd Quarter)**

To consider the report of the Chief Finance Officer.

(Pages 15 - 26)

ITEMS FOR INFORMATION ONLY

10 Exeter Highways and Traffic Orders Committee Minutes

To note the minutes of the Exeter Highways and Traffic Orders Committee (Devon County Council) held on 16 January 2018.

(Pages 27
- 32)

Date of Next Meeting

The next scheduled meeting of the Place Scrutiny Committee will be held on **Thursday** 14 June 2018 at 5.30 pm in the Civic Centre.

Find out more about Exeter City Council services by looking at our web site <http://www.exeter.gov.uk>. This will give you the dates of all future Committee meetings and tell you how you can ask a question at a Scrutiny Committee meeting. Alternatively, contact the Democratic Services Officer (Committees) on (01392) 265107 for further information.

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Community Partnership Project

Final Report

Executive Summary



Lindsey Anderson

Impact and Partnership Development Manager – Communities
University of Exeter

January 2018



Exeter
City Council



Community Partnership Project – Final Report

Executive Summary

Background

The Community Partnership Project was a year-long collaboration between the University of Exeter, Exeter City Council, and Exeter City Futures, a community interest company which aims to make Exeter congestion-free and energy-independent by 2025. The core aims of the Partnership were to connect partners, create opportunities and drive impact, focussing on the themes central to Exeter City Futures' goals. This final report discusses the benefits of tackling societal issues through a multi-stakeholder partnership, and describes the Community Partnership Heavitree Project, which piloted the delivery of a community engagement programme and aimed to mobilise a local community to find innovative solutions towards reducing congestion.

Key messages

- Engaging in a multiple stakeholder partnership requires time and investment but can lead to mutually beneficial impacts and developments;
- Taking a community-led, collaborative approach to tackling societal problems can help equip communities with the skills to bring about change;
- The Community Partnership has helped the Partner organisations reflect upon and understand their roles with communities and the city, and we hope that the learning and contribution from the Partnership and the legacy of relationship brokerage will lead to long-term, city-wide benefits and greater co-operation in solving grass roots, societal issues.

Partnership Structure and Governance

The Partnership was managed on a day-to-day basis, by Lindsey Anderson, Impact and Partnership Development Manager (IPDM) – Communities, based at the University of Exeter, with hot-desking at Exeter City Futures and Exeter City Council. Along with the University, the core personnel active within the project on behalf of the Partnership were Kerry Deacon, Education and Engagement, Exeter City Futures and Dawn Rivers, Programme Manager – Communities at Exeter City Council. The project was overseen by a Steering Group which met quarterly.

Key Activities

Understanding, complementing and facilitate existing community engagement activities in Exeter

The IPDM created a map of University energy- and transport-related research and relationships with external stakeholders. The map will help identify relevant academics and key partners in anticipation of future projects and grant proposals.

The IPDM and the University's Engaged Research Manager (Grace Williams) are helping to deliver the first Community Engagement Strategy for the University of Exeter which is an important development in underpinning the University's commitment to future community engagement activities. Partner organisations will be invited to inform this process.

Facilitating sharing of Community Engagement expertise across the partners

All members of the Partnership have benefited from working with colleagues with a diverse experience of engaging with communities and external partners, and from attending internal workshops and external conferences on engaged research and public and community engagement.

Gathering best practice from national and international comparator cities

A review of different Community University Partnerships (CUPs) in the UK and overseas was undertaken which will help shape the future relationship between the University and its civil society. Through attending national and international meetings, Partnership members have met key experts in community and civic engagement and we hope to develop these relationships as we pursue funding opportunities to enable our local engagement activities to continue.

Promoting the uptake of University of Exeter research in the delivery of solutions to Partners

Links have been made between Partner organisations and academics working in the areas of sustainability, health and wellbeing and sports science. All Partners continue to benefit from the brokering of relationships which has led to collaborative working.

Creating sustainable, mutually beneficial partnerships

The project will leave a legacy of a network of relationships between the Partner organisations and local groups, communities and academics who are linked to Exeter City Futures' objectives.

Mobilising communities to take an active role in defining solutions relating to the Exeter City Futures themes

A delivery approach for engaging with community groups with a self-identified energy- or transport-related challenge was developed and refined through the Community Partnership Project in Heavitree. This approach is designed to create relationships with and within communities, to build capacity and provide them with the tools to continue creating and funding solutions beyond the life of the project. It is intended that the approach is replicable in other wards of Exeter.

Amplifying the value of data in order to promote positive change for communities

The approach piloted in Heavitree, supported the community to collect existing and new data to help understand the cause of the traffic challenges, and to facilitate the development of data-driven solutions. The concept of using data to provide evidence and enable change has been well received by community members.

Box 1: Case Study

Community Partnership Heavitree Project

A place-based project which is seeking to understand and co-create solutions to local traffic-related challenges.

- Six weeks' local listening and engagement activities
- Community-led prioritisation and challenge definition process to generate two Challenge Questions:
 - How can we motivate and incentivise parents and staff who currently drive to school to use alternative modes of travel?
 - How can we enable and encourage the use of sustainable and attractive alternative modes of transport to reduce the number of cars driving through Heavitree?
- Two community-led working groups collecting data to evidence the problem and co-creating practical solution(s) with the support of students and academics.

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REPORT TO: Place Scrutiny Committee and Executive
Date of Meeting: 8 March 2018 (Place Scrutiny) and 13 March 2018 (Executive)
Report of: Cleansing and Fleet Manager
Title: Food Waste Collection

Is this a Key Decision?

No

Is this an Executive or Council Function?

Executive

1. What is the report about?

1.1 Reporting on the outcomes of the business case for separate collection and recycling of food waste.

2. Recommendations:

- 1) **That Place Scrutiny Committee supports, and Executive agrees, that Exeter City Council continues to provide the current recycling service (described as the 'baseline' in this report)**
- 2) **That officers provide an annual update on the food waste business case in the Recycling Plan that is submitted to Place Scrutiny Committee**
- 3) **That Place Scrutiny Committee and Executive Committee note the current and planned measures to improve the recycling rate achieved by the current service**

3. Reasons for the recommendation:

3.1 Continuing the current recycling service without a food waste collection (described below as the 'baseline' service) is the service option with the lowest modelled costs and lowest financial risk.

4. What are the resource implications including non financial resources.

4.1 The above recommendations are planned to be achieved within agreed revenue budgets for 2018/19.

5. Section 151 Officer comments:

5.1 There are no financial implications to consider in this report.

6. What are the legal aspects?

6.1 Exeter's recycling scheme is already compliant with the requirement in the Waste (England and Wales) Regulations 2011 for separate recycling collections. There are currently no statutory recycling rate targets applicable to Exeter.

7. Monitoring Officer's comments:

7.1 This report raises no issues of concern for the Monitoring Officer.

8. Background:

- 8.1 Exeter City Council's Corporate Work Programme included a commitment to investigate the business case for separate food waste collections and report on the outcome (ref PH25).
- 8.2 In 2016, Eunomia was appointed as the consultant to assist in the investigation of the business case. Five different recycling and rubbish collection scenarios were modelled, comparing cost and performance against that of the current service (the 'baseline') that we provide (Appendix 1).
- 8.3 The financial modelling included any changes to service revenue costs. The provision of any new vehicles and waste containers, and communications material, were accounted for on an annualised revenue basis.
- 8.4 Option 4 was modelled as delivering the highest recycling rate and best environmental performance (measured in CO₂ equivalent). This option consists of a weekly collection of food waste and other recyclable materials, collected on the same lorry and largely sorted into separate streams at the kerbside. The frequency of rubbish collection would reduce to once every three weeks.
- 8.5 Option 4 was also modelled by Eunomia as being marginally the cheapest option, saving a total over 10 years of £6,000 compared to the baseline service.
- 8.6 Option 3 was modelled as being the next cheapest option, costing an additional £854,000 over 10 years compared to the baseline. A comparison of all five service options against the baseline service is shown in Appendix 1.
- 8.7 Eunomia's project brief was to model the operational resources (costs and income) required for the baseline and five service options. This did not include the additional administration and customer support resource requirements associated with a major service change (any of options 1 – 5). Comparison with other local authorities introducing major service changes indicates that an additional four full-time recycling education officers and two Environment Support Officers would be required for the roll-out period of 6-12 months. This would result in additional expenditure of £68,000 - £135,000 depending on the length of the roll-out (exclusive of the 2018/19 pay award).
- 8.8 It should be noted that Eunomia's report "*represents what one would reasonably expect to happen if ECC implemented any one of those schemes*", and is not a guarantee of actual outcomes. Option 4, while modelled as the cheapest service, represents a radical change to our waste collection service and the actual financial performance could differ from the model in case of:
- Kerbside collection crews not meeting the productivity assumptions in the report
 - Changes in the value of materials collected and sold for recycling
 - Householder participation in recycling services not matching the model
 - Devon County Council choosing not to continue sharing the savings in waste disposal costs beyond 2025/26

- 8.9 This is not in any way a criticism of Eunomia, whose consultants prepared a thorough business case based on the available data and benchmarking against other local authorities.
- 8.10 Taking into account the requirement for additional recycling and customer support staff, all the options for food waste collection would cost more than the baseline service, and come with a degree of uncertainty and therefore financial risk to the Council.
- 8.11 In January 2018 China implemented its 'Operation National Sword', a more restrictive policy towards the import of materials for recycling. Some types of plastic have been banned altogether, and quality requirements for materials that are imported have become more stringent. Exeter has been able to avoid the direct impact of National Sword by operating its own Materials Reclamation Facility. Our plastics are sorted to a quality that enables us to sell to UK and European markets and our cardboard, which is exported to China, already exceeded the new requirements before these were implemented. Nevertheless, National Sword has introduced greater volatility into the commodities markets and any previous assumptions about income from recycling need to be treated with caution.

9. Recycling rate

- 9.1 Food waste is the biggest single component of our non-recycled waste. Significant improvements to our recycling rate, and progress towards the current 50% UK target, will not be achieved without implementing a separate food waste collection.
- 9.2 The annual Recycling Plan Review presented to Place Scrutiny Committee in September 2017 described the measures that are planned or taking place in order to meet our corporate aim of a one percentage point increase in recycling rate per year. Targeted communication and education aimed at low-recycling areas, and promotion of composting at home, remain a priority.
- 9.3 Five spare recycling banks have been converted to carton and coffee cup banks and placed key bottle bank sites in the city. A capital funding bid for 'recycle on the go' bins in Exeter City Centre will be prepared in 2018.
- 9.4 During Spring 2018 all households in Exeter that use a wheelie for rubbish will have a tag attached to their bin reminding them of what to recycle and promoting the use of the garden waste collection service or the Recycling Centres instead of putting garden waste in the grey bin. This project is funded by Devon County Council
- 9.5 From February 2018, where collection crews or recycling staff have identified grey bins that contain glass bottles or jars, 'No Glass, please' stickers are being attached to the bin encouraging the use of bottle banks.
- 9.6 While our recycling rate of 33% is below average for England, it is worth noting that Exeter's total waste collected per head of population is the fourth lowest in the country, and the lowest of any authority outside London. This encouraging result supports the waste reduction policies that have been implemented in Exeter.

10. What risks are there and how can they be reduced?

10.1 There are no additional risks associated with implementing the recommendations in this report.

11. What is the impact of the decision on equality and diversity; health and wellbeing; safeguarding children, young people and vulnerable adults, community safety and the environment?

11.1 The collection, recycling and disposal of waste all have an environmental impact. That impact could be reduced by 1,727 tonnes CO₂-equivalent per year if Option 4 for food waste collection were introduced.

11.2 No other impacts have been identified.

12. Are there any other options?

12.1 The other option is to implement one of the service options 1-5 for food waste collection. The reasons for not doing so are outlined in this report.

Simon Hill – Cleansing and Fleet Manager

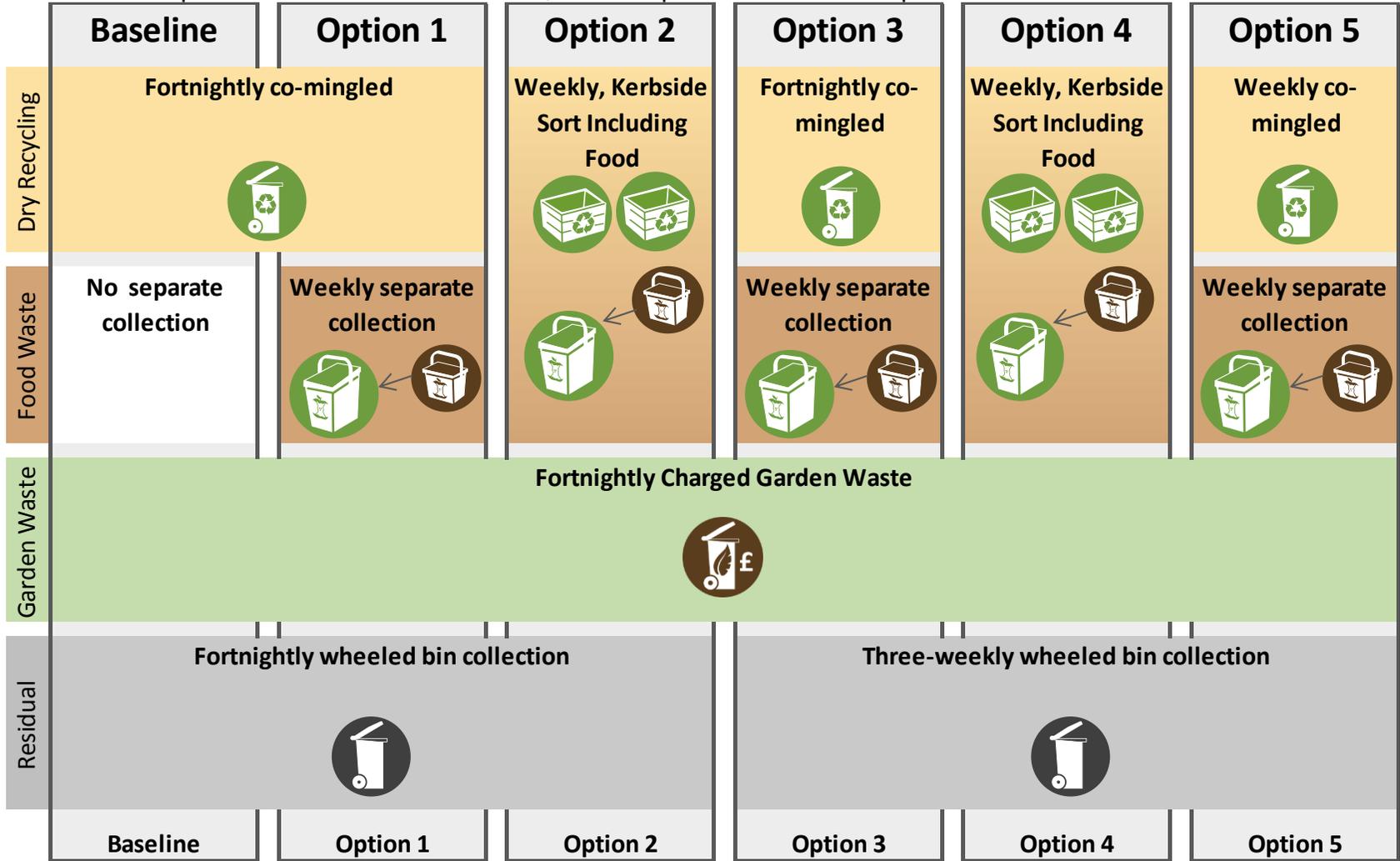
Local Government (Access to Information) Act 1972 (as amended)

Background papers used in compiling this report:-

Eunomia: Business Case Investigation of Options for Collection of Household Food Waste, 2017

Contact for enquires:
Democratic Services (Committees)
Room 2.3
01392 265275

Appendix 1: service options for food waste collection, and comparison of modelled performance



Options 1-5: cost increases compared to current service baseline

Baseline (total)		Option 1	Option 2	Option 3	Option 4	Option 5
£1,227,000	Annual revenue (million)	£240,000	£130,000	£9,000	-£164,000	£394,000
£0	Start up cost (million)*	£476,000	£1,167,000	£467,000	£1,167,000	£476,000
£10,564,000	10-year total cost NPV (million)	£2,756,000	£2,456,000	£853,000	-£6,000	£4,169,000

* Start up cost: £2 per household for communications + supply and delivery of new containers

1,770	Carbon savings (tonnes CO ₂ /yr)	2,004	2,201	2,764	3,497	2,888
33%	Recycling rate	41%	43%	47%	49%	48%

REPORT TO: SCRUTINY COMMITTEE PLACE
Date of Meeting: 8 MARCH 2018
Report of: Chief Finance Officer
Title: BUDGET MONITORING REPORT – 3rd Quarter

Is this a Key Decision?

No

Is this an Executive or Council Function?

Council

1. What is the report about?

This report advises Members of any material differences to the revised budget in respect of the Place Scrutiny Committee revenue and capital budgets.

Potential areas of budgetary risk are also highlighted in this report, so that Members are aware that certain budgets have been identified as being vulnerable to factors beyond the control of the Council, which may result in potential deviations from budget, and are therefore subject to close monitoring by officers.

2. Recommendations:

That Members of Scrutiny Committee – Place assure themselves that Officers review areas with significant variances and undertake the necessary actions to address the issues that the variances may cause.

3. Reasons for the recommendation:

Local authorities have a statutory duty to set and monitor their budgets during the year and to take any actions necessary because of potential overspending or potential shortfalls in income. Members are therefore presented with a quarterly financial update in respect of Place Services Scrutiny Committee and this is the second report for 2017-18.

4. What are the resource implications including non financial resources

The financial resources required to deliver Place Services during 2017-18 are set out in the body of this report.

5. Section 151 Officer comments:

This report has been prepared on behalf of the Section 151 Officer to set out the projected financial position of Place Services as at 31st March 2018.

6. What are the legal aspects?

Part 2 of the Local Government Act 2003 provides the legislative framework for the process of setting and managing budgets. In particular, Section 28 of the 2003 Act requires local authorities to monitor their budgets during the financial year.

7. Monitoring Officer's comments:

This report raises no issues for the Monitoring Officer.

8. Report Details:

Place Services Scrutiny Committee Budget Monitoring – 3rd Quarter

8.1 Key Variations from Budget

The current forecast suggests that net expenditure for this committee will decrease from the revised budget by a total of £101,620 after transfers from reserves and revenue contributions to capital, as detailed in Appendix 1. This represents a variation of 2.12% from the revised budget. This includes supplementary budgets of £621,297 already agreed by Council.

8.2 The significant variations by management unit (ignoring depreciation) are:

MU Code	Management Unit	Over / (Underspend)	Detail
81A4	Public Safety	30,460	<ul style="list-style-type: none"> Income from the Homecall Alarm Service is not anticipated to meet the target. Expenditure on utilities in respect of the CCTV control room is expected to exceed the budget.
81A6	Parks and Green Spaces	£97,520	<ul style="list-style-type: none"> The saving target for the management unit will not be achieved in year due to the increasing service demands impacting on the existing resource base.
81D4	Street Cleaning	(£89,830)	<ul style="list-style-type: none"> An underspend is anticipated on vehicle maintenance and pay budgets
81D6	Cleansing Chargeable Services	51,200	<ul style="list-style-type: none"> The predicted overspend is due to income from the trade refuse and recycling services being below target.
81D8	Recycling	75,000	<ul style="list-style-type: none"> The predicted overspend is due to income being below target for recycling, mainly paper. Paper tonnage collected has reduced compared to last year, and the rate received for selling paper has also reduced.
83A3	Parking Services	(£91,710)	<ul style="list-style-type: none"> Off Street car parking fee income anticipated to exceed the target. Additional expenditure on pay budgets.
83A4	Growth & Enterprise	(40,000)	<ul style="list-style-type: none"> The underspend is due to vacancies.
83B5	Planning Services	(£96,070)	<ul style="list-style-type: none"> Income from planning application fees expected to exceed the target. Underspend on pay budget. Community Infrastructure Levy grant expenditure, and additional pay expenditure funded by a transfer from the earmarked reserve.
83B8	Major Projects	£110,000	<ul style="list-style-type: none"> Additional expenditure in respect of a compensation payment.
83B9	Markets & Halls	(32,000)	<ul style="list-style-type: none"> Income streams at the Livestock / Matford centre are projected to be ahead of budget by the year end, plus increased income at the Corn Exchange.

9. Capital Budget Monitoring – 3rd Quarter

To report the current position in respect of the Place Capital Programme and to update Members with any anticipated cost variances, acceleration of projects or slippage of schemes into future years.

9.1 Revisions to the Place Capital Programme

The 2017-18 Capital Programme was last reported to Place Scrutiny Committee on 9 November 2017. Since that meeting the following changes have been made to the programme:

Description	£	Approval/Funding
Capital Programme, as reported to Place Scrutiny Committee, 9 November 2017	7,896,720	
Budget Deferred to 2018/19 & Beyond at Quarter 2	(4,666,810)	Approved by Council 19 December 2017
Overspends/(Underspends) reported at Quarter 2	(7,570)	
Cowick Barton Tennis Courts	35,000	
MRF Air Compressor	10,600	
RAMM World Culture Galleries	368,740	Approved by Council 17 October 2017
Mary Arches Lifts	100,000	
Vehicle Replacement Programme	25,710	Plug In Car Grants
Revised Capital Programme	3,762,390	

9.2 Performance

The Place Capital Programme is detailed in Appendix 2. The appendix shows a total spend of £1,871,990 in 2017-18 with £931,790 of the programme potentially deferred until 2018-19.

9.3 Capital Variances from Budget

No significant variances or issues concerning expenditure have arisen for this committee.

9.4 Capital Budgets Deferred to 2018-19 and Beyond

Schemes which have been identified as being wholly or partly deferred to 2018-19 and beyond are:

Scheme	17/18 Budget £	Budget to be Deferred £	Reason
Kings Arms Bridge	160,000	130,000	We are awaiting further information from Devon County Council and anticipating the majority of work to be carried out in 2018/19.
Replace Lift at Mary Arches MSCP	200,000	150,000	Work will commence this financial year and be completed in early 2018/19.
City Wide Property Level Protection	94,750	94,400	The scheme has been delayed due to staff sickness. Work is currently being undertaken to reach agreement with individual residents and will require planning and listed building consents.
Passenger Lift at RAMM	73,880	73,880	This scheme has been placed on hold to allow for the delivery of the World Culture Galleries and associated ventilation works.
RAMM World Culture Galleries	368,740	155,000	The majority of the gallery works will be completed this financial year but the ventilation and access works will be carried out in April.
RAMM Roof Access Improvements	68,500	47,000	
Leisure Complex – Build Project	472,580	(71,440)	This is a minor re-profiling of the budget.
Bus Station Construction	294,000	74,050	
Newtown Community Centre (S106)	84,670	84,670	After difficulty in assembling a funding package, the Association have scaled down their proposals and secured more funds. Planning permission now granted for the revised project.
Newtown Community Centre (2 nd Grant)	46,750	46,750	

9.5 Achievements

The following scheme has been completed during the third quarter of 2017-18:

- **Alphington Village Hall (Repairs & Extension)**

The result of the grant expenditure is effectively a new hall, with all facilities on one level, and modern kitchen and toilet facilities. The building is already proving more popular for community events and private hire to support its running costs. External improvements have improved access to the neighbouring doctors' surgery.

10. How does the decision contribute to the Council's Corporate Plan?

Place Committee contributes to 6 key purposes, as set out in the Corporate Plan; a stronger city, keep place looking good, keep me / my environment safe and healthy, provide great things for me to see and do, help me run a successful business and deliver good development

11. What risks are there and how can they be reduced?

Areas of budgetary risk are highlighted to committee as part of the quarterly budget monitoring updates. An action plan to address the key areas of budgetary risks within Place is attached as Appendix 3.

12. What is the impact of the decision on equality and diversity; health and wellbeing; safeguarding children, young people and vulnerable adults, community safety and the environment?

No impact

13. Are there any other options?

No

DAVE HODGSON
Chief Finance Officer

Authors: Marie Holt / Paul Matravers / Nicola Matthews-Morley

Local Government (Access to Information) Act 1972 (as amended)

Background papers used in compiling this report:

None

Contact for enquiries:
Democratic Services (Committees)
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PLACE SCRUTINY COMMITTEE
OUTTURN

Quarter 3

ACTUAL TO DATE			CODE	YEAR END FORECAST				
PROFILED BUDGET	ACTUAL TO DATE	VARIANCE TO DATE		APPROVED BUDGET	OUTTURN	OUTTURN VARIANCE	Q1 OUTTURN VARIANCE	QTR 2 FORECAST VARIANCE
£	£	£		£	£	£	£	£
206,731	99,431	(107,300)	81A1	252,910	261,910	9,000	27,000	0
149,493	104,716	(44,777)	81A3	228,170	206,670	(21,500)	0	0
138,277	126,118	(12,159)	81A4	167,650	198,110	30,460	0	(1,060)
719,332	777,492	58,160	81A6	733,600	831,120	97,520	92,350	85,000
472,843	143,803	(329,041)	81B&C	647,060	664,390	17,330	0	0
157,101	150,159	(6,942)	81B2	217,910	207,400	(10,510)	0	0
0	7,106	7,106	81C9	0	7,100	7,100	7,100	7,100
1,319,648	1,320,192	544	81D2	2,017,340	2,028,740	11,400	0	0
1,074,993	1,013,673	(61,320)	81D4	1,390,900	1,301,520	(89,380)	47,430	(470)
102,461	127,194	24,733	81D5	146,600	173,040	26,440	10,000	20,000
(342,390)	(239,889)	102,501	81D6	(365,740)	(314,540)	51,200	100,000	100,000
186,662	199,085	12,423	81D7	71,970	86,470	14,500	0	0
55,723	167,085	111,362	81D8	82,450	157,450	75,000	0	50,000
1,992,311	1,743,434	(248,878)	81F1	2,228,500	2,213,050	(15,450)	0	30,000
0	0	0	81F1	913,950	1,265,336	351,386	0	0
26,917	35,309	8,393	83A2	35,830	35,830	0	0	0
(4,939,566)	(5,200,040)	(260,473)	83A3	(6,419,790)	(6,511,500)	(91,710)	0	(12,750)
294,634	163,744	(130,890)	83A4	392,635	352,635	(40,000)	0	(38,000)
240,602	203,020	(37,582)	83A5	320,760	322,760	2,000	0	0
258,339	219,262	(39,077)	83A6	338,625	360,625	22,000	8,000	11,000
(27,940)	27,940	0	83A9	47,340	25,300	(22,040)	0	0
352,804	223,658	(129,146)	83B5	486,740	390,670	(96,070)	0	(50,000)
0	0	0	83B6	4,920	4,920	0	0	0
1,600	3,146	1,546	83B7	1,600	6,600	5,000	1,500	1,700
22,500	136,465	113,965	83B8	30,000	140,000	110,000	0	0
(404,449)	(699,524)	(295,075)	83B9	(427,550)	(459,550)	(32,000)	(15,000)	(41,000)
(69,477)	(13,268)	56,209	83C1	(97,070)	(79,480)	17,590	5,000	4,400
1,461,412	1,081,529	(379,883)	83C2	2,163,380	2,163,380	0	50,000	24,000
(1,674)	(52,464)	(50,790)	83C3	(9,910)	(19,910)	(10,000)	30,000	(28,500)
0	0	0	83C3	910,410	4,401,343	3,490,933	0	0
45,387	(10,387)	(55,774)	83C7	60,540	60,540	0	0	0
3,494,274	1,830,048	(1,608,452)		6,571,730	10,481,929	3,910,199	363,380	161,420
			NET EXPENDITURE					

TRANSFERS TO / (FROM) EARMARKED RESERVES	
81A3 - Licensing, Food, Health & Safety	10,000
83C3 - Contracted Sports Facilities	(11,500)
83B7 - AFU	(5,000)
83B5 - Planning Services	(163,000)
LESS NOTIONAL CAPITAL CHARGES	(3,842,319)
REVENUE CONTRIBUTION TO CAPITAL	0
OUTTURN FOR THE YEAR AFTER MOVEMENTS TO/FROM RESERVES	6,470,110
REVISED BUDGETS	6,571,730
ADJUSTED OUTTURN VARIANCE	(101,620)

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CAPITAL MONITORING TO 31 DECEMBER 2017

	2017/18 Capital Programme	2017/18 Spend to 31 December	2017/18 Forecast Spend	2017/18 Budget to be Carried Forward to 2018/19 and Beyond	2017/18 Programme Variances (Under)/Over
	£	£	£	£	£
PLACE					
KEEP PLACE LOOKING GOOD					
Outdoor Leisure Facilities	73,450	23,983	73,450		
Rougemont Gardens - Path & Railings	28,730	28,728	28,730		
Repair Canal Bank at M5	4,290	5,200	5,200	(910)	
Queen's Crescent CPO	18,000	0	0	18,000	
Canal Pontoon	9,950	4,287	9,950		
Kings Arms Bridge	160,000	6,882	30,000	130,000	
Exwick Cemetery Ashes Section	60,000	0	40,000	20,000	
KEEP ME/MY ENVIRONMENT SAFE & HEALTHY					
Vehicle Replacement Programme	1,090,710	1,000,087	1,049,480	38,530	(2,700)
Car Park Surfacing - Haven Road	12,350	0	0	12,350	
Replace Lifts at Mary Arches MSCP	200,000	0	50,000	150,000	
Riverside Arches	53,500	51,927	53,500		
City Wide Property Level Protection	94,750	350	350	94,400	
RAMM Air Monitoring Equipment	90,000	0	90,000		
MRF Air Compressor	10,600	5,000	13,300		2,700
Farmers Market Electricity Supply	0	(6,301)	(6,301)		(6,301)
PROVIDE GREAT THINGS FOR ME TO SEE & DO					
Sports Facilities Refurbishment	144,860	54,863	100,000	44,860	
Passenger Lift at RAMM	73,880	0	0	73,880	
Livestock Centre Roof Replacement	6,130	0	0		(6,130)
St Nicholas Priory	107,760	66,283	107,760		
Acquisition of Ludwell Valley Park	59,940	40,055	40,055		(19,885)
RAMM World Culture Galleries	368,740	69,547	213,740	155,000	
Cowick Barton Tennis Courts	35,000	0	35,000		
MAINTAIN THE ASSETS OF OUR CITY					
RAMM Roof Access Improvement	68,500	2,189	21,500	47,000	
DELIVER GOOD DEVELOPMENT					
Leisure Complex - Build Project	472,580	378,592	544,020	(71,440)	
Bus Station Construction	294,000	111,718	219,950	74,050	
Newcourt Community Hall (Grant)	9,570	9,572	9,570		
Newtown Community Centre (S106)	84,670	0	0	84,670	
Newtown Community Centre (1st Grant)	50,000	0	50,000		
Newtown Community Centre (2nd Grant)	46,750	0	0	46,750	
Alphington Village Hall (Repairs & Extension)	17,380	17,379	17,380		
Beacon Heath Martial Arts & Boxing Club - New Roof	16,300	1,650	1,650	14,650	
PLACE TOTAL	3,762,390	1,871,990	2,798,284	931,790	(32,316)

Grants to external bodies (schemes beyond ECC's control)
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AREAS OF BUDGETARY RISK

The table below identifies areas that have been identified as a budgetary risk within the Place revenue and capital budgets.

The revenue budget areas of risk are:

Budget Title	Approved Budget	Risk
Revenue: Cemeteries	(£255,780)	The income budgets include various sources such as interment fees, rights of burial and headstone fees. Historically the income received has been lower than target, income levels will be monitored and the issue flagged to senior management if the trend of income continue as previous years.
Revenue: Cleansing Chargeable Services	(£371,150)	The majority of the income is subject to local and national markets with many competitors.
Revenue : Recycling	£98,290	The budgets include estimated income from the sale of reclaimed materials amounting to £730k. This income is subject to fluctuations in the global market, and can be very volatile.
Revenue: Home Call Alarm Service	£321,210	The provision of a home call alarm service is a crowded market and competitors are able to offer a cheaper product due to efficiencies of scale. Current income figures indicate that the income target will not be met. Promotion campaigns such as talks to target groups, bus stop advertising and adverts on GP appointment cards have been undertaken in an attempt to gain new custom. Regular meetings with the Communications Team arranged to explore other promotional avenues.
Revenue: Car Parking	(£6,658,000)	Car Parking income can be volatile and a 3% shortfall in income would mean a shortfall of £200k against the budget.

Budget Title	Approved Budget	Risk
Revenue: Planning Services	446,480	There has been a number of recent planning decisions which have been appealed. This generally results in a need for external consultancy and legal advice. Significant expenditure has been incurred in this area in previous financial years.
Revenue: Markets & Halls	(£431,360)	Sources of income cannot be guaranteed at current or historical levels so there is a risk that the net income budget may not be achieved.

EXETER HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

16 January 2018

Present:-

Devon County Council:-

Councillors H Ackland, M Asvachin, Y Atkinson, S Aves, E Brennan, R Hannaford (Chairman), A Leadbetter, P Prowse and C Whitton

Exeter City Council:-

Councillors R Newby and T Wardle

Apologies:-

Councillors R Denham (Exeter City Council)

* **31** **Standards Committee**

The Committee welcomed Mrs. Mayes MBE who was attending the meeting in her capacity as a Co-opted Member of the Council's Standards Committee to observe and monitor compliance with the Council's ethical governance framework.

* **32** **Minutes**

RESOLVED that the Minutes of the Meeting held on 20 November 2017 be signed as a correct record.

* **33** **Matter of Urgency: Transport Steering Group**

(An item taken under Section 100B (4) of the Local Government Act 1972)

The Chairman had decided that the Committee should consider, as a matter of urgency, a proposal for the establishment of a new Transport Steering Group with Exeter City Council. The Head of Planning, Transportation and Environment reported that the relevant portfolio holders from the County (Councillors Barker and Leadbetter) and, City Councils (Denham and Sutton) were due to meet to discuss the formation of a Steering Group to feed into the Greater Exeter Strategic Plan to help address issues of congestion and pollution. This suggestion had come out of a meeting of the Leaders of the City and County Council in Autumn 2017. It was explained that the Steering Group would not be a Board with voting powers and would respond to the Sustainability Urban Mobility Plan (SUMP) an EU funded project. Members referred to the need for Exeter City centre local member representation and Councillor Leadbetter (as Cabinet Lead for Exeter Liaison) reported that initial discussions had taken place and the scope, terms of reference and membership had not been finalised.

It was **MOVED** by Councillor Atkinson, **SECONDED** by Councillor Aves and

RESOLVED that the current arrangements for consideration of traffic and congestion issues in and around the City be reported to the next meeting incorporating the efficacy and details of the working groups established by this Council and other associated bodies.

It was **MOVED** by Councillor Atkinson, **SECONDED** by Councillor Aves and

RESOLVED that the current arrangements for consideration of traffic and congestion issues in and around the City be reported to the next meeting incorporating the efficacy and details of the working groups established by this Council and other associated bodies.

* **34** **Petitions/Parking Policy Reviews: Horseguards, Exeter**

[An item to be taken under s18 of the Traffic Management Act 2004 relating to any reviews of parking policy sought in line with the Council's Petition Scheme]

The Chair was presented by Councillor Prowse with a petition on behalf of residents from Horseguards, Exeter containing approximately 100 signatures seeking parking restrictions/residents parking in the area.

[N.B. The Chief Officer for Highways, Infrastructure Development and Waste would be asked to respond direct to the organiser on the issues raised, within 15 days, in line with the Council's Petition Scheme:

<http://democracy.devon.gov.uk/documents/s13108/Constitution%20-%20Part%204g%20Rules%20of%20Procedure%20Petition%20Scheme.pdf>

* **35** **Bus Services in Exeter**

Mr Williams, Commercial Director of Stagecoach South West, attended and spoke at the invitation of the Committee on developments affecting bus services and the network in and around Exeter since the last meeting, as follows:

- issues relating to congestion over the Christmas period and changes to services No.1 and No. 57 to help combat congestion generally in relation to these routes which would result in extended journeys and reduced frequencies at certain times;
- temporary changes to services J/k and 1 routes because of temporary road works in Pinhoe Road/St Marks Road which end on 26 January;
- meetings with local members in relation to the service changes (reported at the last meeting) to the H route. There were no obvious solutions but further meetings with residents would be arranged. A strategy to develop service D with the University was being followed, which would be closely monitored by the Company, and noting a request from the Chair to involve local City Council members in future meetings.

Further issues and/or observations identified during discussions included:

- the need for improved publicity in relation to no Sunday or other services on New Year's Day, as it was felt that it had not been clear this year, although the services over the Christmas and new year periods generally had been improved;
- the University contract service (administered by the County Council) and subsidy of £130,000 which had not increased in real terms over recent years; and the limited impact of service cuts from Digby to St Luke's introduced by the County Council in 2015 in respect of its contract services;
- work with the County Council to promote bus usage as part of the sustainable transport strategy, with other partners;
- funding from Enterprise Zones to promote strategic transport networks in respect of the growth points in and around the City;
- investment by the Company in low polluting diesel vehicles (one bus equivalent to a car of the same age in terms of emissions) and the limited scope for all electric vehicles with the outstanding infra structure requirements;
- circumstances when double deckers would be used subject to routes, patronage and costs; and
- action taken when buses collide with shelters by informing all parties concerned and the special training given to drivers.

The Chair thanked Mr Williams for his update and detailed response to questions.

* **36** **University of Exeter Travel Plan 2016-2020 update**

In accordance with Standing Order 23(2) Councillors Hannaford had requested that the Committee consider, in accordance with Standing Order 23(2), the Travel Plan published by the University of Exeter.

The Committee considered the Report of the Head of Planning, Transportation and Environment (PTE/18/2) on the Travel Plan produced by the University of Exeter for the Exeter Campuses 2016-2020. The University of Exeter was one of the leading organisations in the city for seeking to increase non-car mode share through its Travel Plan. As part of its sustainable transport fund workplace engagement programme, Devon County Council engaged with several major businesses around the city and cited the University's Travel Plan as an example of good practice. The University performed well compared to other higher education 'leading Travel Plan' institutions and to the average Travel to Work mode share for Exeter. 24% of staff walked to work; 14% cycled; 9% travelled by bus; 7% by train; 10% car shared and 36% drove.

The Report outlined the progress of The Plan to date noting that the [Sustainable Travel Plan for the Exeter Campuses 2016-2020](#) has been formally adopted by the University and there were no plans to renew/amend this particular document. There was nevertheless a dynamic action plan that combined the 110 actions highlighted in the plan (p21-36) with many others added on an ongoing basis. The Report also outlined achievements to date and upcoming activities.

The Head of Planning, Transportation and Environment reported on actions which had been previously suggested by the former HATOC on which the University had progressed in conjunction with the County Council and other partners. These included a Car Parking Policy which would consider limiting parking days (car free days), potential for number plate recognition, parking bands and charges and off-site issues which were being investigated by the County Council, encouraging students not to bring their cars to the City, and access for staff and students with disabilities.

Members suggested that the following ideas could also be raised with the University for consideration as further action points in the Travel Plan:

- use of car park revenues raised by the University for public transport subsidies for students and staff;
- broader consultation with local members by the University whilst acknowledging the positive current arrangements;
- more bike rack provision on campus;
- improved information on the University's website to discourage students from bringing their cars;
- more home working and on-line tutorials and flexible working arrangements;
- review of visitor arrangements to the Northcott for example;
- reference to Nursery provision;
- liaison with the Student Union/Body, and
- reference to car park policy at other sites, St Luke's for example.

The local member (Duryard and Pennsylvania) referred to proposals by the University to build a multi storey car park on the campus to alleviate local on-street carparking pressures.

The Head of Service undertook to take these suggested action points to the University for consideration and to circulate to members details of the successful bid to the Access Fund and resulting creation of a three-year programme to promote sustainable travel with local businesses and workplaces.

[details of the successful Access Fund bid submission <https://www.devonnewscentre.info/funding-for-sustainable-travel-projects-in-devon/> and link [here](#) to open the pdf with more details about the programme]

The Chair requested that the University representatives be invited to a future meeting of the Committee.

* **37** **Condition of Pavements in Exeter City Centre**

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/18/1) on the establishment of a Public Realm Liaison Group which had met at County Hall on 27 November 2017 with officers from Devon County Council and Exeter City Council and the City Council Ward Councillor.

The meeting had set out the aims of the group, core attendance and frequency of meetings. Copies of the County Council's footway programme had also been issued for the 2017/18 footway programme and 2018/19 plus programme for consideration and discussion at future meetings. The next meeting had been provisionally planned for February 2018.

The Neighbourhood Highways Group Manager reported on current data collection in respect of recorded incidents and safety criteria in respect of urgent repairs and involvement of local members.

It was **MOVED** by Councillor Hannaford, **SECONDED** by Councillor Brennan and

RESOLVED that the establishment of a Public Realm Liaison Group with Exeter City Council as detailed in Report (HIW/18/1) be welcomed.

* **38** **Residents Parking Working Group**

The Chief Officer for Highways, Infrastructure Development and Waste reported on progress and recommendations of the Working Party and circulated a paper on its conclusions.

Members also referred to the need for additional funding from the On-Street Parking account to ensure the delivery of the proposals detailed in the paper.

It was **MOVED** by Councillor Hannaford, **SECONDED** by Councillor Aves and

RESOLVED

(a) that the record of the Working Group and its recommendations as detailed in paragraph 7 of the Paper be approved;

(b) that the proposed funding for 2018/19 to carry out consultations as detailed in the paper be welcomed;

(c) that progress on delivery and consideration of any new requests for residents parking schemes be reported annually to this Committee;

(d) that the Cabinet be requested that sufficient funds are provided from the On-Street Parking account to ensure the delivery of the Residents' Parking proposals for the City, detailed in the Working Party's Paper, as approved by this Committee.

* **39** **Dates of Meetings**

26 April, 30 July and 6 November 2018 and 14 January and 9 April 2019

The County Council Calendar of meetings was available on the website:

<http://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

***DENOTES DELEGATED MATTER WITH POWER TO ACT**

The Meeting started at 2.15 pm and finished at 4.30 pm

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