

To: All Members of the County Council  
All Chief Officers

From COUNTY SECRETARY'S  
DEPARTMENT

Ask for David Roberts  
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My Ref. DR/  
Your Ref.

CABINET  
23 JUNE 2003

MINUTES  
ATTENDANCE

**MEMBERS OF THE CABINET**

D A Ashley, R J M Ellis (Chairman), R I N Gordon, M H T Janes,  
J M Pitman, A M R Searing, I E M Tarry

Other Members present:

T I Ambrose, D Billing, E M Clarke, G M Cook, P V Goggins, M Green, T G M Kent,  
R Mays, D T F Scudder, I H Laidlaw-Dickson, A Lee, C J White, B A York.

Upon consideration of the agenda for the Cabinet meeting on 23 June 2003 as  
circulated, copy annexed, executive decisions were reached and are recorded below:

*Note: No conflicts of interest were declared by any member of the Cabinet in relation to  
the matters on which decisions were made at this meeting and set out below.*

**1. MINUTES**

The minutes of the Cabinet held on 19 May 2003 were confirmed as a correct  
record.

**2. LOCAL TRANSPORT PLAN - ANNUAL PROGRESS REPORT**  
(Forward Plan Ref. A032/03)

**Decision**

That Council be recommended that:

1. The Local Transport Plan Annual Progress Report, as set out in Appendix  
1 to the report, is approved for submission to the Department for  
Transport by 31 July 2003 including:

- (a) a new policy on Rural Transport
  - (b) a supplementary bid of £1.15 million to cover works on the existing A10 following completion of the Wadesmill Bypass.
2. In consultation with the Executive Member and the Chairman of Transport Panel, the Director of Environment be authorised to finalise the document including:
- (a) incorporating a submission from Broxbourne Council when received
  - (b) further performance indicator data that becomes available.

**Reasons for the decision**

The County Council is required to publish an Annual Progress Report on the Local Transport Plan for submission to the Department of Transport by 31 July 2003. The format of the document follows government guidance.

The Annual Progress Report includes a new policy on Rural Transport which replaces the one set out in the Local Transport Plan.

The document also includes a supplementary bid to the Government for £1.15 million to fund works on the existing A10 following completion of the Wadesmill Bypass.

**Any alternative options considered and rejected**

None

3. **FUTURE DEVELOPMENT OF AIR TRANSPORT IN THE SOUTH EAST - suggested County Council response to the Department for Transport consultation.**  
(Forward Plan Ref. A037/03)

**Decision**

1. The Director of Environment, in consultation with the Executive Member, be authorised to submit a holding response to meet the closure date for consultation submissions pending further discussion at the next meeting of full council.
2. The County Council be recommended to endorse the following response :

The County Council:

- (a) Fully endorses its initial response to the consultation made in December 2002 and accepts the attached report together with the comments of the Structure Plan and Regional Planning Panel and the Environment Scrutiny Committee as the basis for a second response to the Department for Transport.
- (b) Expresses its concerns that the proposals for airport growth in the South East would have an extremely detrimental impact on the County.
- (c) Strongly endorses the view that demand management should form the basis of any long-term aviation policy.
- (d) Considers that if, following consideration of the issues raised by the County Council and others, further runway capacity is required in the south east, it should be provided at a new off-shore or estuarial site where noise implications can be minimised whilst allowing 24 hour operations.
- (e) Asks the Department for Transport to review the alternative proposals for such a site taking full account of the positive benefits they offer, particularly in terms of noise and the impact for economic regeneration.
- (f) Considers any decision on the siting of new airport capacity should only be made following a full sustainability appraisal of options and when the necessary support and infrastructure works have been fully identified, and the viability and feasibility of their provision within the timescale of the development assured.
- (g) Considers that expansion of airport capacity needs to be considered in a national context and taking particular account of the regional regeneration opportunities that may exist.
- (h) Continues to pursue a campaign beyond the close of the consultation period to ensure that Hertfordshire's case is maximised in future determination of aviation policy.
- (i) Authorises the Director of Environment to finalise the County Council's response and submit it to the Department for Transport in consultation with the executive member
- (j) Does not accept the case for a new hub airport in the south east.

**Reasons for the decision**

As set out above and in the report.

**Any alternative options considered and rejected**

None

**4. PROPOSED WITHDRAWAL OF THE TRAFFIC WARDEN SERVICE IN HERTFORDSHIRE**  
(Forward Plan Ref. A037/03)

**Decision**

1. To continue with the current approach of working with the District Councils to find a local solution to on and off street parking in order to implement Decriminalised Parking Enforcement (DPE) across the remainder of Hertfordshire in a phased manner in liaison with the Police and individual Districts.
2. Supports the comments of the Environment Scrutiny Committee (17 June 2003) as a useful aid in ensuring the minimum disruption arising from the decision of the Chief Constable.

**Reasons for the decision**

The Chief Constable had decided, December 2002, to withdraw the traffic warden service from March 2004, and recommended that the District Councils should take up powers for DPE.

The Roads and Traffic Regulations Act 1991 enabled local traffic authorities outside of London to decriminalise parking enforcement and take control of enforcement themselves. Local authorities can introduce and manage parking schemes to achieve wider transport and social objectives. More than 50 authorities across England and Wales had taken up DPE, including Watford and Three Rivers.

The County Council, as the Traffic Authority, would submit any application for DPE powers. Currently, the County Council delegates those powers to the District Councils simultaneously.

**Any alternative options considered and rejected**

None

**5. FIRE AND RESCUE SERVICE: CHARGING FOR SPECIAL SERVICE CALLS - DOMESTIC FLOODING**

**Decision**

That charges are no longer made for attendance at domestic flooding incidents unless the officer in charge at the incident considers that the service is being abused, and the service policy on charging for special services be amended accordingly.

**Reasons for the decision**

As set out in the report.

**Any alternative options considered and rejected**

None

**6. BEST VALUE REVIEW OF SERVICES TO OLDER PEOPLE**  
(Forward Plan Ref. A021/03)

**Decision**

That the recommendations arising from the best value review of services to older people be adopted

**Reasons for the decision**

To apply existing resources better in order to:

- (a) Potentially reduce the long term cost of care packages through providing a more enabling Home Care service that helps people regain and keep their independence for as long as possible.
- (b) Give users and carers more choice and control over the services they receive without increasing the overall cost of services to the County Council.
- (c) Evaluate the effectiveness of existing ACS funded bed based intermediate care services in improving client independence so that the most effective approaches could be identified and adopted.
- (d) Help clients remain independent for longer through using existing information resources more effectively.
- (e) Reduce duplication and wastage in Assessment, Care management and Service provision through working with local partners in an incremental and opportunistic way while continuing to deliver best value for the people of

Hertfordshire.

**Any alternative options considered and rejected**

None

**7. LIBRARY SERVICE BEST VALUE REVIEW**

(Forward Plan Ref. A022/03)

**Decision**

That the following recommendations of the Libraries Best Value Review be implemented:

- (a) Develop and implement a marketing strategy to include identifying target groups, local marketing, income generation and branding with £50,000 derived from efficiencies arising from the review;
- (b) Improve the library fees and charges structure to encourage greater use of the service, particularly by users from disadvantaged groups, as identified by the CPA inspectors to a value of £20,000, funded from efficiencies;
- (c) Abolish charges for public access to the Family History Centre. The impact on use to be monitored and reviewed by the Executive member one year after the charges are abolished to ensure that the cost of £7,000 has been offset elsewhere in the HALS budget;
- (d) Ensure all possible developments/renewal opportunities for libraries are considered, in particular maximising opportunities for joint operations with partners to provide flexible multi-use jointly staffed space;
- (e) To review the mobile library service structure, implement the results in consultation with the Executive Member and move to single staffing of all mobiles as soon as possible;
- (f) To implement single-staffing in appropriate fixed service points as soon as possible;
- (g) Operate a pilot concerning Sunday opening for a period of six to twelve months at a suitable location determined in consultation with the Executive Member with proposals for any permanent Sunday opening to return to Cabinet for consideration.

**Reasons for the decision**

In order to:

- Improve to the current service through reallocation of resources
- Develop the service through partnership working plus redevelopment opportunities which give the potential to successfully reposition libraries in the communities they serve.

**Any alternative options considered and rejected**

None

**8. HERTSMERE COMMUNITY STRATEGY**

**Decision**

That the Community Strategy for Hertsmere be endorsed.

**Reasons for the decision**

The Hertsmere Community Strategy is a vision for the period 2003-2020. It has been developed over the past eighteen months and has sought to build on existing processes, successes and key priorities of partner organisations. The key themes within the strategy had been identified and endorsed through a wide range of consultation exercises and the key aims and objectives flowing from these themes reflected the priorities of partner organisations and the County Council.

**Any alternative options considered and rejected**

None

**9. THE USE OF SPECIFIC GRANTS AND SUPPLEMENTARY CREDIT APPROVALS - ADULT CARE SERVICES AND CHILDREN SCHOOLS AND FAMILIES**

**Decision**

1. The application of the specific grants and supplementary credit approvals to the service area for which they were intended, be approved.
2. The allocations and use of the grants proposed in the report be approved.
3. The application of the additional grant to support schools' budgets be allocated as outlined in para. 4.14 but to include nursery schools and education support centres as outlined in para. 4.17.

**Reasons for the decision**

To agree the use of specific grants and supplementary credit approval by Adult Care Services and Additional Grant to Support School Budgets by Children,

Schools and Families Service for 2003/2004.

**Any alternative options considered and rejected**

None

**10. LEA RESPONSE TO THE ADJUDICATOR**

**Decision**

That the attached paper (Annex A) be approved as the Cabinet's response to the adjudicator.

**Reasons for the decision**

The Admissions Code of Practice which came into effect from 31 January 2003 allowed, for the first time, community schools to object to the Adjudicator about the admission rules of foundation and voluntary aided schools in the relevant area. The Adjudicator had invited the Council to respond to objections received.

**Any alternative options considered and rejected**

None