

**HERTFORDSHIRE COUNTY COUNCIL
ENVIRONMENT SELECT COMMITTEE
TUESDAY 23 JANUARY 2001 AT 10.30 AM**

**ENVIRONMENT SERVICE
PROPOSED RESOURCE BUDGET 2001/02 – 2004/05**

Report of the Director of Environment and Finance Director

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Executive Member:- Iris Tarry

1. Purpose of the report

To consider proposals from the Cabinet for the revenue budget 2001/02 to 2004/05 and the Capital Programme 2001/02 to 2003/04 for the Environment portfolio and make recommendations as appropriate.

2. Summary

- 2.1 At its meeting on 18 December 2000 Cabinet made proposals on the revenue budget and capital programme for scrutiny by Select Committees in January 2001.
- 2.2 The proposals relating to the Environment portfolio are attached at Appendix 1A to 1F.
- 2.3 Recommendations made by this Select Committee will be considered by Cabinet on 29 January, along with the latest information on resources and the outstanding uncertainties. The County Council will agree the budget and council tax level on 15 February.

3. Cabinet Proposals

- 3.1 The recommendations made by Cabinet on 18 December 2000 which are relevant to this Committee are as follows:-
 - 1. *That the resources budget proposals detailed in the report, including the use of reserves, be approved.*
 - 2. *That the Environment Select Committee and the Transport Panel analyse the LTP settlement and advise the Director of Environment and Executive Member for Environment on an appropriate allocation.*

4. Update

- 4.1 Since the report to Cabinet was written, the details of the Local Transport Plan (LTP) settlement for Integrated Transport have been received. The Transport Panel has been looking at the possible allocation of the settlement across the various headings and their recommendations are set out in Appendix 2 of this report.
- 4.2 The recommendations will be discussed at a 'Joint Member meeting' with the district councils on January 15th. The outcome of the joint meeting will be reported verbally on the 23rd and the Select Committee are invited to advise the Director of Environment and Executive Member for Environment on an appropriate allocation in accordance with the resolution of the Cabinet.

PORTFOLIO: ENVIRONMENT

PROPOSED RESOURCE BUDGET 2001/02 – 2004/05

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COMMENTARY

1. General

- 1.1 This Appendix outlines details of the proposals for a revenue budget of £68.629 million and a capital programme of £2.610 million for Environment.
- 1.2 The standstill revenue budget for Environment for 2001/02 is £68.556m, an increase of £4.7million or 7.4% on the current year's original budget. The major items within this sum are £3.0 million for inflation (including £600,000 for the impact of the increase in the landfill tax); £1.1m for increases in waste volumes and £250,000 for the cost of legislative changes.
- 1.3 In looking at its budget each year, the Environment Department has always been keen to ensure that efficiency savings are maximised. As a result of this approach, a total of almost £4m of efficiency savings have been taken from the Environment budget over the last four years.
- 1.4 In addition, a further £647,000 of cashable efficiency savings have been identified for 2001/02, together with non-cashable efficiency savings of £635,000.
- 1.5 The savings included in the proposals are summarised below with fuller details provided in the following appendices:

£'000

Cashable Efficiency Savings

Advertisements on Street Lights	200
Trade Waste Income	100
Highways Maintenance Efficiencies	100
Design Fees	90
Skip & Scaffold Licences	50
Passenger Transport Income	30
SERPLAN Subs	30
Staffing & Printing	20
From Transport Ops Best Value Review	17
Bus Shelter Grants	10
Total	647

Non-Cashable Efficiency Savings

Bus Shelter Agreement	500
Centralised Commissioning	60
New Roads & Street Works Act Inspections	50
Airport & Multi-Modal Studies	25
Total	635

COMMENTARY

2. Standard Spending Assessment

- 2.1 Approximately £35.3m or 55% of the Environment Committee's 2000/01 budget is spent on services that are covered by the Standard Spending Assessment (SSA) for 'Highway Maintenance'. In this context the term 'Highway Maintenance' (as defined by the Department of the Environment, Transport and the Regions) is a little wider than might normally be expected, as it includes items such as street lighting, road safety, and winter maintenance as well as the more obvious physical repairs to roads.
- 2.2 The provisional Highways Maintenance SSA for 2001/02 gives an increase of just over £0.5 million (1.4%) from £40.4 million to £40.9 million whilst the relevant budget set out in these appendices increases by £1.7 million (4.8%) from £35.3 million to £37.1 million. However, this welcome move to close the gap still leaves the budget more than £3.8 million or 9% below the SSA.

3. Local Transport Plan Settlement

- 3.1 The County Council bids for Central Government support for highway maintenance and other capital schemes through the Local Transport Plan (LTP). At the time of writing the report to cabinet, we had only been notified of the result of that part of our bid that relates to maintenance
- 3.2 For 2000/01, Hertfordshire was allocated £4.5m through the LTP for maintenance of bridges and the principal road network. This amount was supplemented by County Council resources of £18.4m for maintenance of the principal and local road networks giving a total of £22.9m.
- 3.3 For 2001/02 the allocation that has been announced for Hertfordshire is £10.083m for maintenance of bridges, and the principal and local road networks. If the budget set out in these papers is approved, the County Council funding for these areas will be £18.4 million, giving a total of £28.5 million. After taking account of inflation, this amounts to an increase of £4.6 million or 20% and will assist in addressing the backlog of maintenance.
- 3.4 The other part of the LTP bid covers an area known as 'Integrated Transport' and helps to finance projects such as area plans, safety schemes and safe access routes to schools. The allocation for 2000/01 was £5.0 million, which was supplemented by an additional £1.2 million from County Council funds. The allocation for 2001/02 is expected to be announced sometime during the week commencing 11th December. *(The allocation for the remainder of the LTP was received on December 14th and is referred to in section 4 of the covering report.)*

- 3.5 In the past, the allocation of monies across the various programmes within the LTP bid has been made by the Environment Committee following advice from the Transport Panel. Clearly this process is no longer available under the new member structures. It would be appropriate for the Environment Select Committee and the Transport Panel to analyse the settlement when it is received and to advise the Executive Member for Environment on an appropriate allocation.

APPENDIX 1B

**REVENUE BUDGET 2001/02 – 2004/05
AND MOVEMENT FROM CURRENT YEAR'S BUDGET**

	2001/02	2002/03	2003/04	2004/05
	£'000	£'000	£'000	£'000
2000/01 Original Budget	63,811	63,811	63,811	63,811
Technical Adjustments 2000/01	(19)	(19)	(19)	(19)
2000/01 Adjusted Budget	63,792	63,792	63,792	63,792
Technical Adjustments 2001/02	(14)	(14)	(14)	(14)
Inflation	3,008	3,608	4,208	4,808
<u>Pressures for Change</u>				
<i>Previous Policy Decisions</i>				
1. Gateway Savings/Recharge	(40)	(40)	(40)	(40)
2. Rural Estates – End maintenance moratorium			61	61
3. Single Status	(25)	(39)	(50)	(57)
<i>Demographic Change</i>				
4. Domestic Waste Volumes	1,100	1,700	2,300	2,900
5. Bus Contracts	118	196	274	352
6. Road length Increases	75	150	225	300
<i>Legislative Change</i>				
7. Transport Act 2000	30	30	30	30
8. Countryside Bill	75	75	75	75
9. Climate Change Levy	148	148	148	148
<i>Other Pressures</i>				
10. Business rates – revaluation	0	1	2	2
11. Superannuation – LGPS	109	218	327	436
12. Increments	50	100	150	200
13. Revenue Effects of Capital (Telecoms)	18	20	22	22
14. Capital payback (Telecoms)	12	18	18	18
15. Public Inquiries into rail improvements	100	100		
<u>STANDSTILL BUDGET</u>	68,556	70,063	71,528	73,033
<u>Efficiency Savings</u>				
1. Advertisements on Street Lights	(200)	(200)	(200)	(200)
2. Trade Waste Income	(100)	(100)	(100)	(100)
3. Highways Maintenance Efficiencies	(100)	(100)	(100)	(100)
4. Design Fees	(90)	(90)	(90)	(90)
5. Skip & Scaffold Licences	(50)	(50)	(50)	(50)
6. Passenger Transport Income	(30)	(30)	(30)	(30)
7. SERPLAN Subs	(30)	(30)	(30)	(30)
8. Staffing & Printing	(20)	(20)	(15)	(20)

APPENDIX 1B (cont'd)

**REVENUE BUDGET 2001/02 – 2004/05
AND MOVEMENT FROM CURRENT YEAR'S BUDGET**

9. From Transport Ops Best Value Review	(17)	(38)	(37)	(38)
10. Bus Shelter Grants	(10)	(10)	(10)	(10)
<u>Service Enhancements</u>				
1. Support for Bus Routes	220	250	300	350
2. Child Safety	500			
Resultant budget	68,629	69,645	71,166	72,715

PRESSURES FOR CHANGE

Previous Policy Decisions

<p><u>1. Gateway Savings/Recharge</u> Full year effects of savings associated with the Gateway project.</p>	<p>- £40,000 2001/02 - £40,000 2002/03 - £40,000 2003/04 - £40,000 2004/05</p>
<p><u>2. Rural Estates – End Maintenance Moratorium</u> The budget for 2000/01 included a three-year moratorium on maintenance for the rural estate. This item reinstates the budget.</p>	<p>+ £61,000 2003/04 + £61,000 2004/05</p>
<p><u>3. Single Status</u> Savings arising from the implementation of the single status package on 1 July 2000.</p>	<p>- £25,000 2001/02 - £39,000 2002/03 - £50,000 2003/04 - £57,000 2004/05</p>

Demographic Changes

<p><u>4. Domestic Waste Volumes</u> The volumes of household waste that the County Council is obliged to dispose of each year continues to rise in common with all waste disposal authorities. At approximately 5% per year, Hertfordshire's increase is in the middle of the range experienced by other Waste Disposal Authorities in the East of England. In addition, inflation experienced on waste disposal contracts is currently running higher than the standard 2.4% level allowed on most budget heads. A provision has been made in the central contingency to cover any excess costs that may be incurred.</p>	<p>+ £1.1m 2001/02 + £1.7m 2002/03 + £2.3m 2003/04 + £2.9m 2004/05</p>
<p><u>5. Bus Contracts</u> As the general population increases, so does the demand and ridership on services that are subsidised by the County Council. This impacts upon the Department's budget through three main areas – the increase in general ridership on routes open to the public, the increase in school children using savercards and the increase in usage of Dial-a-Ride services.</p>	<p>+ £118,000 2001/02 + £196,000 2002/03 + £274,000 2003/04 + £352,000 2004/05</p>
<p><u>6. Road Length Increases</u> With increases in residential developments, the length of roads that the County Council has a responsibility to maintain continues to grow each year. This item allows for a modest increase in the budget available to maintain these roads.</p>	<p>+ £75,000 2001/02 + £150,000 2002/03 + £225,000 2003/04 + £300,000 2004/05</p>

APPENDIX 1C (cont'd)

PRESSURES FOR CHANGE

Legislative Changes

7. Transport Act 2000 + £30,000 2001/02
This act requires the County Council to consult on, develop and + £30,000 2002/03
produce a detailed 'bus strategy, information strategy, quality + £30,000 2003/04
partnership and quality contracts'. All of these will require + £30,000 2004/05
considerable input.

8. Countryside Bill + £75,000 2001/02
The Countryside & Rights of Way Bill is expected to be enacted + £75,000 2002/03
from 2001. The legislation will confer new duties upon local + £75,000 2003/04
authorities such as the requirement to draw up Rights of Way + £75,000 2004/05
Improvement Plans (analogous to Local Transport Plans), establish
new enforcement procedures for access to land and take greater
account of Areas Of Outstanding Natural Beauty in formulating
policies and implementing programmes.

9. Climate Change Levy +£148,000 2001/02
From 1st April 2001 a new climate change levy will be charged on +£148,000 2002/03
business use of energy, which will increase fuel costs for the +£148,000 2003/04
county council. Nationally revenue raised by the levy will be +£148,000 2004/05
offset by a reduction in employers' national insurance
contributions. The figures shown here are net of the NI reduction.

Other Pressures

10. Business Rates – revaluation 0 2001/02
Estimated additional costs arising from the 2000 revaluation of + £1,000 2002/03
property for rating purposes. + £2,000 2003/04
+ £2,000 2004/05

11. Superannuation – LGPS + £109,000 2001/02
Estimated cost of the additional employer's contribution to the + £218,000 2002/03
local government pension scheme following the 1998 actuarial + £327,000 2003/04
valuation of the fund. + £436,000 2004/05

12. Increments + £50,000 2001/02
Net increments paid to staff, after allowing for turnover, are estimated + £100,000 2002/03
to cost an additional £50,000 per year. + £150,000 2003/04
+ £200,000 2004/05

13. Revenue Effects of Capital (Telecoms) + £18,000 2001/02
This item represents the department's share of running costs + £20,000 2002/03
associated with the countywide telecommunications infrastructure + £22,000 2003/04
programme. + £22,000 2004/05

APPENDIX 1C (cont'd)

PRESSURES FOR CHANGE

<u>14. Capital Payback (Telecoms)</u>	+ £12,000 2001/02
Committees are required to make a revenue contribution into a central fund to payback any county funded capital expenditure over specified periods. This item represents the contribution that has to be made by Environment in respect of the countywide telecommunications infrastructure programme.	+ £18,000 2003/03
	+ £18,000 2003/04
	+ £18,000 2004/05
<u>15. Public Inquiries into Rail Improvements</u>	+ £100,000 2001/02
Significant public inquiries are expected in the next couple of years into the planned upgrades to both the East Coast and West Coast main lines. It is essential that extra budget is made available if the County Council is to be properly represented to ensure that the interests of the County and its residents are protected and promoted.	+ £100,000 2002/03

SAVINGS

Efficiency Savings

As has been the practice in Environment in the past, we have sought to maximise any savings that can be categorised under this heading. If all of the options prove to be acceptable and achievable (see next paragraph) we will have identified £647,000 in efficiency savings in 2001/02 in addition to the almost £4.0m that has been achieved in the last four years.

However, two of the largest items have still to be finalised at the time of writing this report. The first, £200,000 from advertisements on streetlights, is based on preliminary discussions with a potential contractor the details of which have yet to be fully tested; the second, £100,000 from trade waste, is based on calculations made by staff which have yet to be tested by an independent examination by Internal Audit.

1. Advertisements on Street Lights

This proposal would allow advertising on certain designated lamp columns in return for revenue to be made available, either for column replacement, or for wider use within the department's budget.

- £200,000 2001/02
 - £200,000 2002/03
 - £200,000 2003/04
 - £200,000 2004/05

The Environment Committee looked at this option in the past (most recently in October 1999) and dismissed it because of concerns over visual impact, its potential effect on road safety and legal issues as to whether or not the County Council could charge for advertising on lampposts where we do not own the sub-soil. However, other authorities are adopting these type of arrangements and it may be time to re-examine our policy and so exploratory discussions with organisations promoting this approach are about to commence.

2. Trade Waste Income

Routine monitoring of trade waste returns from District Councils has revealed some anomalies. The effect has been that the County Council is probably incurring some costs for the disposal of trade waste that should be borne by the Districts. Internal Audit have been requested to carry out a formal audit of trade waste returns from the District Councils. On the basis of the initial monitoring results, it is expected that the audit will reveal that the County Council is funding the disposal of trade waste to the tune of around £100,000 per annum. Should this be the case, then the Districts would be required to change their practices, so that they pay for the disposal of trade waste and the burden does not fall on the County Council. There is clear potential for friction between the County and District Councils, both in terms of the audit process being seen as "big brother" checking up and in terms of the additional costs they are likely to (properly) incur.

- £100,000 2001/02
 - £100,000 2002/03
 - £100,000 2003/04
 - £100,000 2004/05

SAVINGS

<u>3. Highways Maintenance Efficiencies</u>	- £100,000 2001/02
The new contract that was awarded to HighGround for highway maintenance will result in further efficiency savings of £100,000 per year.	- £100,000 2002/03 - £100,000 2003/04 - £100,000 2004/05
<u>4. Design Fees</u>	- £90,000 2001/02
A requirement for year on year efficiency savings was built into the original outsourcing contract of the design services to Mouchel TSC. This saving will bring the total reduction achieved on this budget to £390,000 or 6% in four years.	- £90,000 2002/03 - £90,000 2003/04 - £90,000 2004/05
<u>5. Skip & Scaffold Licences</u>	- £50,000 2001/02
This option would mean that the authority made a charge for skips and scaffold licences where they were located on the highway. This proposal was set out and approved in the Best Value Review last year and is being taken forward with a view to implementation next financial year. There are considerable tensions to overcome with district agents but the £50,000 level should be deliverable.	- £50,000 2002/03 - £50,000 2003/04 - £50,000 2004/05
<u>6. Passenger Transport Income</u>	- £30,000 2001/02
Improvements in service quality due to investment in the provision of facilities at interchanges and pump-priming service initiatives with operators such as new low floor/low emission buses have resulted in increased usage on some routes and thus income levels	- £30,000 2002/03 - £30,000 2003/04 - £30,000 2004/05
<u>7. SERPLAN Subs</u>	- £30,000 2001/02
The Environment service currently pays an annual subscription to SERPLAN (The Regional Planning Body covering the whole of the South East) SERPLAN is being wound up on 31 March 2001 and the subscription will, therefore, no longer be required. Alternative arrangements are being put in place for the new East of England region and £29,000 of the Environment budget is to be used to fund Hertfordshire's contribution to the new bodies. This change in arrangements leaves £30,000 that can be offered up as an efficiency saving.	- £30,000 2002/03 - £30,000 2003/04 - £30,000 2004/05

APPENDIX 1D (cont'd)

SAVINGS

8. Staffing & Printing

This is made up of two items; the largest - £15,000 from staffing costs will be achieved through deleting the departmental receptionist post and not renewing the secondment of an officer to the Sustainable Towns and Cities Campaign in Brussels. Whilst the majority of the costs of the secondment are met by the City of Aalborg, the County Council has a small residual financial commitment in respect of some of the on-costs.

- £20,000 2001/02
- £20,000 2002/03
- £15,000 2003/04
- £20,000 2004/05

The second part of this saving is in respect of LTP printing. In 1999/2000 and 2000/2001, the County Council has produced a full Local Transport Plan for submission to DETR as a bid for funds. As well as staff time, the production of this bidding document has necessarily involved considerable design and printing costs. For 2001/2002, the County Council will be required to produce a monitoring report, rather than a full LTP. This will require a similar level of staff resource to previous years, but, as it is not a bidding document, it can be published to a lower presentation standard and in lower numbers. This could save £5,000 in design and printing costs in 2001/02, but these savings would need to be reinstated when the next bidding document is produced.

9. From Transport Ops Best Value Review

The Best Value Review into Transport Operations that was agreed by the Executive Committee on 18th September included net savings accruing to Environment that are shown here. These are from the trial tendering of mixed contract combinations which produce eventual savings of £40,000 per year, offset by the costs of establishing a common comprehensive database detailing all non bus/coach passenger transport available.

- £17,000 2001/02
- £38,000 2002/03
- £37,000 2003/04
- £38,000 2004/05

10. Bus Shelter Grants

As detailed below under 'Non-cashable Efficiencies', an agreement is shortly to be signed with a commercial company to provide and maintain bus shelters across the County. The agreement will allow an efficiency saving of £10,000 to be made from the grants budget whilst increasing the number and quality of bus shelters available to the public.

- £10,000 2001/02
- £10,000 2002/03
- £10,000 2003/04
- £10,000 2004/05

SAVINGS

Non-Cashable Efficiency Savings

'Non-cashable efficiency savings' are achieved where extra services are provided at no extra costs to the County Council. A total of £635,000 of 'non-cashable' efficiency savings have been identified for 2001/02. However, it should be noted that this is heavily dependent upon one item - the Adshel Bus Shelter Agreement. Specific items included are:

Bus Shelter Agreement

An agreement is shortly to be signed with a commercial organisation (Adshel) for them to provide and maintain between 800 and 1,000 bus shelters which would cost the County Council approximately £500,000 per year if we were to provide direct. Bus shelters are currently provided by District and Parish/Town Councils as well as by Adshel and some cash savings will therefore accrue to other organisations. The saving counts as a non-cashable efficiency saving for the Environment service as the work in bringing the parties together and negotiating the final deal was done by staff from this department. The County Council currently makes grants to parish and town councils to renew or refurbish some bus shelters in rural areas. The budget for this will be continued (at a reduced level) as there will inevitably be some sites where the modern design and associated advertising is not in keeping with the local environment. The reduction of £10,000 in the grants budget is shown above as a cashable efficiency saving.

- £500,000 2001/02
- £500,000 2002/03
- £500,000 2003/04
- £500,000 2004/05

Centralised Commissioning

New arrangements have been put in place with our providers of design consultancy services (MTSC) for a centralised system of commissioning smaller works order. As a result, this approach will negate the need for multiple small commissions from 10 Area teams. Instead, the new procedure will require the commissioning for such works to be dealt by the MTSC contract lead officer who will access consultants performance on a global basis. Thereby freeing up area team staff to concentrate on their community consultation role. (Previous arrangements could involve up to 30 area staff writing and assessing multiple low value commissions.)

- £60,000 2001/02
- £60,000 2002/03
- £60,000 2003/04
- £60,000 2004/05

APPENDIX 1D (cont'd)

SAVINGS

<u>New Roads & Street Works Act Inspections</u>	- £50,000 2001/02
Under the New Roads & Street Works Act the County Council is able to inspect a proportion of works undertaken by the utility companies (including cable companies) to ensure that appropriate standards are met. Where standards are not met, the utility company is required to re-do the works and pay the costs of inspection. With increasing pressures on area teams and agency staff, this area of work was not getting as much attention as desired and so an arrangement has been made with MTSC for them to carry out this service at no cost to the County Council. If sub-standard works are not detected within a specified period, any necessary repairs become the liability of the County Council. By ensuring the inspections are carried out, the County Council is saving potential repair liabilities in the future.	- £50,000 2002/03 - £50,000 2003/04 - £50,000 2004/05
<u>Airport and Multi-Modal Studies</u>	- £25,000 2001/02
Currently a number of staff in the Environment department are occupied for part of their time on work related to airport policy and DETR transport policy, including the two multi-modal studies affecting Hertfordshire. From April 2001, the amount of work involved in these activities will increase significantly and, in particular, the County Council will need to respond to a number of events – the publication of the results of the appraisal of options for airport development, the publication of the results of South East Regional Airports study (SERAS), proposals for expansion from Stansted Airport (and possibly Luton) and the results of the consultants' reports on the multi-modal studies. Spread across the various staff of the department, the additional workload is estimated to be in the order of about 0.75 fte. It is proposed that this additional workload be absorbed within existing resources.	- £25,000 2002/03 - £25,000 2003/04 - £25,000 2004/05

SERVICE ENHANCEMENTS

1.	<u>Support for Bus Routes</u>	+£220,000 2001/02
		+£250,000 2002/03
		+£300,000 2003/04
		+£350,000 2004/05

The County Council is experiencing an increasing trend of operators withdrawing from the provision of some bus routes as they become unprofitable. This is placing the authority in a dilemma, as many of these previously profitable routes have reasonably high levels of usage and it is pressures such as increased fuel and driver costs rather than reduced use that tips the balance.

Under the provisions of the Transport Act, the County Council has six weeks to consider whether to replace all, part, or none, of any route 'surrendered' by an operator. In Hertfordshire the costs of providing these services is shared 75% by the County Council and 25% by the Districts and so the County Council has been working with the relevant District Councils to try to contain expenditure within available budgets by altering existing contracts and/or withdrawing support from other services.

The provision of an extra £220,000 in 2001/02 (rising to £350,000 in 2004/05) will help to protect key routes and ensure that the impacts of any withdrawals are minimised.

2.	<u>Child Safety</u>	+£500,000 2001/02
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To help meet the proposed BVPP promise to reduce child pedestrian casualties, a programme of measures will be implemented which would not normally be developed in Safety Engineering or Traffic and Environment schemes. These measures will be focused around primary schools, concentrating on areas of possible or known conflict between child pedestrians and drivers and include measures to slow traffic, prevent parking outside schools to improve children's visibility and to guide children to safe crossing points.

APPENDIX 1F

PROPOSED CAPITAL PROGRAMME 2001/02 – 2003/04

ENVIRONMENT

Scheme	Total Scheme Cost	2001/02	2002/03	2003/04	Subsequent Years
	£'000	£'000	£'000	£'000	£'000
<u>County Funded Schemes</u>					
Replace Floor at Waterdale Waste Transfer Station	120	120			
Highway Maintenance – Non Principal Roads	4,770	1,770	1,000	1,000	1,000
Household Waste Recycling Centre at Waterdale	735	150	585		
Rights of Way	700	150	150	200	200
Aldenham Dam	120	120			
Baldock Bypass	750			750	
Disabled Facilities at Pedestrian Crossings	400	100	100	100	100
Local Highways Partnerships	100	100			
Measures/equipment for school transport behaviour	200	100	100		
Total County Funded	7,895	2,610	1,935	2,050	1,300
<u>Self-financing Schemes</u>					
Winter Maintenance Depot Rationalisation	3,578	1,153	814	1,611	
Total Self Financing	3,578	1,153	814	1,611	
<u>Externally Funded Schemes</u>					
Local Transport Plan					
- maintenance* ¹		10,083	10,586	7,940	7,940
- integrated transport* ²		12,500	12,000	12,100	12,350
Total Externally Funded		22,583	22,586	20,040	20,290
Total Programme		26,346	25,335	23,701	21,590

*¹ Local Transport plan maintenance figure for 2003/04 and 2004/05 represents the minimum allocation the council can expect based on information provided by the DETR.

*² The LTP allocation for integrated transport was not included in the original report to Cabinet as it was not available at the date of publication. The allocations for 2002/03 and beyond are indicative only.

Note: Supporting business cases for the above schemes can be obtained from Mike Collier (01992 556010)

APPENDIX 2**LOCAL TRANSPORT PLAN SETTLEMENT 2001/02**

Programme	Transport Panel's Proposed Allocation £000s
South West Hertfordshire	2,170
Lea Valley	1,770
Mid Hertfordshire	700
Northern Hertfordshire	420
Eastern Hertfordshire	400
West Hertfordshire	400
Safety	2,230
LEARN	660
Rural	200
Cycling	750
Passenger Transport	2,000
Urban Plans	800
Maintenance - Principal Carriageways	5,400
Maintenance – Bridges	2,050
Maintenance - Non-Principal Carriageways	2,633
<u>TOTAL</u>	22,583