

Communities Overview and Scrutiny Committee

3 November 2010

Agenda

A meeting of the Communities Overview and Scrutiny Committee will be held at the
SHIRE HALL, WARWICK on WEDNESDAY, 3 NOVEMBER 2010 at 10.00 a.m.

Morning Session starting at 10:00 am

1. General

(1) Apologies

(2) Members' Disclosures of Personal and Prejudicial Interests.

Members are reminded that they should disclose the existence and nature of their personal interests at the commencement of the relevant item (or as soon as the interest becomes apparent). If that interest is a prejudicial interest the Member must withdraw from the room unless one of the exceptions applies.

'Membership of a district or borough council is classed as a personal interest under the Code of Conduct. A Member does not need to declare this interest unless the Member chooses to speak on a matter relating to their membership. If the Member does not wish to speak on the matter, the Member may still vote on the matter without making a declaration'.

(3) Minutes of the meeting of the Communities Overview and Scrutiny Committee held on 8 September 2010

(4) Chair's Announcements

The public reports referred to are available on the Warwickshire Web
www.warwickshire.gov.uk/committee-papers

2. Public Question Time (Standing Order 34)

Up to 30 minutes of the meeting is available for members of the public to ask questions on any matters relevant to the business of the Communities Overview and Scrutiny Committee.

Questioners may ask two questions and can speak for up to three minutes each.

For further information about public question time, please contact Ann Mawdsley on 01926 418079 or e-mail annmawdsley@warwickshire.gov.uk.

3. Questions to the Portfolio Holders (Customers, Workforce and Partnership and Community Safety)

Councillor Colin Hayfield (Lead Portfolio Holder, Customers, Workforce and Partnership)

Councillor Richard Hobbs (Community Safety)

Up to 30 minutes of the meeting is available for Members of the Committee to put questions to the Portfolio Holders on any matters relevant to the Communities remit.

4. Implementing the Fire and Rescue Service Improvement Plan

Report of the Chief Fire Officer.

The Fire and Rescue Service is making good progress on delivering the Improvement Plan. Robust arrangements are being put in place to ensure the Improvement Plan is deliverable and will reallocate resources to improve the safety of our local communities. Benefits delivered to date include:

- Starting to release capacity from changing the response to automatic fire alarms (AFAs)
- Increasing home fire safety checks to help local people be safer in their homes and reduce accidental dwelling fires
- Providing increased training for firefighters.

Recommendation

The Communities Overview and Scrutiny Committee consider the report and make recommendations as appropriate

For further information please contact Gary Phillips, Deputy Chief Fire Officer, Tel: 01926 423231 E-mail garyphillips@warwickshire.gov.uk.

5. Strategic Review of Domestic Abuse Support Services in Warwickshire

Report of the Strategic Director for Customers, Workforce and Governance

Community Safety, Supporting People and the district and borough councils commissioned an independent strategic review into domestic abuse support services in Warwickshire. This paper outlines the key conclusions and asks the Communities Overview and Scrutiny Committee to provide comment on the content of the report before it is presented to Cabinet for authority to consult.

Recommendation

That the Communities Overview and Scrutiny Committee comments upon the options to remodel the services and support available for those affected by domestic abuse in Warwickshire in light of the outcome of the strategic review, withdrawal of government LPSA 2 funding and anticipated government spending reductions.

For further information please contact Sue Ingram, Domestic Abuse Manager, Tel: 01926 412016 E-mail sueingram@warwickshire.gov.uk or Kate Nash, Head of Community Safety and Localities, Tel: 01926 412177 E-mail katenash@warwickshire.gov.uk.

6. Winter Service Review 2010

Report of the Strategic Director for Environment and Economy

This report provides the Committee with a thorough update and a basis for discussion of County Highway's Winter Service.

Recommendation

That the Overview and Scrutiny Committee considers the findings of the 2010 Winter Maintenance Service Review.

For further information please contact Bryn Patefield, Contract and Improvement Officer, Tel: 01926 736533 E-mail brynpatefield@warwickshire.gov.uk.

7. High Speed Rail 2

Report of the Strategic Director for Environment and Economy

This report outlines the status of the Government's proposals for HS2, confirms Warwickshire County Council's role to date and updates Members on the next steps.

Recommendation

That Members:-

1. Note the content of the report and status of the Government's proposals for HS2.
2. Comment on the officers' suggestions for the next steps for the Council to take (section 6).
3. Receive subsequent reports on HS2 and in particular the Government's formal consultation in the New Year on the proposed HS2 route.

For further information please contact Mandy Walker, Group Manager
Regeneration Projects and Funding, Tel: 01926 412843 E-mail
mandywalker@warwickshire.gov.uk.

8. Questions to the Portfolio Holder (Environment and Economy)

Councillor Alan Cockburn (Lead Portfolio Holder, Environment and Economy)

Up to 30 minutes of the meeting is available for Members of the Committee to put questions to the Portfolio Holders on any matters relevant to the Communities remit.

9. Household Waste Recycling Centres (report to follow)

To receive the report and recommendations from the Task and Finish Group established to scrutinise contract specification for the Household Waste Recycling Centres

For further information please contact Alwin McGibbon, Overview and Scrutiny Officer, alwinmcgibbon@warwickshire.gov.uk, Tel 01926 412075

10. Committee Work Programme and suggested topics for Task and Finish Groups

This report outlines the draft work programme for the Committee and review outlines for suggested Task and Finish Groups to be passed onto the Overview and Scrutiny Board for consideration..

Recommendation

The Committee is recommended to agree:

- i) the work programme, to be reviewed and reprioritised as appropriate throughout the year
- ii) the suggested review outlines and forward them onto the Overview and Scrutiny Board for consideration

For further information please contact Michelle McHugh, Overview and Scrutiny Manager, Tel: 01926 412144 E-mail michellemchugh@warwickshire.gov.uk.

Forward Plan

For information:

Cabinet – 18 November 2010

Strategic Review of Domestic Abuse Support Services in Warwickshire
Moving forward Locality Working and closing in on the Big Society
Concessionary Travel funding position from DfT
Disposal of Land at Ufton Fields and Stockton Cutting nature reserves
Housing Policy
Review of Safety Cameras
West Midlands (Fire) Regional Management Board
Framework Contract for Building Responsive and Planned Maintenance and Minor Improvement Works
Land adjoining Cape Road, Warwick - Exempt

Cabinet – 16 December 2010

Rugby Western Relief Road
Proposed Abandonment of the Boughton Road Relief Road
Education Business Partnership Review – Exempt

10. Any Other Items

which the Chair decides are urgent.

JIM GRAHAM
Chief Executive

Communities Overview and Scrutiny Committee

County Councillors

Sarah Boad, Richard Chattaway, Jeff Clarke, Barry Lobbett, Mike Gittus, Phillip Morris-Jones, Martin Shaw, Ray Sweet, John Whitehouse (Chair), Chris Williams

Cabinet Members

Councillor Alan Cockburn (Lead Portfolio Holder for Environment and Economy)

Councillor Colin Hayfield (Lead Portfolio Holder for Customers, Workforce and Partnerships)

Councillor Richard Hobbs (Lead Portfolio Holder for Community Safety)

The reports referred to are available in large print if requested

General Enquiries: Please contact Ann Mawdsley on 01926 418079

E-mail: annmawdsley@warwickshire.gov.uk

Enquiries about specific reports: Please contact the officers named in the reports.

Minutes of the Meeting of the Communities Overview and Scrutiny Committee held on 8 September 2010

Present:-

Members of the Committee

Councillor Sarah Boad
“ Richard Chattaway
“ Barry Lobbett
“ Mike Gittus
“ Phillip Morris-Jones
“ Martin Shaw
“ Ray Sweet
“ John Whitehouse (Chair)
“ Chris Williams

Other County Councillors

Councillor Alan Cockburn (Portfolio Holder for Environment and Economy)
Councillor Richard Hobbs (Portfolio Holder for Community Safety)
Councillor June Tandy

Officers

Hugh Disley, Head of Service
Graeme Fitton, Head of Transport and Highways
Ann Mawdsley, Principal Committee Administrator
Michelle McHugh, Overview and Scrutiny Manager
Kate Nash, Head of Community Safety and Localities
Jim Onions, Assistant Chief Fire Officer
Gary Phillips, Deputy Chief Fire Officer

1. General

(1) Appointment of Vice-Chair

Councillor Mike Gittus, seconded by Councillor Martin Shaw, proposed that Councillor Chris Williams be appointed Vice-Chair of the Committee.

A vote was taken and it was resolved that Councillor Chris Williams be appointed Vice-Chair of the Committee.

(2) Apologies for absence

An apology for absence was received on behalf of Councillor Jeff Clarke.

(3) Members Declarations of Personal and Prejudicial Interests

None.

(4) Remit of the Communities Overview and Scrutiny Committee

The remit of the Committee was noted and the Chair stated that due to the broad remit, the Committee would have to be selective about topics for the work programme, with some flexibility built in through the task and finish groups.

(5) Minutes of the meeting of the Corporate Services and Community Safety Overview and Scrutiny Committee held on 1 June 2010

Noted.

(6) Chair's Announcements

The Chair informed the meeting that Item 5 (Youth Justice Service Report on Reduction of Re-offending) would be considered before Item 4 (CARP) as Hugh Disley had another meeting to attend.

The Chair reminded Members they had received an e-mail relating to the Warwickshire Hub on 2 September and as outlined in that e-mail, members of the Partnership and Performance Unit would be in the ante chamber after the meeting for drop in training.

4. Public Question Time

There were no public questions.

5. Questions to the Portfolio Holder

The Chair requested a note to be sent to Cllr Hayfield, Portfolio Holder of Customers, Workforce and Partnerships setting out future dates for the Communities O&S meetings.

Councillor Richard Hobbs

1. Councillor Hobbs stated that he had been appointed as lead member from the LGA on the Project Board looking at Regional Fire Control Centres, which was attended on occasion by the relevant Ministers. He added that Bob Neil, the Parliamentary Under Secretary of State responsible for Fire and Resilience was expected to make announcement on Regional Fire Control Centres in the near future to set out the way forward.
2. In response to a query regarding the cost to the County Council of the empty Fire Control Centre buildings that were standing empty, Councillor Hobbs noted that on legal advice Warwickshire had not signed a lease and the costs were being

picked up by the Department for Communities and Local Government.

3. In response to a question regarding the possibility of realising savings made from regional control and the new CARP vehicles, it was noted that the savings associated with the CARPs had been realised some years ago. Councillor Hobbs added that he was the lead member on the Project Board looking and efficiency and savings for Warwickshire, and a question for the Council in the future would be whether certain services could be run more efficiently by making greater use of partners.
4. Councillor Hobbs undertook to take advice before providing an update on the Atherstone-on-Stour situation.

Councillor Alan Cockburn

1. In response to a question regarding the final cost to the County Council of the Rugby Western Relief Road and the accountability for the overspend, Councillor Cockburn noted that the full costs were not yet clear. The Chair noted that a special meeting to consider this issue was being arranged for the end of November, and the Committee would be able to scrutinise the issues in greater depth at that meeting.
2. Councillor Cockburn stated that gritting remained a top priority for the County Council. The Chair reminded Members that this item would be considered at the 3 November meeting.
3. Councillor Cockburn undertook to e-mail to members of the Committee proposals to regenerate Bedworth Town Centre.
4. It was noted that the Advantage West Midlands would cease to operate from April 2012. Government has asked all Local Authorities to form Local Enterprise Partnerships (LEPs) to replace Regional Development Agencies, comprising 50% business leaders and 50% Local Authority representatives with an independent business chair. Details of powers and resourcing had not been received, but the LEPs would concentrate on economic development work.
5. In response to a question regarding the objectives of joint working group set up with Warwick District Council to look at tree maintenance, Councillor Cockburn noted that this was being done to find more effective, efficient ways of carrying out this work. Michelle McHugh confirmed that this was not a scrutiny review. The Chair recommended that a report back by the working group to the Warwick Area Committee would be appropriate.

The Chair thanked Councillors Cockburn and Hobbs for their responses.

4. Combined Aerial Rescue Platform (CARP)

The Committee received a presentation from Jim Onions, Assistant Chief Fire Officer and Gary Phillips, Deputy Chief Fire Officer setting

out in detail the capabilities of the new CARP appliances and addressing the criticism that had appeared in the press recently.

The Chair thanked Jim Onions and Gary Phillips for their detailed presentation on the equipment that had been purchased. He summed up the discussion with the following points:

- (i) Members were confident that the equipment that had been purchased was appeared to be fit for purpose and would enhance the Warwickshire Fire Service. This would need to be confirmed by actual operating experience following the CARPs' introduction into active service.
- (ii) The Committee requested a progress report at an appropriate time in the future on the performance of the CARP equipment.
- (iii) In terms of the procurement process, comments on the commissioning in terms of specifications nationally were taken on board. There were, however, common themes within the procurement process that had more general application such as project management and deadlines, and lessons needed to be learnt in these areas.
- (iv) Members welcomed the offer of regular briefings/training sessions to be provided by the Fire Service twice a year and requested that the first of these be held before the next meeting.
- (v) Members offered their full support to the Fire and Rescue Service in assisting in any way to counter the bad and inaccurate publicity.

5. Youth Justice Service Report on Reduction of Re-offending

The Committee considered the report of the Strategic Director for Children, Young People and Families outlining the excellent performance of the Warwickshire Youth Justice Service (WYJS) in achieving the stated objectives of prevent youth crime and reducing re-offending of those young people who have committed offences.

During the ensuing discussion the following points were noted:

1. Hugh Disley agreed to provide to Members;
 - a briefing note setting out the offending rates in detail, including numbers and percentages.
 - confirmation of the information given in the report on the reduction in the number of offenders and the status quo of offences, which appeared to be contradictory.
 - a briefing note on responses received by victims in relation to restorative justice and evidence of the actual effectiveness of restorative justice and whether any community benefit was actually achieved.
 - a briefing setting out detailed responses to the questions put forward by Michelle McHugh.
2. Youth Justice Boards were under review nationally and the biggest threat to Warwickshire was a potential loss of the grant

to the Youth Justice Board. Hugh Disley added that while funding was guaranteed for the rest of this financial year, no details were known for 2011/12.

3. There were increasing numbers of youth offenders with mental health issues (current figures showed 54 out of 128 offenders had mental health issues), and this showed that the decision to merge all children and young people services into one Directorate had been a good choice.
4. Early intervention in managing behaviour was crucial to all services.
5. The introduction of the Safer Schools Partnership, where Police Community Support Officers were working with schools, had seen a marked difference in behaviour both in school and around communities. Members agreed that there needed to be more research done to measure the impact of this initiative on a longer term basis.
6. For young people under the age of 16 remanded on bail or placed with specialist foster carers, the County Council was responsible for covering costs (approximately £1,500 a week each) until the youth was placed in a Youth Offending Institution.

The Chair thanked Hugh Disley and Councillor Richard Hobbs, congratulating the service on the results achieved. He added that the Committee would like to see a report in the future setting out the impact of current changes to services, taking into account the labour-intensiveness of the work and the number of families involved, and how these impacts could be minimised.

The Communities Overview and Scrutiny Committee agreed to:

- i. note the report and the current YJB rated performance of “excellent” for Warwickshire Youth Justice Service with regard to reducing re-offending and the effectiveness of the interventions delivered by the Service.
- ii. take into account the potential risks resulting from the current economic climate and reduction in funding to the Youth Justice Service.

6. Committee Work Programme and suggested topics for Task and Finish Groups

The Committee noted the Forward Plan Items.

It was agreed that the starting time for the meeting on 3 November would be moved from 2.00 pm to 10.00 am with a working break for lunch.

During the ensuing discussion the following points were raised:

1. HS2 - A report had been requested for the November meeting on HS2 to look at the proposed project rather than the proposed route and to look at the start of the process for the Council.
2. Fire and Rescue Improvement Plan - This report was to outline the dependencies contained with the Improvement Plan, many of which were actions undertaken to carry out the Integrated Risk Management Plan (IRMP).
3. Councillor Phillip Morris-Jones stated that the state of the economy should feature more significantly within the work programme, as well as the support for medium and large companies and existing businesses. The Chair noted that there were a number of items scheduled dealing with Economic Development and that while the Committee had to ensure that they could add value, there would be plenty of opportunity to introduce new items to the work programme.
4. A balance needed to be maintained between Holding the Portfolio to Account, Overview items and Policy Review and Development.

Members agreed that the two Task and Finish Groups that should be forwarded to the Overview and Scrutiny Board for consideration were:

- Support for New and Small Businesses, with a redefined scope to encompass the whole economic development scene.
- Alcohol Control – Review of Licensing across the County, working with District and Borough Councils, and delayed start until the regulatory changes to licensing powers were enacted.
- Skills Agenda.

Members agreed that the revised Support for New and Small Businesses and the Alcohol Control Task and Finish Groups should take priority over the Skills Agenda.

Members agreed that in light of the above a Task and Finish Group on the Public Realm was not a priority and should not be forwarded to the Board.

7. Any Other Items

None.

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Chair

The Committee rose at 4.15 p.m.

Agenda No .

AGENDA MANAGEMENT SHEET

Name of Committee	Communities Overview and Scrutiny
Date of Committee	3rd November 2010
Report Title	Implementing the Fire and Rescue Service Improvement Plan
Summary	<p>The Fire and Rescue Service is making good progress on delivering the Improvement Plan. Robust arrangements are being put in place to ensure the Improvement Plan is deliverable and will reallocate resources to improve the safety of our local communities. Benefits delivered to date include:</p> <ul style="list-style-type: none">• Starting to release capacity from changing the response to automatic fire alarms (AFAs);• increasing home fire safety checks to help local people be safer in their homes and reduce accidental dwelling fires;• providing increased training for firefighters.
For further information please contact: Would the recommended decision be contrary to the Budget and Policy Framework?	<p>Gary Phillips, Deputy Chief 01926 423231 Fire Officer No</p>
Background papers	Cabinet Paper 20 th July 2010 'Improving Warwickshire Fire and Rescue Service'
Appendices	Improvement Plan Governance Arrangements

CONSULTATION ALREADY UNDERTAKEN:-

Details to be specified

Other Committees	<input type="checkbox"/>
Local Member(s)	<input type="checkbox"/>
Other Elected Members	<input checked="" type="checkbox"/> Councillor John Whitehouse (agreed, comments included), Councillor Richard Chattaway, Councillor Chris Williams, Councillor Sarah Boad
Cabinet Member	<input checked="" type="checkbox"/> Councillor Richard Hobbs (agreed, comments

included)

- | | | |
|--------------------------|-------------------------------------|-----------------|
| Chief Executive | <input type="checkbox"/> | |
| Legal | <input checked="" type="checkbox"/> | Greta Needham |
| Finance | <input checked="" type="checkbox"/> | Helen Murphy |
| Other Chief Officers | <input type="checkbox"/> | |
| District Councils | <input type="checkbox"/> | |
| Health Authority | <input type="checkbox"/> | |
| Police | <input type="checkbox"/> | |
| Other Bodies/Individuals | <input checked="" type="checkbox"/> | Michelle McHugh |

FINAL DECISION

SUGGESTED NEXT STEPS:

Details to be specified

- | | |
|---|--------------------------|
| Further consideration by this Committee | <input type="checkbox"/> |
| To Council | <input type="checkbox"/> |
| To Cabinet | <input type="checkbox"/> |
| To an O and S Committee | <input type="checkbox"/> |
| To an Area Committee | <input type="checkbox"/> |
| Further Consultation | <input type="checkbox"/> |

Communities Overview and Scrutiny

3rd November 2010

Implementing the Improvement Plan

Report of the Chief Fire Officer

Recommendation

The Communities Overview and Scrutiny Committee consider the report and make recommendations as appropriate.

1.0 Introduction

- 1.1 Warwickshire Fire and Rescue Service (WFRS) is in need of modernisation and improvement and whilst performance is improving and costs reducing it is recognised that the pace of change needs to be increased. This is set in context of the principle that Warwickshire County Council is committed to providing the best possible fire and rescue for its communities and the need to achieve value for money and ensure the safety of firefighters.
- 1.2 This report provides a summary of progress to date made by the Fire and Rescue Service on implementing the Improvement Plan which was approved by the County Council on 20th July 2010.

2.0 Governance Arrangements

- 2.1 In September 2010, the Service appointed a Programme Manager to oversee and coordinate the delivery of the plan. Robust governance arrangements have been introduced including a project framework in line with PRINCE 2 principles, with a project board, sponsoring group, project leads, and project teams (Appendix A). Project teams are now scoping out and planning projects to ensure the deliverables are clear and achievable, and dependencies and risks are understood. The project sponsors will be Cabinet and SDLT and the Programme Board will be the Fire and Rescue Service Strategic Leadership Team. Training for Programme Board members and Project Managers is planned in November 2010 to ensure roles and responsibilities are understood.

3.0 Programme Plan

- 3.1 A programme plan (Appendix A) with milestones for each project, dependencies, and a financial profile has been developed. As project managers develop detailed project plans they will identify clear and measurable deliverables with milestones, risks, issues and communication plans to support programme delivery. The representative bodies' have been fully consulted and involved in developing the programme plan and the Fire Brigades Union (FBU) have nominated representatives to form part of the workstream teams who are responsible for delivering the projects. A summary of the programme plan is shown below.

Project	When
STEP 1: Duty systems and Resources <ul style="list-style-type: none">• New duty system to improve Firefighter availability• Managerial and Support Function Rationalisation• Decommission Warwick and Brinklow• Convert Alcester to Wholetime station• Decommission Studley	January 2012 September 2011 September 2011 March 2013 March 2013
STEP 2: New false alarm policy	March 2011
STEP 3: Increase Home Fire Safety Checks	30,000 by March 2013
STEP 4: Additional firefighter training	Annually
STEP 5: Improved attendance management	March 2011
STEP 6: Enhanced Flood Response	March 2012
STEP 7: Road Traffic Collision Units/Specialist Rescue	March 2012
STEP 8: Deploy Small Fires Unit at Bedworth	March 2012

4.0 What we have done so far

- 4.1 Work has been in progress since July and clear benefits are already being delivered. The first phase of the new Automatic False Alarm (AFA) policy is in place after a period of consultation both internally and externally and has resulted in a reduction of vehicle movements of 48% within the first two weeks which has enabled capacity to be released to carry out more home fire safety checks and firefighting training.

5.0 Project Risks, Dependencies and Benefits

- 5.1 **Project risks** (Appendix B) will be captured as projects develop in line with PRINCE 2 methodology and be recorded on the County Council system, Magique. Key risks to the overall improvement plan identified to date include:

1. Organisational capacity - failure to allocate sufficient time on the projects and lack of continuity through loss of key people to deliver other key work i.e. Work required following the outcome of the Atherstone-on-Stour tragedy.
2. Failure to adhere to timetable due to foreseen and unforeseen circumstances due to budget pressures following the comprehensive spending review.
3. Failure to fully engage with the workforce to deliver changes and the possibility of industrial action by the Fire Brigades Union.
4. Failure to fully engage with the community, local businesses and partners to deliver changes.
5. Failure to procure and implement the required IT needed to support the projects e.g. new duty system.

5.2 **Dependencies** are being mapped out and managed. They include the decommissioning of Warwick, Brinklow and Studley which are dependent on implementation of the final stage of the AFA policy to release capacity and increased Home Fire Safety Checks (HFSC) and community engagement in the local areas; the decommissioning of Studley depends on the conversion of Alcester to a whole time crew, the establishment of the small fires unit and a new duty system; and a new duty system depends on a new IT system.

5.3 **Benefits** will be measured through a range of performance indicators before and after implementation of projects so that the impact can be evaluated. Benefits are shown in the following table.

Community benefits	Organisational benefits
<ul style="list-style-type: none"> • Guaranteed service availability • Significantly strengthened resilience in rural areas • Increased safety in the community • Increased public knowledge of fire prevention activity • More engagement of young people in fire prevention • Environmental benefits from reduced callouts 	<ul style="list-style-type: none"> • Greater proportion of resources dedicated to fire prevention • Greater flexibility of resources
Service benefits	People benefits
<ul style="list-style-type: none"> • Increase in number of whole time Fire fighters • Increased safety within the home • Increased resilience (guaranteed availability of fire appliances) • Greater range of resources to meet public need 	<ul style="list-style-type: none"> • Increased safety on the road – attending fewer incidents under blue light conditions • Increase in fire fighter access to training • Increase in fire fighter safety

6.0 Reporting Framework

- 6.1 The Programme Manager will present monthly progress reports to the Programme Board. These will include an outline of the overall status of the programme and highlight issues for consideration by the Board. The Chief Fire Officer will ensure reporting to the Sponsoring Group via SDLT. Outcomes will be reported in accordance with the existing performance management framework on the P+ system. Progress reports will also be provided monthly to the Transformation 2013 team. Regular updates on progress will also be available for Elected Members in the form of a bulletin produced by the Programme Manager.

7.0 Programme Communication

- 7.1 The nature of the programme necessitates a dedicated focus on communications both internal and external, but notably to manage the high level of public interest. A communication plan, including a stakeholder map, will be developed and managed by the Programme Manager and be informed by the communication needs of each project. The WCC Communications team will be involved in communications planning and attend the Programme Board as appropriate. Regular updates will be provided to all staff and consultation is underway with staff on stations due for decommissioning.

8.0 Recommendation

- 8.1 The Communities Overview and Scrutiny committee consider the report and make recommendations as appropriate.

Graeme Smith
Chief Fire Officer

Appendix A

Improvement Plan Governance Arrangements

WCC – SDLT

Programme Board - SLT

**Project Assurance and
Programme Management - RB**

**Communications
Andy
Thompson/
Lisa Mowe**

Project Lead

Dave Pemberton
Duty Systems
and resources,
ART review

Project Lead

Greg Pace
AFA & HFSCs

Project Lead

Phil Edwards
Flood response,
RTC units,
small fires unit

Project Lead

Dave Vazquez
Training

Project Lead

Judith Coote
Attendance
Management

Appendix B: Overall Indicative Implementation Plan for Warwickshire FRS Improvement Plan V.5

	2009/10			2010/11												2011/12												2012/13												2013/14												Cost/ Saving (£,000) Option B
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	A	M	J	J	A	S	O	N	D							
Project initiations																																																				
Options appraisal ¹																																															-					
Establish Programme Infrastructure																																															-					
Fire Prevention activity																																																				
Implement additional firefighter training																																															200					
Introduce new false alarm policy ¹																																															(80)					
Attendance management																																															-					
Enhanced flood response																																															23					
Dedicated RTC / Specialist Rescue Unit																																															10					
Improve Firefighter availability (duty system)																																															(304)					
Introduce Small Fires Unit/philosophy																																															(415)					
Increase Home fire safety checks ²																																															268					
Fire stations																																																				
Convert Alcester to whole time																																															888					
Decommission Warwick																																															(139)					
Decommission Brinklow																																															(119)					
Decommission Studley																																															(146)					
Managerial & Support Function Rationalisation																																															(305)					
Cost/ Saving (£,000)																																															(119)					
Option B Transitional Costs / (Savings)	-			280												(53)												(192)												(79)												

Key

	Delivery point for a project		Overall duration of project	→	Dependencies
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Notes

- ¹ All station closures and conversions are dependent upon the introduction of the False Alarm policy to release capacity
- ² Home Fire Safety Checks to increase to 10,000 per year by March 2011, 20,000 by March 2012 and 30,000 per year by March 2013. Capacity to deliver checks at additional levels is dependent on the other projects as shown.
- Note** - Costing does not include redundancy costs (these will affect the transitional costs and not the ongoing cost / saving)
- Costing includes £80,000 per year project management costs from April 2010 - September 2013

Risk reference	Project risk	Impact description	Date raised	Likelihood	Impact	Risk factor	Risk Controls				Date progress last updated	Status (active, occurred, closed)	
							Action required	By when	By whom	Risk owner			Progress Update
1	Organisational capacity - failure to allocate sufficient time on the projects and lack of continuity through loss of key people to deliver other key work i.e. work required following the outcome of the Atherstone-on-Stour tragedy.	Timescales will not be met and benefits not delivered	07/10/2010	4	4	16	Commitment of SLT and SMT to release key people onto the projects.	30/10/10	SLT/SMT	Programme Manager	To be raised at SMT and SLT in October 2010	18/10/10	Active
2	Failure to adhere to timetable due to foreseen and unforeseen circumstances due to budget pressures following CSR	Benefits from the IP may not be delivered within the required timescales	07/10/2010	4	3	12	Commitment of SLT and WCC to allocate sufficient resources for projects.	30/11/10	CFO/Head of Finance	Programme Manager		18/10/10	Active
3	Failure to fully engage with the workforce to deliver changes and the possibility of industrial action by the FBU	Benefits from the IP may not be delivered within the required timescales	07/10/2010	4	4	16	Active engagement with the workforce and FBU to ensure their involvement in the projects. All projects to have a good cross section of staff including the representative bodies. All projects to develop and implement a communications plan.	From October 2010 (in project set up)	Project Managers	Project Managers	Internal bulletin on IP progress issued from CFO to all staff and members on 18/10/10. Consultation on station closures commenced in Sept 2010. One to ones planned for staff affected.	18/10/10	Active
4	Failure to fully engage with the community, local businesses and partners to deliver changes	Risk of damage to reputation.	07/10/2010	3	4	12	Produce communications plan with WCC Communications to deliver key messages and manage perceptions.	30/11/10	Head of Policy and Performance	Programme Manager	Meeting held on 30/9/10 with Lisa Mowe. Internal bulletin issued 18/10/10.	18/10/10	Active
5	Failure to procure and implement the required IT needed to support the projects e.g. new duty system.	Benefits from the IP may not be delivered within the required timescales. Additional costs if alternative methods required e.g. managing new duty systems.	07/10/2010	3	3	9	IT business analyst/project management support needed via WCC.	30/11/10	Assistant Chief Fire Officer	Programme Manager	Meeting with Head of OCT 8/11/10.	18/10/10	Active
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AGENDA MANAGEMENT SHEET

Name of Committee	Communities Overview And Scrutiny Committee
Date of Committee	3rd November 2010
Report Title	Strategic Review of Domestic Abuse Support Services in Warwickshire
Summary	Community Safety, Supporting People and the district and borough councils commissioned an independent strategic review into domestic abuse support services in Warwickshire. This paper outlines the key conclusions and asks the Communities Overview and Scrutiny Committee to provide comment on the content of the report before it is presented to Cabinet for authority to consult.

For further information please contact:

Sue Ingram
Domestic Abuse Manager
Tel: 01926 412016
sueingram@warwickshire.gov.uk

Kate Nash
Head of Community Safety and Localities
Tel: 01926 412177
katenash@warwickshire.gov.uk

Would the recommended decision be contrary to the Budget and Policy Framework?

No.

Background papers

Strategic Review of Domestic Abuse Support Services in Warwickshire: An Executive Summary (available upon request)

CONSULTATION ALREADY UNDERTAKEN:-

Details to be specified

Other Committees	<input type="checkbox"/>	
Local Member(s)	<input type="checkbox"/>	
Other Elected Members	<input checked="" type="checkbox"/>	Cllrs Whitehouse, Chattaway and Sweet
Cabinet Member	<input checked="" type="checkbox"/>	Cllrs Hobbs and Seccombe
Chief Executive	<input type="checkbox"/>	
Legal	<input checked="" type="checkbox"/>	Alison Hallworth
Finance	<input checked="" type="checkbox"/>	Chris Kaye
Other Strategic Directors	<input checked="" type="checkbox"/>	John Bolton: Adults, Health and Communities
District Councils	<input type="checkbox"/>	

- | | | |
|--------------------------|-------------------------------------|-----------------|
| Health Authority | <input type="checkbox"/> | |
| Police | <input type="checkbox"/> | |
| Other Bodies/Individuals | <input checked="" type="checkbox"/> | Michelle McHugh |

FINAL DECISION

SUGGESTED NEXT STEPS:

Details to be specified

- | | | |
|---|-------------------------------------|--|
| Further consideration by this Committee | <input type="checkbox"/> | |
| To Council | <input type="checkbox"/> | |
| To Cabinet | <input checked="" type="checkbox"/> | For permission to go out to public consultation |
| To an O & S Committee | <input type="checkbox"/> | |
| To an Area Committee | <input type="checkbox"/> | |
| Further Consultation | <input checked="" type="checkbox"/> | Consultation with key stakeholders including service providers and service users |

Agenda No

Communities Overview And Scrutiny Committee - 3rd November 2010.

Strategic Review of Domestic Abuse Support Services in Warwickshire

Report of the Strategic Director of Customers, Workforce and Governance

Recommendation

That the Communities Overview and Scrutiny Committee comments upon the options to remodel the services and support available for those affected by domestic abuse in Warwickshire in light of the outcome of the strategic review, withdrawal of government LPSA 2 funding and anticipated government spending reductions.

1. Purpose of Report:

- 1.1. The purpose of this report is to provide the Communities Overview and Scrutiny Committee with the key conclusions from a Strategic Review of domestic abuse support services in Warwickshire, including a proposed service model.
- 1.2. As described by the Comprehensive Area Assessment (CAA) domestic abuse services in Warwickshire are acknowledged as greatly improving. The report states that “the last 4 years have seen big changes in the way the police, the NHS, councils and voluntary organisations support people subject to abuse.” The strategic review aims to build on the good practice noted in the CAA in order to deliver high quality support to those affected by domestic abuse in Warwickshire.

2. Key Conclusions and Proposed Service Model for Warwickshire:

- 2.1 The key conclusions from the Strategic Review are:
 - Access routes to domestic abuse services are very complex and need simplifying. Competition among some service providers impacts on inter-agency referrals and joint working.
 - Warwickshire has some under provision of services including IDVA's (Independent Domestic Violence Advocates), services for male victims and same sex victims.
 - The practice guidelines for Forced Marriages need to be introduced to Warwickshire.

- There is a shortfall in refuge provision and a need to monitor this on an on going basis, alongside an improved sanctuary scheme.
- An increase in the provision of the Feeling Safe group (therapeutic group work programme for children and their non-abusing female carers) would be beneficial.
- There is a need for an accredited programme for perpetrators not on court Orders.
- Data collection and recording amongst Housing, Police and service providers needs standardising and improving. Sexuality and incidences of Forced Marriage also need recording by all agencies.

2.2 This report contains 3 “Service Models”. Diagram A shows the current provision in Warwickshire. Diagram B illustrates the proposed service model for Warwickshire when we were expecting government funding. Diagram C illustrates the proposed service model for Warwickshire given the withdrawal of government funding

DIAGRAM A – Current Service Provision

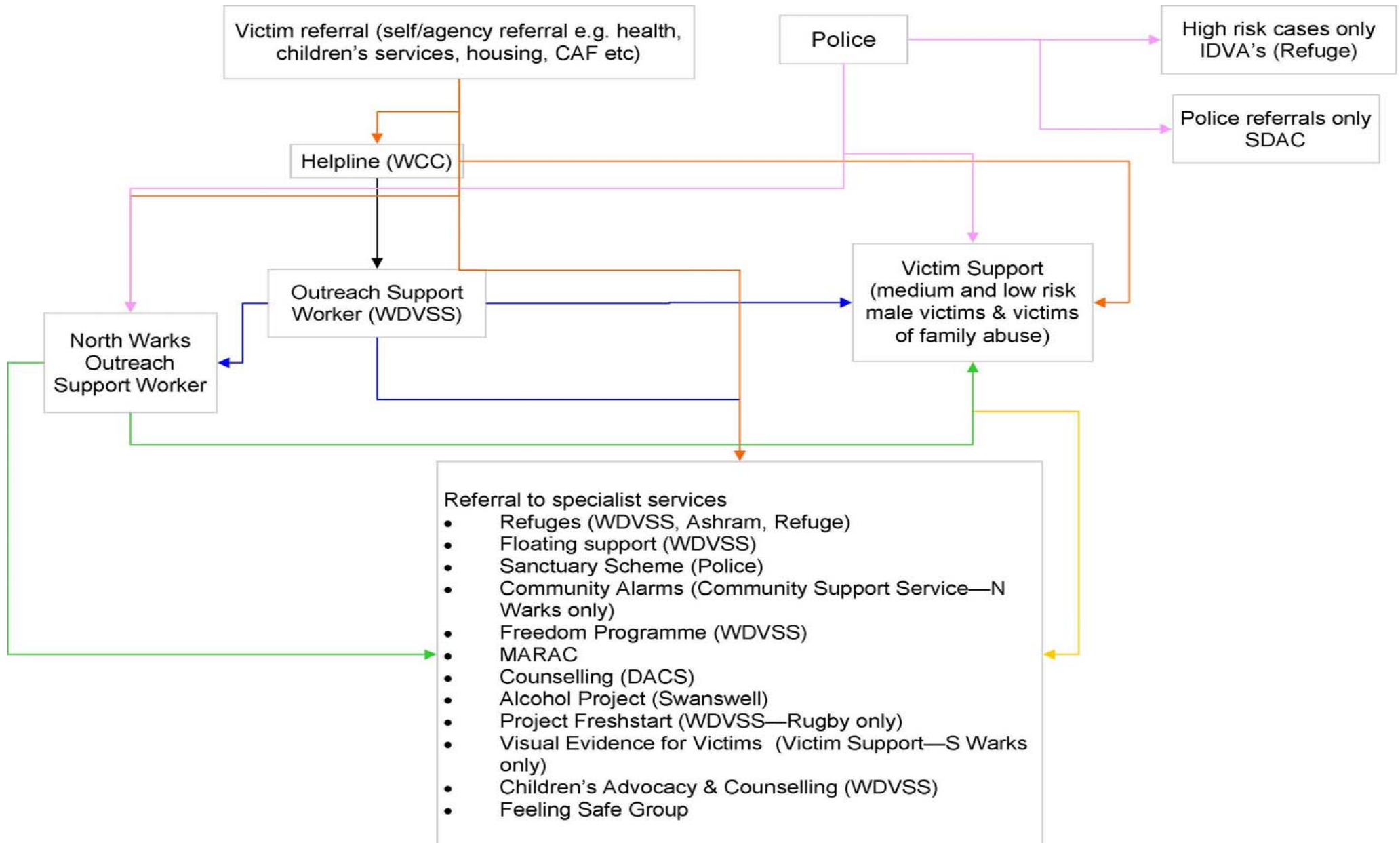


DIAGRAM B

Proposed Warwickshire Domestic Abuse Support Services Model – with *full funding*

Strategic Overview: service commissioning and co-ordination provided by **WCC Domestic Abuse Manager**

Victim referral self/ agency e.g. Police, Health, Housing Children's Service, Probation Trust, Victim Information Partnership (VIP)

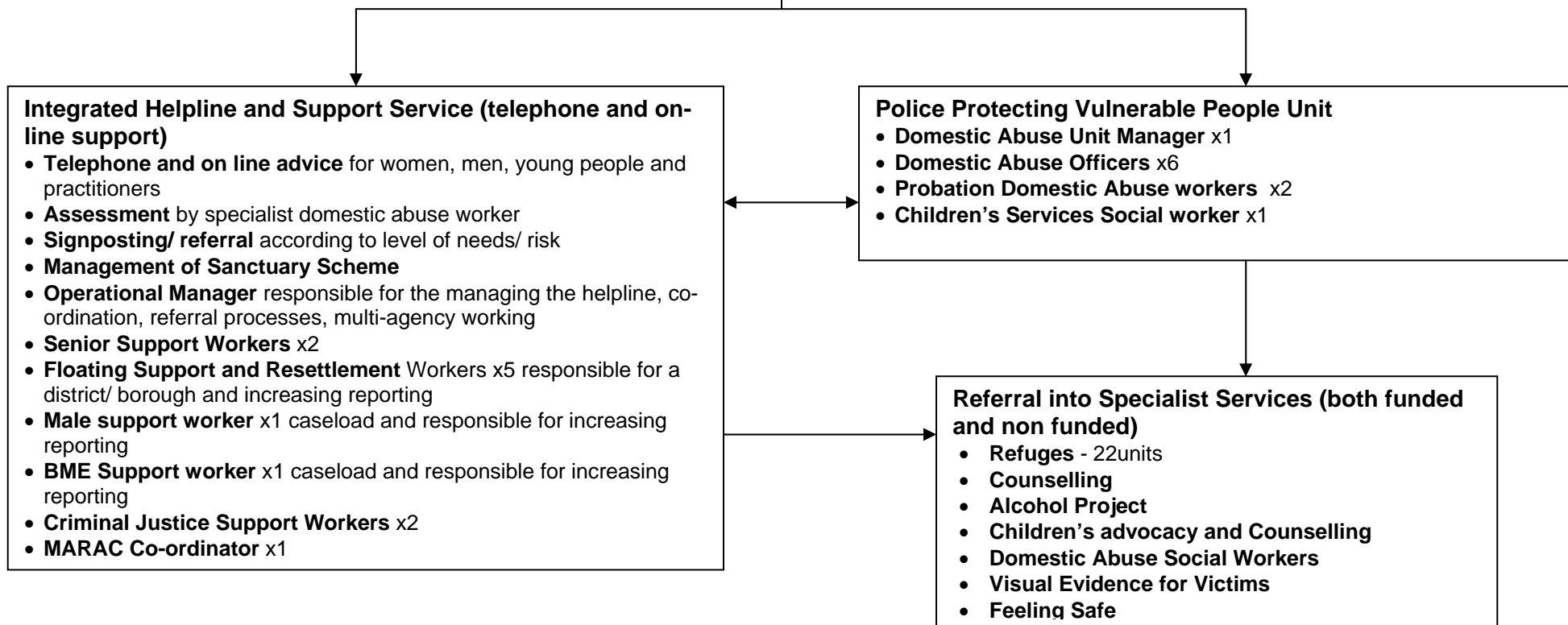
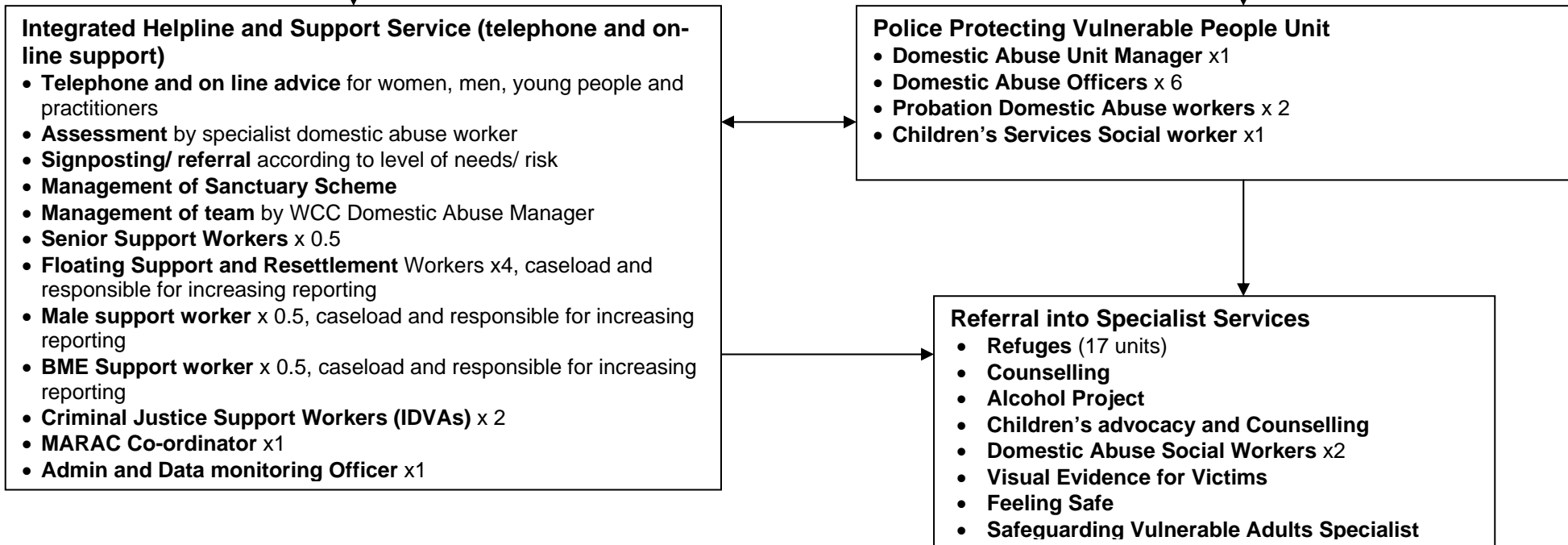


Diagram C

Potential Warwickshire Domestic Abuse Support Services Model – With *reduced funding*

Strategic Overview: service commissioning and co-ordination provided by **WCC Domestic Abuse Manager**

Victim referral self/ agency e.g. Police, Health, housing Children's Service, CAF



- 2.4 The service models in Diagram B and diagram C were proposed in order to address some recommendations and the areas of weakness in Warwickshire highlighted by the consultants. This includes ensuring more joined up service provision and clear pathways into services for victims and referring agencies as well as the provision of a dedicated helpline operated by specialist staff, services for male victims, increased refuge provision, better targeted Black and Minority Ethnic (BME) service provision and increased floating support provision.
- 2.5 The model has a Police Protecting Vulnerable People Unit and an Integrated Helpline and Support Service. Both these units can then refer into the specialised services such as refuges and counselling. It is acknowledged that not all of these specialist services will be able to be funded in the future.
- 2.6 Any service model implemented would become operational during 2011/12 and would join up the commissioning of services by WCC Supporting People and Customers, Workforce and Governance and district and borough councils to provide best value for money, a more seamless service to service users and joined up contracting arrangements with providers.

3. In House or External Provider

- 3.1 The Strategic Review considered the merits of both in-house and external service provision of the Integrated Helpline and Support Service element of the service model. These 2 options have been considered by the multi agency project group.
- 3.2 Cost modelling of both an in-house and externally provided service is not conclusive, although it has demonstrated that an in house provision of the integrated helpline and support services element of the model could cost less than an external provider through a tender process. This difference in cost and therefore the difference in the level of service provision increases in favour of the in house service as the funding made available is reduced. The costing has taken into account the elements of the service model the Project Group considered to be the core domestic abuse services, which is predominantly the Integrated Helpline and Support Service and women's refuge provision.
- 3.3 Therefore, we propose to test the model against the market with a view to bringing the service in house if external providers cannot meet the requirements.

4. Refuge Provision

- 4.1 The Strategic Review highlighted that Warwickshire has insufficient overall refuge provision. The current position is 3 units in Rugby, 5 units in Stratford, 7 units in Nuneaton and 4 units for BME women only in Nuneaton, totalling 19 units in the county.
- 4.2 The review made the following points about the Ashram refuge in Nuneaton which only accepts referrals from the BME community:
- 4.2.1 Continued under utilisation of the refuge (53.91% in 2006/07, 79.11% in 2007/08, 56.25% in 2008/09 and 84.96% in 2009/10)
- 4.2.2 Very low levels of usage by Warwickshire women – only 17% over a 3 year period (i.e. 83% of clients are from out of county),

- 4.2.3 The refuge was only rated as fair value for money in 2008. Regional benchmarking information from 2009 – 10 shows that when benchmarked against like services the hourly unit rate is below the average range, however average weekly unit cost is significantly above the regional average.
- 4.2.4 The number of BME women going out of Warwickshire for refuge services last year totalled 3 out of 41. When this is added to the number of women remaining in county, this suggests that there are not a significant number of BME women in Warwickshire accessing specialist refuge provision at present.
- 4.3 The review recommended that provision for BME victims would be greatly enhanced by provision of a dedicated BME support worker. The specialist worker will understand the additional cultural needs of victims from BME backgrounds, including issues relating to forced marriage, honour based violence, victims with no recourse to public funds and Bounty Hunting (where victims are illegally pursued for a reward).
- 4.4 There is currently relatively low reporting of domestic abuse amongst BME victims in Warwickshire. However, the British Crime Survey indicates that there are at least 1,000 BME victims of domestic abuse annually in the county. The dedicated worker would have responsibility for monitoring the reporting and needs of victims from this group. As well as supporting victims, they would be tasked with increasing awareness and the number of referrals received from the BME community through outreach work.
- 4.5 The review therefore recommended decommissioning the Ashram refuge in Nuneaton.

5. Impact of Potential Reduction in Funding

- 5.1 Current service provision across the County is illustrated in Diagram A and includes 19 refuge units (including Ashram) plus 5 units in Warwick District currently not in receipt of public funding (although this refuge provision is at risk due to a lack of funding). There are also 2 Criminal Justice Workers (IDVAs), 5 floating support workers (this was temporarily increased to 6.5 workers in order to manage demand but on going funding was not available) and 0.5 outreach worker in North Warwickshire.
- 5.2 The initial proposed service model (Diagram B) was developed prior to the loss of LPSA 2 funding for domestic abuse support services and assumed that current levels of Supporting People funding would be retained. The model included 22 refuge units (not including Ashram, but including the currently unfunded provision in Warwick District and an increase of units in Rugby), 5 floating support workers, 2 senior support workers, 1 BME support worker and 1 Men's support worker. The team would have been managed by a specialist operational manager. There would also have been 2 criminal justice workers (IDVAs).
- 5.3 Following the Emergency Budget in June 2010, Warwickshire was no longer able to provide the £484,800 LPSA 2 reward monies towards victims support services nor the £200,000 for voluntary perpetrator work. Furthermore, WCC along with all local authorities are planning for an unknown funding reduction to the Area Based Grant which currently includes Supporting People funding.

We have been asked to plan for a 25% reduction until this is clarified by the Comprehensive Spending Review in October 2010.

- 5.4 In light of these announcements the Implementation Group has re-modelled the service provision with the potential available funds and this is illustrated in Diagram C. The model includes a reduction to 17 refuge units (not including Ashram), 4 floating support workers and 0.5 senior support workers. There would be 0.5 BME support workers and 0.5 men's support worker. We would be able to retain the 2 criminal justice workers (IDVAs). However, there would also be a reduction in the funding available to the Sanctuary Scheme and WCC contribution to the Multi-Agency Risk Assessment Conference Co-ordinator post. Furthermore, this model assumes that an external provider will not be able to deliver the integrated helpline and support services for the funding available and therefore expects these services would be provided in house and managed by the WCC Domestic Abuse Manager. It assumes that refuge provision would continue to be provided externally.
- 5.5 Given the anticipated budget reductions, knowledge of the sector within the Project Team and the cost modelling exercise, the multi agency project implementation team favoured an emphasis on retaining the helpline and support service element of the model which would result in a reduction in refuge units across the County. It would be important to maximise the outcomes from the remaining refuge units. However, it is important that this is discussed more widely and that stakeholders, providers and people experiencing domestic abuse are consulted on service priorities within the model in light of anticipated budget reductions.

6 Proposed Consultation

- 6.1 Future funding in Warwickshire for domestic abuse support services remains unknown and therefore we are unable to consult on a firm proposal. We do however believe it is important to garner the views of key stakeholders on the principles that underpin the proposed models.
- 6.2 In order to be ready to implement a service model in Warwickshire with the funding available in the future, the Project Implementation group plan to commence a 3 month consultation period on the recommendations in this report regarding the decommissioning of the Ashram refuge and the broad proposed service model.
- 6.3 It is important that partners, stakeholders and those with experience of domestic abuse are able to input to the decision making process as to how the challenges of reductions in funding should be met. Therefore it is recommended that the Project Implementation Group consult on what people consider to be the priority support service type(s) in Warwickshire.
- 6.4 The outcomes from the consultation would inform future decisions regarding the service model for domestic abuse support services in Warwickshire and the level of different service provision within the model. This would ensure Warwickshire is well placed to quickly implement required changes to service provision based on evidence of need and consultation when the impact of the Comprehensive Spending Review is known.

7 Next Steps

- 7.1 The Warwickshire Housing Support Partnership (previously the Supporting People Commissioning Body) and the Warwickshire Safer Communities Partnership agreed that the key conclusions and the proposed service model from the Strategic Review be presented to Cabinet to authorise a 3 month period of consultation with stakeholders and the wider community.
- 7.2 The Project Implementation Group will continue to meet to progress the implementation of the recommendations from the review and implement the service model that is approved by the Cabinet following consultation.

DAVID CARTER

Strategic Director of
Customers, Workforce and
Governance

Shire Hall
Warwick

6th October 2010

AGENDA MANAGEMENT SHEET

Name of Committee	Communities Overview and Scrutiny Committee
Date of Committee	3 November 2010
Report Title	Winter Service Review 2010
Summary	This report provides the Committee with a thorough update and a basis for discussion of County Highway's Winter Service.
For further information please contact	Bryn Patefield Contract and Improvement Officer Tel. 01926 736533 brynpatefield@warwickshire.gov.uk
Would the recommended decision be contrary to the Budget and Policy Framework?	No
Background Papers	None.

CONSULTATION ALREADY UNDERTAKEN:-

Details to be specified

Other Committees	<input type="checkbox"/>
Local Member(s) (With brief comments, if appropriate)	<input type="checkbox"/>
Other Elected Members	<input checked="" type="checkbox"/>	Councillor M Doody Councillor R Sweet Councillor J Whitehouse } for information
Cabinet Member (Reports to The Cabinet, to be cleared with appropriate Cabinet Member)	<input checked="" type="checkbox"/>	Councillor A Cockburn
Chief Executive	<input type="checkbox"/>
Legal	<input checked="" type="checkbox"/>	I Marriott
Finance	<input type="checkbox"/>

Other Chief Officers	<input type="checkbox"/>
District Councils	<input type="checkbox"/>
Health Authority	<input type="checkbox"/>
Police	<input type="checkbox"/>
Other Bodies/Individuals	<input checked="" type="checkbox"/>	Parish and Town Councils

FINAL DECISION

YES (If 'No' complete Suggested Next Steps)

SUGGESTED NEXT STEPS :

Details to be specified

Further consideration by this Committee	<input type="checkbox"/>
To Council	<input type="checkbox"/>
To Cabinet	<input type="checkbox"/>
To an O & S Committee	<input checked="" type="checkbox"/>	3 November 2010.
To an Area Committee	<input type="checkbox"/>
Further Consultation	<input type="checkbox"/>

**Communities Overview and Scrutiny Committee
– 3 November 2010**

Winter Service Review 2010

**Report of the Strategic Director for
Environment and Economy**

Recommendation

That the Overview and Scrutiny Committee considers the findings of the 2010 Winter Maintenance Service Review.

1. Background to Review

- 1.1 Following the past two severe winters a review of the Council's winter service was carried out in June 2010. A questionnaire was forwarded to all the 208 Parish and Town Councils within Warwickshire, to ascertain their satisfaction levels with the current service and to receive any local views. The 2010 Winter Questionnaire is attached at **Appendix A**.
- 1.2 Through this review the County Council looked at a number of factors such as satisfaction with our current winter service and sought Parish views on prioritisation for the Council's precautionary and secondary gritting routes. It was highlighted that any increase in the total primary highway network gritted was not sustainable and in the questionnaire any requests for additional precautionary routes required Parish Councils to propose a corresponding deduction to the current gritted network.

2. The October 2009 Winter Service Policy States:-

2.1 Precautionary Gritting

When the formation of ice is predicted, it is the county council policy to pre-grit:-

- (i) All main traffic routes, A roads , B roads and one or two other strategic routes.
- (ii) In addition, in urban areas, accesses to hospitals, main industrial estates.
- (iii) A single route into villages.

2.2 Snow Clearance

In the event of snow fall, the roads receiving gritting will be cleared as soon as resources allow. When snow falls are heavy at least one route into villages will be cleared as soon as possible. Footways will also be cleared where there is considerable pedestrian usage. Resources will be targeted where snowfall is the heaviest.

2.3 Salt Bins

Salt bins in rural areas will be replenished with salt where they have been provided by Parish Councils.

- 2.4 The above policy and routes are published each year in leaflet form with all Parishes receiving a copy each year. The Winter Services Leaflet 2010/11 is attached at **Appendix B**.

3. Legal Requirements

- 3.1 Section 41 of the Highways Act 1980 sets out the Council's obligations, as a highway authority, for a winter weather service. Since 2003 the new Section 41(A) of the Highways Act 1980 gives the Highway Authority a more specific duty in relation to winter conditions stating that, 'a highway authority is under a duty to ensure, as far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice'.
- 3.2 We carry out this duty by gritting our published precautionary gritting routes, However it should be noted that, the UK Roads Liaison Group (UKRLG) stated in Well Maintained Highways, (published in December 2009), "given the scale of financial and other resources involved in delivering the Winter Service, it is not reasonable either to:-
- (i) Provide the service to all parts of the network or
 - (ii) Ensure running surfaces are kept free of ice and snow at all times , even on the treated part of the network."

4. The Winter Service Provided

- 4.1 Warwickshire County Council, as a highway authority is responsible for a total network of 3812 km of roads and currently undertakes the precautionary gritting to 46% of the total highway network. In gritting 46% of our highway network, we are above the average for our benchmarking group. See **Appendix C**.
- 4.2 Our gritters spread at various spread rates for different weather and road surface conditions. Depending on the required spread rate, we may spread up to 250 tonnes of salt on the 26 precautionary gritting routes. We must limit the route time to around three hours to ensure that the network is treated promptly and that our gritter drivers do not contravene driver's hours regulations and remain fit to work the next day.
- 4.3 In addition, there are over 1700 Parish owned grit bins throughout the network. County Highways fills all grit bins routinely throughout the winter season and this service is appreciated by the communities and Parishes as demonstrated by the survey. The local grit bins are a valuable resource for the local communities and encourage self help and customer involvement. There are some concerns regarding litigation against the public or Parishes if they salt the network or clear snow from the footways, however, in order to help reduce those concerns the Department for Transport (DfT) plans to issue guidance notes on public self help for snow clearance during late October 2010.

- 4.4 The length of treated network has steadily increased over the last four years, as the Highways Agency started to hand over responsibility for some of their Trunk Roads. The A446, A435, A45, A38 and A423 are now under county control. In order to treat the larger network there was an increase from 25 spreading vehicles to 26 vehicles in 2007. In addition, County Highways maintains a minimum of three spare gritters to give extra resilience.
- 4.5 It should be noted that the Highways Agency continue to be responsible for the treatment of the motorway and trunk road network running through Warwickshire.
- 4.6 A good winter service is valued and important in both safety and economic terms. The safe movement of all highway users is perceived to be important, especially during periods of snow and ice. Good winter service minimises delays and disruption due to bad weather and has significant economic benefits.

5. The Winter Service Review

- 5.1 Table 1 below; shows the percentage satisfaction level for the Council's current winter service from the 2010 survey.

Table 1: Questionnaire Analysis – We asked, “ Overall how satisfied are you with the Winter Service provided by Warwickshire County Council?”

Very Satisfied	15%
Satisfied	68%
Neither satisfied nor dissatisfied	4%
Dissatisfied	11%
Nothing entered	2%

- 5.2 The winter service survey has confirmed that there is a high level of customer satisfaction. These results are even more significant when you consider that the UK has just endured two of the most severe winters for twenty years and thirty years respectively in 2008/9 and 2009/10.
- 5.3 No suitable alternatives for the primary routes replacements were received from the Parishes. We therefore propose not to make any adjustments to the primary network. We have addressed other concerns by undertaking the improvements outlined in section 6 below.

6. Improvements Implemented to the 2010/11 Winter Service

- 6.1 Secondary gritted routes proposed by Parishes have been agreed. Secondary routes are routes that would not normally receive attention unless persistent widespread ice (rather than frost) or snow occurred for more than 18 hours in a 24hr period with temperatures not forecast to rise above zero for a further 18 hours in the next 24 hours.

- 6.2 Voluntary Snow Wardens from Parishes are being enlisted to promote self help and information during severe weather events and create direct links with the Parish and localities. The wardens will assist with the Severe Weather Plan (SWP) at a local level by building up local risk registers and planning and responding to relevant local threats.
- 6.3 The two severe winters of 2008/9 and 2009/10 have brought focus on the UK's resilience in winter. The UKRLG and, most recently, the Department for Transport have highlighted the weaknesses in the national salt supply chain and emphasised the importance of holding at least 10 days of salt stock close to the point of use. Following these recommendations this Council has increased its initial stock holding of salt from 9,000 tonnes to 14,000 tonnes. To further protect our resilience at least 10 days worth of stock will be held close to the point of use. We have also adopted a broader approach to salt procurement in our new four year framework contract, let this year ,which sources from UK and overseas suppliers.
- 6.4 Improved information to customers on gritting will be achieved by placing our gritting decisions, predicted road temperatures and the weather forecast on the WCC Web. Head Teachers also have a new link to this web site to enable them to make informed decisions during severe weather.

7. Financial Implications

- 7.1 This year we have invested in a greater quantity of salt to increase our resilience. The amount of salt we currently hold is equivalent to that used in last winter's severe conditions and is some 50% greater than that normally held at the start of the season. Although the initial investment is greater than in previous years the salt will only be used as required by the conditions and will not deteriorate over time as reserve stockpiles have a protective covering to protect them from the elements.

8. Conclusions

- 8.1 Our current winter services are of a high standard when compared to the national average for network gritted. The high satisfaction levels are illustrative of an effective service. The Parishes are generally satisfied that this council provides a good winter service for residents and highway users.
- 8.2 It is recommend the Overview and Scrutiny Committee agrees to the measures and proposed improvements in winter service.

PAUL GALLAND
Strategic Director for Environment and Economy
Shire Hall
Warwick

21 October 2010

Winter Service 2010

Warwickshire County Council

Environment & Economy Directorate

County Highways Winter Service Review Questionnaire - 2010 - 2011

Questionnaire Analysis

150 questionnaire were sent out

46 questionnaires returned

68% Satisfied

15% Very Satisfied

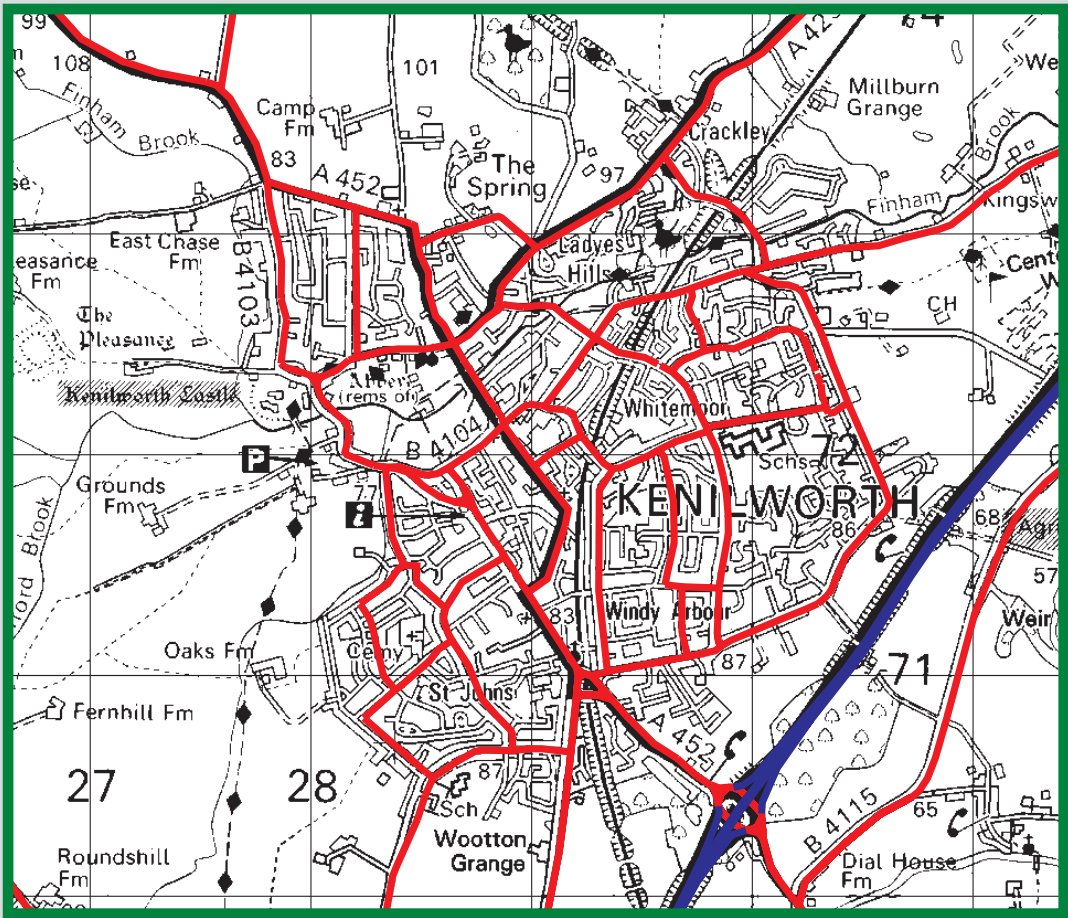
9% Dissatisfied

4% Neither Satisfied Nor Dissatisfied

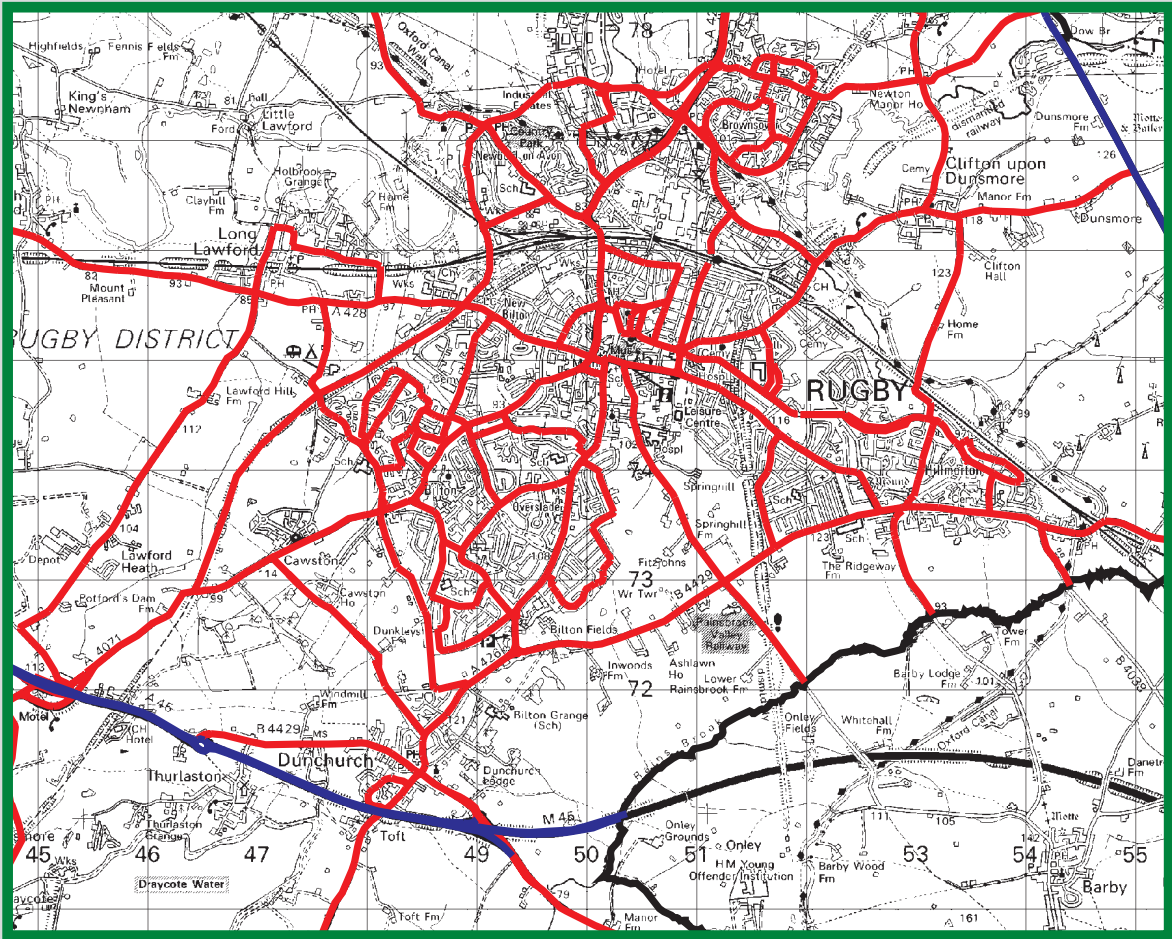
2% Very Dissatisfied

2% No response

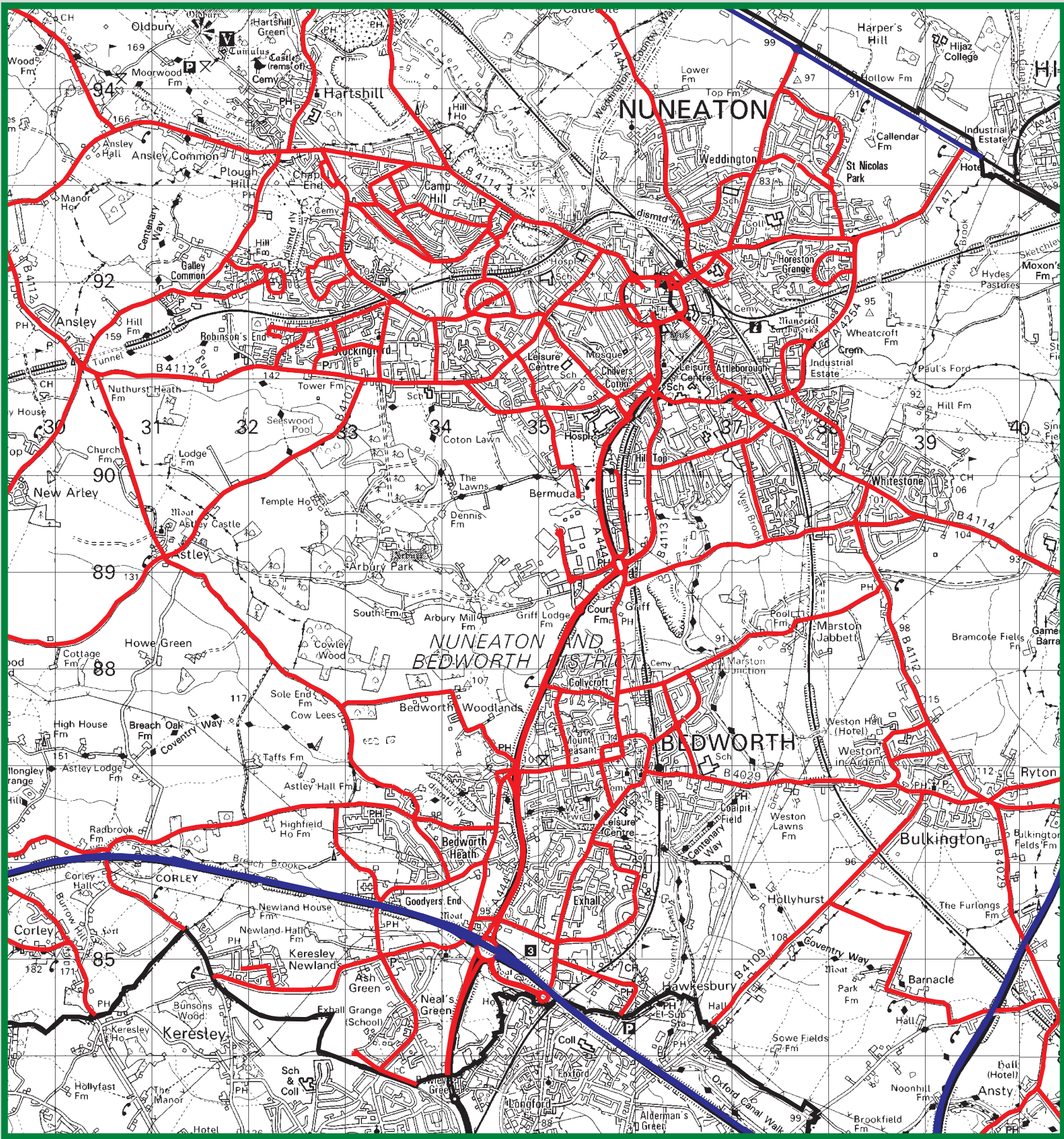
Map 1 **Kenilworth**



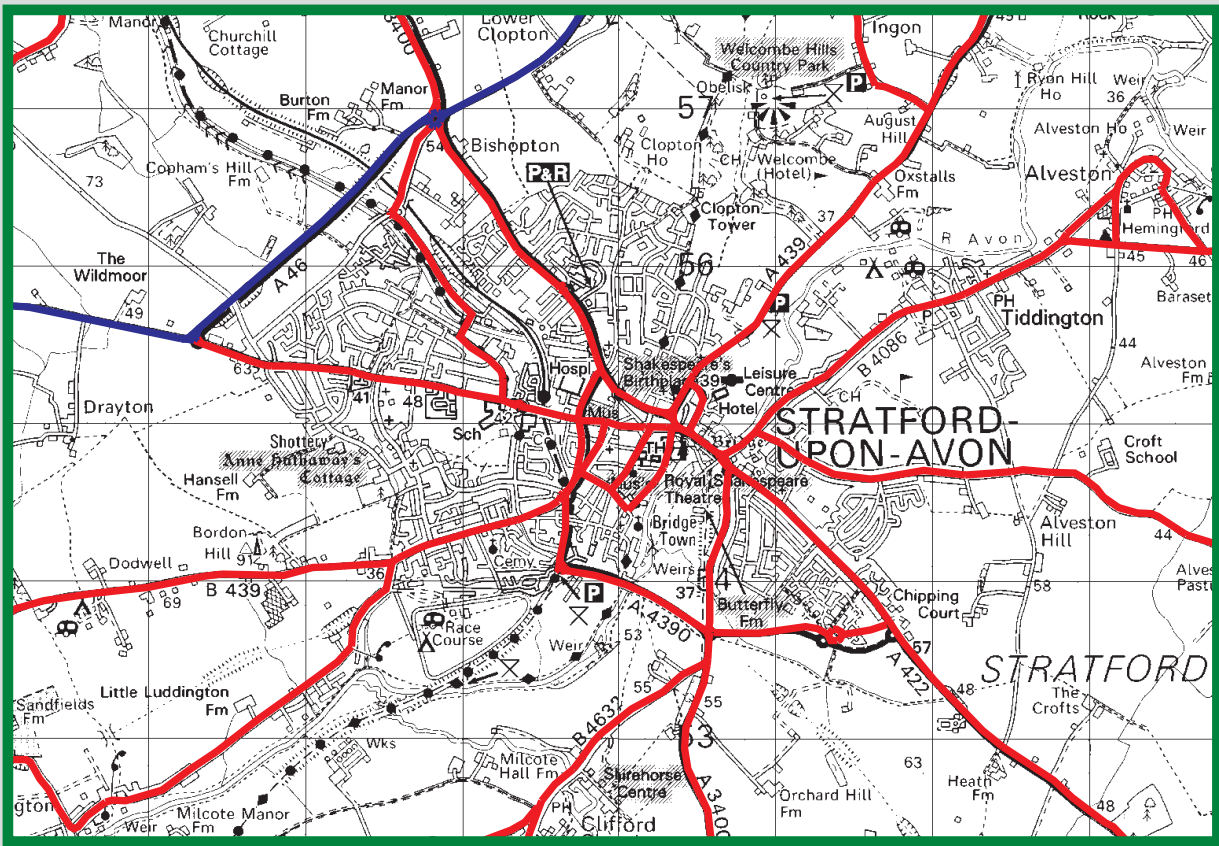
Map 2 **Rugby**



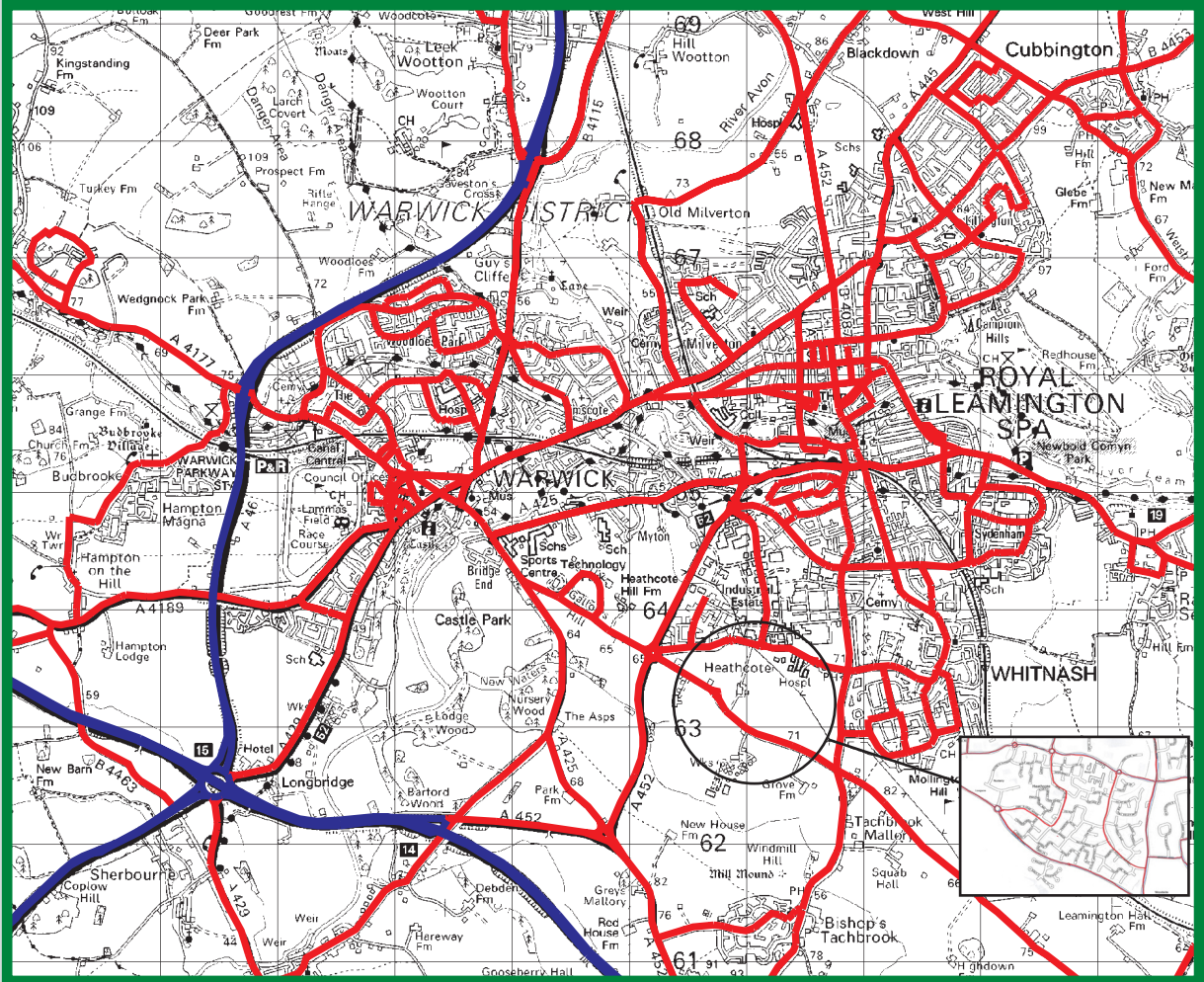
Map 3 **Nuneaton & Bedworth**



Map 4 **Stratford upon Avon**



Map 5 **Warwick & Leamington**



Warwickshire County Council

Primary Gritting Routes in Warwickshire

Winter 2010 – 2011

Gritted Routes in Warwickshire

2010 – 2011

View the gritting maps online
www.warwickshire.gov.uk/gritting

Never assume a road has been gritted.
Always remember that when driving in
winter conditions you need to take extra
care and drive slowly.

ICE

- Drive more slowly
- Steer gently
- Avoid harsh braking
- Use the highest gear you reasonably can

FOG

- Drive more slowly
- Use dipped headlights
- Use fog lights

SNOW

- Drive more slowly
- Use dipped headlights
- Use fog lights
- Steer gently
- Avoid harsh braking
- Use the highest gear you reasonably can.

REMEMBER

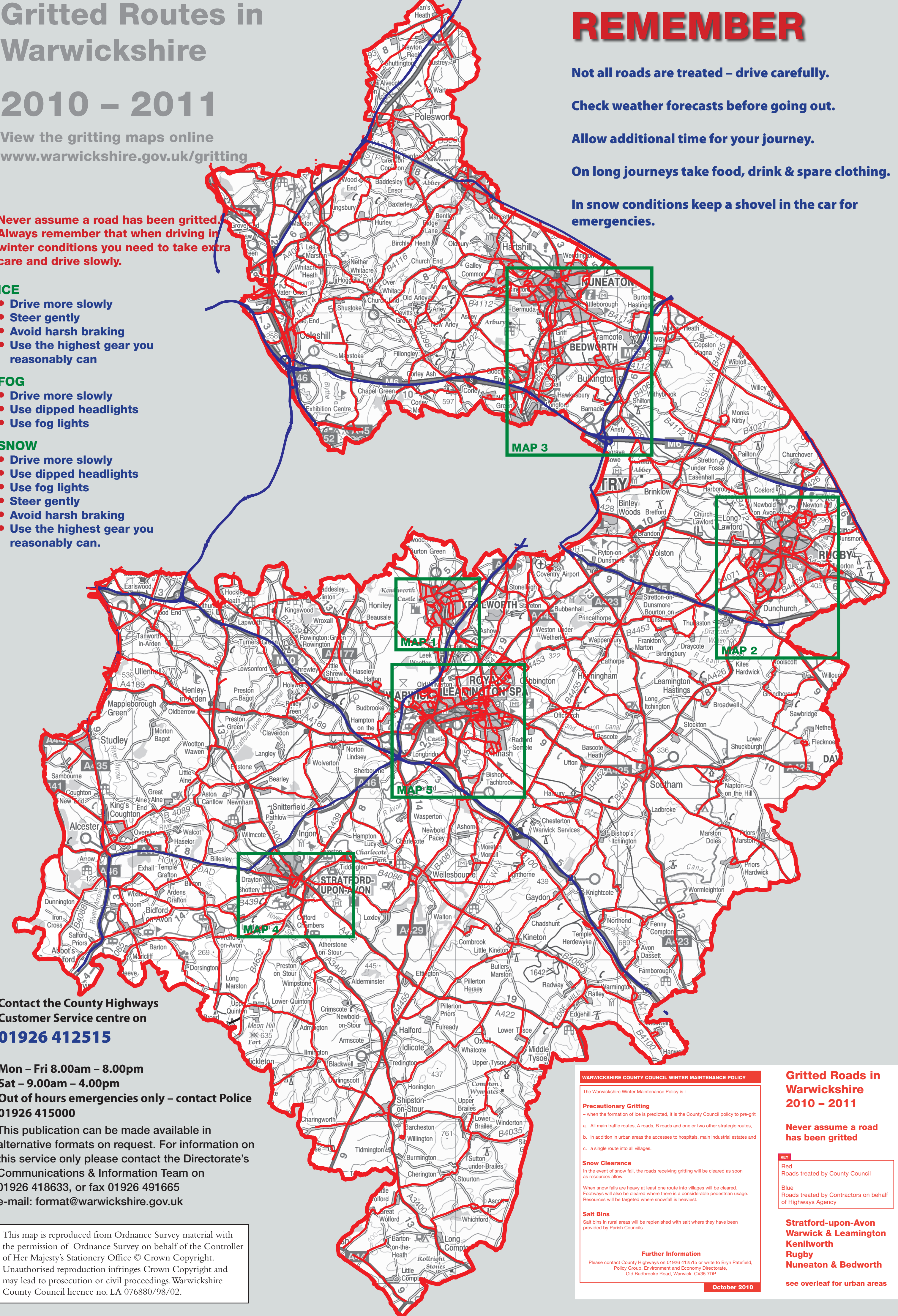
Not all roads are treated – drive carefully.

Check weather forecasts before going out.

Allow additional time for your journey.

On long journeys take food, drink & spare clothing.

In snow conditions keep a shovel in the car for emergencies.



Contact the County Highways
Customer Service centre on
01926 412515

Mon – Fri 8.00am – 8.00pm
Sat – 9.00am – 4.00pm
Out of hours emergencies only – contact Police
01926 415000

This publication can be made available in
alternative formats on request. For information on
this service only please contact the Directorate's
Communications & Information Team on
01926 418633, or fax 01926 491665
e-mail: format@warwickshire.gov.uk

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WARWICKSHIRE COUNTY COUNCIL WINTER MAINTENANCE POLICY

The Warwickshire Winter Maintenance Policy is :-

Precautionary Gritting

- when the formation of ice is predicted, it is the County Council policy to pre-grit

a. All main traffic routes, A roads, B roads and one or two other strategic routes,

b. in addition in urban areas the accesses to hospitals, main industrial estates and

c. a single route into all villages.

Snow Clearance

In the event of snow fall, the roads receiving gritting will be cleared as soon as resources allow.

When snow falls are heavy at least one route into villages will be cleared. Footways will also be cleared where there is a considerable pedestrian usage. Resources will be targeted where snowfall is heaviest.

Salt Bins

Salt bins in rural areas will be replenished with salt where they have been provided by Parish Councils.

Further Information

Please contact County Highways on 01926 412515 or write to Bryn Patefield, Policy Group, Environment and Economy Directorate, Old Budbrooke Road, Warwick CV35 7DP.

October 2010

Gritted Roads in
Warwickshire
2010 – 2011

Never assume a road
has been gritted

KEY

Red
Roads treated by County Council

Blue
Roads treated by Contractors on behalf
of Highways Agency

Stratford-upon-Avon
Warwick & Leamington
Kenilworth
Rugby
Nuneaton & Bedworth

see overleaf for urban areas

Averages for Shire Counties of Total Gritted Network

	Gloucestershire CC	Lincolnshire CC	Norfolk CC	Nottinghamshire CC	Shropshire CC	Somerset CC	Worcestershire CC	Warwickshire CC
Total Road Length (kms)	5,300	8,960	9,828	4,192	5,128	6,609	3,930	3,812
% coverage of carriageway	30%	33%	33%	35%	28%	22%	38%	46%

Warwickshire County Council

Environment and Economy Directorate

County Highways Winter Service Review Questionnaire - 2010 - 2011

Warwickshire's Winter Maintenance service is essential for keeping Warwickshire's strategic highways open and safe during adverse weather conditions. We would like to hear your views on our service.

Warwickshire County Council grits some 46% of its 3800 kilometre long highway network. The County Council will carry out precautionary gritting when the formation of ice is predicted. It is the Council's policy to pre-grit the following:

- All main traffic routes, A roads, B roads and one or two other strategic routes.
- In urban areas the accesses to hospitals and main industrial estates.
- A single route into all villages.

1. Overall, how satisfied are you with the winter service provided by Warwickshire County Council?

Very Satisfied

Satisfied

Neither/Nor

Dissatisfied

Very
Dissatisfied

☐☐☐☐☐

2. PRIMARY GRITTING ROUTES

As highlighted in the attached letter we are unable to add any roads to the primary gritting routes without reducing the existing primary gritting routes by a similar amount.

If you wish to suggest any changes to the existing Primary gritting routes serving your Parish, then you must indicate which part of the adjacent Primary gritting routes should be removed. Please note routes to be removed must be similar in length to the suggested route changes and efficiently connect with the existing primary gritted network to avoid creating budget pressures.

Suggestion 1: Primary Route	
Your suggested roads to be added to the Primary Routes.	Existing roads to be removed from the Primary Routes to compensate for the addition.
Location from – to;	Location from – to;
Total Length (miles);	Total Length (miles);

Suggestion 2: Primary Route	
Your suggested roads to be added to the Primary Routes.	Existing roads to be removed from the Primary Routes to compensate for the addition.
Location from – to;	Location from – to;
Total Length (miles);	Total Length (miles);

3. Secondary routes are typically gritted during prolonged periods of severe weather and when resources allow, they are not routinely gritted on every call out. Please indicate which roads you wish to be considered as part of the secondary route review in priority order below.

Suggestion 1: Secondary Routes	Suggestion 2: Secondary routes
Location from – to;	Location from – to;
Total Length (miles);	Total Length (miles);
Suggestion 3: Secondary Routes	Suggestion 4: Secondary Routes
Location from – to;	Location from – to;
Total Length (miles);	Total Length (miles);

3. Have you any further suggestions on our Winter Service delivery?

--

Please return to; Warwickshire County Council –Winter Service Review, EED , FREEPOST Licence NO LG111, PO Box 43,Shire Hall, Warwick ,CV34 4BR



Working for Warwickshire

AGENDA MANAGEMENT SHEET

Name of Committee Communities Overview and Scrutiny Committee

Date of Committee 3 November 2010

Report Title High Speed Rail 2

Summary This report outlines the status of the Government's proposals for HS2, confirms Warwickshire County Council's role to date and updates Members on the next steps.

For further information please contact Mandy Walker
Group Manager Regeneration Projects and Funding
Tel. 01926 412843
mandywalker@warwickshire.gov.uk

Would the recommended decision be contrary to the Budget and Policy Framework? No

Background Papers See: www.warwickshire.gov.uk/hs2

CONSULTATION ALREADY UNDERTAKEN:-

Details to be specified

Other Committees ☐

Local Member(s)
(With brief comments, if appropriate)

☒ Councillor J Appleton
Councillor M Doody
Councillor P Fowler
Councillor J Lea
Councillor T May
Councillor B Moss
Councillor D Shilton
Councillor B Stevens
Councillor J Whitehouse

} for information

Other Elected Members

☒ Councillor R Sweet,
Councillor C Williams
(HS2 Working Party, with above local Members).

Cabinet Member
(Reports to The Cabinet, to be cleared with appropriate Cabinet Member)

☒ Portfolio Holders/Support: Councillor A Cockburn
Councillor J Appleton.

Chief Executive	<input type="checkbox"/>
Legal	<input checked="" type="checkbox"/>	I Marriott
Finance	<input type="checkbox"/>
Other Chief Officers	<input type="checkbox"/>
District Councils	<input type="checkbox"/>
Health Authority	<input type="checkbox"/>
Police	<input type="checkbox"/>
Other Bodies/Individuals	<input type="checkbox"/>

FINAL DECISION **NO** *(If 'No' complete Suggested Next Steps)*

SUGGESTED NEXT STEPS :

Details to be specified

Further consideration by this Committee	<input checked="" type="checkbox"/>	March 2011
To Council	<input type="checkbox"/>
To Cabinet	<input checked="" type="checkbox"/>	Date to be confirmed, subject to Government's consultation timetable.
To an O & S Committee	<input type="checkbox"/>
To an Area Committee	<input type="checkbox"/>
Further Consultation	<input type="checkbox"/>

**Communities Overview and Scrutiny Committee -
3 November 2010**

High Speed Rail 2

**Report of the Strategic Director for
Environment and Economy**

Recommendation

That Members:-

1. Note the content of the report and status of the Government's proposals for HS2.
2. Comment on the officers' suggestions for the next steps for the Council to take (section 6).
3. Receive subsequent reports on HS2 and in particular the Government's formal consultation in the New Year on the proposed HS2 route.

1. Background

- 1.1 On 11 March Government announced its preferred route for a high speed railway (HS2) from London to the West Midlands, and crossing through Warwickshire. The work to support the proposal has been undertaken by HS2 Ltd (the company set up to deliver the scheme). HS2 Ltd. made its plans available on 11 March 2010 at www.hs2.org.uk and subsequently Warwickshire County Council (WCC) set up www.warwickshire.gov.uk/hs2 as a key data base for sharing all HS2 information.
- 1.2 About a third of the 150 km HS2 route from London- Birmingham would be within Warwickshire. Initial estimates indicate a cost of £17b. The government envisages enabling works starting in 2015, with the scheme taking at least 6-10 years to construct.
- 1.3 HS2 Ltd. was appointed to carry out further work to develop proposals and subject to completion of this work, a formal public consultation was proposed, to start this Autumn.

- 1.4 At the same time Government consulted on proposals for an Exceptional Hardship Scheme. In April Cabinet approved that Warwickshire County Council:-
- (i) engage with HS2 Ltd. during the pre consultation period to help achieve maximum benefit from the formal public consultation,
 - (ii) respond to the Government consultation supporting the principle of an Exceptional Hardship Scheme.

Following the consultation exercise, Government opened the Exceptional Hardship Scheme on the 20 August. Scheme details can be found at: <http://www.hs2.org.uk/exceptional-hardship-scheme/EHS-Guidance-and-Application-Form-57988>

- 1.5 A an officer working group was established in March and a Member working group set up in July.
- 1.6 Between March and April this year WCC requested answers and specific information on a range of issues from economic benefits to noise and atmospheric impacts, the effects of property acquisition, land and community severance, roads and footpath diversions, the impacts on landscape, heritage and bio diversity and more. HS2 Ltd. responded to all WCC 's questions, (**Appendix A**) but most of the detailed information requested has not been provided. This is a key area of concern raised in section 5 below.
- 1.7 In May the new coalition Government pledged to support HS2, along with a northern connection which is deemed by the new Government as essential. The Government in June therefore extended the remit¹ of HS2 Ltd. to provide further plans for extending the rail route to Manchester and Leeds and to incorporate a Heathrow Link, in addition to further development proposals linking HS1 and HS2. As a result the public consultation set for Autumn 2010 has now been moved to start early 2011.
- 1.8 On 9 August 2010 The Leader of the Council wrote to the Secretary of State for Transport, Philip Hammond (letter attached in **Appendix B**), asking for a meeting with WCC and 10 leaders of other local authorities along the route, to discuss the Government's intentions for identifying the route and its impact on communities. We have recently received a positive reply from the Secretary of State and a meeting is now being arranged.
- 1.9 On 8 September this year, the Government published 'Refining the Alignment of HS2's Recommended Route'². **Appendix C** of this report contains a series of maps showing the initial recommended route and the refined alignment for comparison. Further comments on this are made in section 2 below.
- 1.10 Most recently on 5 October, Philip Hammond announced the Government's preferred intention for the northern extension of HS2 – the so-called 'Y' network option, incorporating two separate legs from Birmingham to Manchester and

¹ Secretary of State for Transport – Mr P Hammond's letter to Sir B Briscoe Chair of HS2 Ltd, June 2010

² High Speed Rail London to the West Midlands and beyond Supplementary Report – HS2 Ltd. September 2010.

from Birmingham to Leeds, with options for serving the East Midlands and South Yorkshire. The detail report on the specific routes developed through this work is due December 2011.

2. Current Status of Proposal

2.1 The Government's commitment to HS2 is based on provision of a high speed rail network for the whole of Britain, which they state will bring economic benefits across the regions. The business case, along with a plethora of reports on the benefits, are held on www.warwickshire.gov.uk/hs2. Opinion, both expert and amateur, is divided on the merits of the national business case for high-speed rail in the UK. The coalition Government and the opposition are convinced that there is a strong case in favour whilst some commentators and local opposition groups claim it has serious weaknesses. Most recently, Government appears to be resting its business case for HS2 on the wider network (the 'Y') rather than on the London-Birmingham section in isolation. Due to a lack of information your officers are not (yet) in a position to evaluate the pros and cons of the arguments deployed either way.

2.2 HS2 Ltd's. report to Government on a refinement of the alignment was undertaken as part of their remit to "further refine the assessment of, and proposals for, mitigation of impacts of Route 3, especially in respect of noise and other environmental. "

2.3 Summary comments on the revised alignment are as follows:

The realignment moves away from the villages of Ladboke and Stoneleigh Village, but closer to Southam, Kenilworth, Cubbington and RASE showground. Therefore whilst the route change may benefit some, it may equally cause a greater number of people further concerns. The changes include drops in height of the line along several sections and reduction in length of some viaducts and bridges along the Warwickshire section. Specifically the long viaduct over the floodplain at Ladbroke has gone and at Burton Green the line is now in a tunnel. Detailed impacts remain to be quantified.

2.4 Similarly the recent proposal for a Y shaped route linking northwards, may well have further impact for Warwickshire, as it may mean a branch off to the north-east potentially through or alongside Kingsbury Water Park, but we will need to await the detail of the Y proposal to examine this properly.

3. WCC Role

3.1 The County's role to date has been both as an interested stakeholder requesting meetings and additional information, and as a facilitator and conduit for communication with HS2 Ltd. and groups and interested individuals across the County.

3.2 On communication, WCC has established a dedicated website – it's aim to provide a strong body of evidence and source of information on the proposed rail route and includes:-

- (i) links to government, HS2 Ltd. local government, the number of action groups set up in the County as well as the national HS2 Action Alliance
- (ii) links to reports produced by academics and rail consultancies
- (iii) Maps produced using GIS to illustrate the proposed route's interaction with the landscape, heritage and bio diversity of Warwickshire
- (iv) Pursuing questions with HS2 Ltd. And publishing responses to the web site.

Provision has also been made for those without web access by supplying information to libraries along the route, parish councils, community forums and in a few cases to individuals.

- 3.3 There is still an absence of information being produced and provided to WCC, including data on local economic impact assessment, environmental impact assessment and appraisal of sustainability reports. Without this information it has not yet been possible for officers to present a report to Members to allow the County Council to either scrutinise the impact of the route or arrive at a balanced judgement of the costs and benefits of the proposed HS2 Preferred Route and subsequent refined alignments, or examine the mitigation measures that need to be taken. Until such information is forthcoming then WCC cannot take a considered view on the impact of HS2 on Warwickshire.
- 3.4 The Director of Environment and Economy represents WCC at regional level on the HS2 Steering Group, which comprises representatives of all the regional local authorities and key stakeholders, including HS2. The regional group remit is to provide both a sounding board and a co-ordination role on HS2, for the whole of the West Midlands.

4. Other Local Authorities Responses To date

- 4.1 **Appendix D** identifies the 18 LAs affected by the route. Along the route there are differing LA views of HS2 , some supporters and some against and some, as with WCC who consider that they are not yet in a position to take a properly reasoned decision (see paragraph 5.3 below). Some have indicated they're not overly concerned as the impact is minimal while those fully in favour are largely limited to the authorities who seek to potentially gain from the proposals through having stations in their areas. Members may wish to consider inviting a representative from the affected LAs to a future meeting(s).

5. Key Issues for WCC

Process

- 5.1 Whilst welcoming the communication to date from HS2 Ltd. officers remain concerned at the lack of direct engagement with this Authority, over both the forthcoming consultation process and specifically the ad hoc changes that have been published in the last month. The issuing of these revisions raises concerns over the lack of a comprehensive approach to considering route alternatives.

Communication and Consultation

- 5.2 To date we have carried out several communications meetings with Members in affected constituencies, Parish, District, Borough and Town Councils, representatives from the action groups – these have highlighted further communication approaches which have been implemented – paper copies of maps detailing routes placed in local libraries, updates appearing in parish council news sheets, email alerts of additions to the website. In addition a dedicated email account has been set up to provide the public with a single point of contact for queries. Officers have also attended a number of community forum meetings and will continue to do so. In addition, officers will be closely involved with HS2 Ltd. in the process arrangements for the formal consultation, to ensure both residents and businesses within the County are given the fullest opportunity to contribute .

Economic Case

- 5.3 If we are to properly and fully consider the economic benefits for Warwickshire of HS2, then we need disaggregated data, which goes beneath the national macro economic information, presented so far (3). Whilst we can second guess the likely spin offs, which could arise from any major infrastructure project, including HS2 (eg building of M40, M6 Toll Road), we need to have some certainty at the start of the process what these are likely to be and to establish a baseline of local economic benefits and moreover set out what we would expect to gain, as a minimum (in much the same way we have required local labour sourcing and skills and employment development programmes , as part of our regeneration projects).
- 5.4 In summary local economic benefits may well mirror some the of anticipated regional benefits:-
- (i) local labour supply for construction in Warwickshire and beyond
 - (ii) supply chain links with local businesses engaged in the manufacture and design of the line/trains
 - (iii) business benefits from increased competitiveness, arising from increased productivity because of shorter journey times and more efficient working
 - (iv) relocation of firms into Warwickshire to be closer to HS2
 - (v) increase in job opportunities for Warwickshire residents in Birmingham/ NEC/Solihull.

However in the absence of information on the scale, nature and distribution of local economic benefits, we cannot make a proper assessment and Members lack sufficient detail to scrutinise the effects for Warwickshire.

- (3) High speed Rail in Britain consequences for employment and economic growth – a report commissioned by Greengauge 21 from KPMG
Meeting the Capacity Challenge: The case for new lines – report by Steer Davies Gleave, for Network Rail;

Rail Capacity

5. HS2 Ltd. has identified that a key benefit of building HS2 would be additional capacity for local, regional and freight services on the West Coast Main Line railway between Birmingham-Coventry-Milton Keynes –Euston. The additional capacity would be as a result of needing fewer high speed ‘inter city’ style services between Birmingham and London on the WCML because of passengers switching to use HS2 travel between Birmingham and London. At the time of drafting this report, CENTRO have just launched a report on passenger rail forecasting capacity. An update on this will be provided at the meeting.

Freight impact

5.6 Given Warwickshire has two rail freight terminals in/ adjacent to it, (Hams Hall and DIRFT) we would wish to identify and quantify with more certainty the levels of any additional capacity on the WCML and how this might be used directly within Warwickshire to benefit business and the transport network.

LTP3

- 5.7 HS2 is likely to have a mixed effect on existing rail services within Warwickshire. Whilst there could be an increase in local and regional services along the WCML, which could benefit stations such as Atherstone, Nuneaton and Rugby, there is also a risk of a reduction of high speed inter city style services at Birmingham International and Coventry. Both these stations are used by Warwickshire residents for travel to London. It is not understood what other effects on rail services there might be at this stage but Rugby, Nuneaton and Atherstone could all be affected. There could also be mixed effects on the Birmingham-Leamington-Banbury-London Marylebone line. Access to the HS2 station would also need to be addressed.

Environmental impact

- 5.8 Until we receive the environmental impact assessment data we cannot fully quantify the impact on the environment of HS2, including landscape impact, noise, light pollution, full blight impact and carbon footprint impact. There are however pieces of work which we can undertake, using in house data sets and in house officer expertise and we will start this work, ahead of the consultation, combining it with the existing data sets we have already produced on the web maps, identifying a range of protected landscapes, listed buildings etc.

6. Next Steps

- 6.1 The Leader will meet with the Minister for Transport , in due course and seek clarity on the issues raised in his letter of 9 August.
- 6.2 It is clear that the information required to examine the impact of HS2 on Warwickshire, is not likely to be forthcoming in the short/medium term. Therefore the Council, via it's HS2 Members working group, needs to consider commissioning specific pieces of work, either independently or as part of a

regional working group, to help plug the current gap in information on local impacts, which will allow a proper examination of the impact of HS2 for Warwickshire. Subject to Overview and Scrutiny Members views and the HS2 Members working group, a detail proposal along these lines will be put to Cabinet/Portfolio Holder for approval.

- 6.3 In addition internal work will be undertaken to examine in more detail the impact of the revised alignment and Y route proposal , on existing County held data sets.
- 6.4 HS2 Ltd. are holding a series of technical workshops in Oct /Nov, prior to the formal consultation commencing, to consider the following areas: infrastructure and technical specification; noise; modelling ,forecasting and economic appraisal. Officers will be attending and will report back.
- 6.5 Officers will continue to work with the Regional Steering group , including supporting a forthcoming business event later this year, to ascertain the views of businesses across the West Midlands on HS2.
- 6.6 There are many lessons that can be learnt from existing major infrastructure projects, both within the region and externally eg HS1. Internal work will also be carried out to capture these lessons, to ensure Warwickshire is best placed to respond when the Government opens its consultation on HS2.
- 6.7 We will continue to be a conduit for disseminating information to local groups and individuals on HS2 and will work with HS2 Ltd. to seek to ensure the formal consultation process is adequately delivered within Warwickshire.
- 6.8 Further reports will be brought back to this Committee and Cabinet, as appropriate.

7. Financial Implications

- 7.1 The current budget for the WCC HS2 project is £50k, (a dedicated HS2 budget for 2010/11 only , within EED's budget) of which just over £300 has been spent on maps and communication. If Members decide to commission local economic and transport impact work this will have a significant draw on the remaining budget and, if it cannot be carried out using in-house staff, further funding will be required to employ consultants.

8. Risk

- 8.1 For WCC the current risks include:-
 - (i) Failure to identify the benefits and disbenefits of the project sufficiently to come to an informed decision about the merits of the project for Warwickshire.
 - (ii) Inadequate funding to facilitate the above if the facts are not forthcoming from HS2 Ltd or others.
 - (iii) Managing the conflicting pressures from opponents and supporters

All of which will be kept under review.

9. Timeline

Estimated Timing	HS2 Project Stage
Late October 2010	Announcement of preferred network shape and future approach
Early 2011	Consultation on high speed rail London to West Midlands Route
Late Summer 2011	Publication of line of route from Birmingham to Manchester/Leeds
Autumn 2011	Announcement on London to West Midlands final route
Early 2012	Consultation on line/s of route north of Birmingham
2012	Anticipated Hybrid Bill
2015	Commencement of enabling works

10. Conclusion

- 10.1 The Coalition Government is clearly committed to progressing HS2 and, in doing so, is receiving the support of the opposition party at Westminster. WCC is not currently in a position to scrutinise or examine properly the impact of HS2 for Warwickshire. However, there are several pieces of work that can be progressed, which, along with continuing to work with both local and regional groupings, will assist WCC in its eventual detailed consideration of HS2 and assessment of its impact on Warwickshire and its wider sub-region.

PAUL GALLAND
Strategic Director for Environment and Economy
Shire Hall
Warwick

22 October 2010

Communities Overview and Scrutiny Committee - 3 November 2010

High Speed Rail 2

HS2 Ltd Responds to Warwickshire County Council Questions

WCC Question (31 March 2010)

Q1) Economic Benefits: We need to understand how, in particular, the claimed benefit of HS2 of "deeper labour markets and wider pools of customers" (para 3.3, Command Paper) has been (or can be) measured in terms of economic benefits to Warwickshire and its Coventry Solihull Warwickshire (CSW) Sub-region. It has proved difficult to identify from the published material - the [HS2 Ltd Report to Government](#) and the [Government's Command Paper](#) - what is the scale, nature and distribution of economic benefits likely to accrue to the West Midlands Region and, more particularly, CSW. So, we would be grateful if you could point us to the specific documents on which we can rely to explain the particular relevance of the overall conclusions to us here in Warwickshire of paragraphs. 3.3 and 3.37-3.42 of the [Command Paper](#).

HS2 Ltd Answer (22 April 2010)

It is difficult to identify with any certainty regionally specific potential economic benefits. The evidence base around 'deeper labour markets' etc (also called Wider Economic Impacts) refers to national macro-economic processes. It is very difficult to arrive at firm conclusions on potential local and regional economic impacts.

We believe that there may well be benefits to Warwickshire – reduced long distance traffic on local roads, the M6/M40 etc may well reduce congestion and boost local economic outcomes. One could also argue that the improved access to London (via either released capacity or via the proposed Birmingham Interchange station) may open up new markets for local businesses, or that HS2 by boosting the economy in Birmingham, this might open up job opportunities for people in Warwickshire. However there are a range of other local impacts which might work in either direction (e.g. Birmingham draws in activity from the surrounding region). Unfortunately we do not have definitive evidence one way or the other on this point.

May I refer you to Appendix 3 of the [HS2 Demand Model Analysis report](#) which provides an overview of the experience elsewhere but with a focus on areas that could have a station directly on the high speed line rather than those near to one. This indicates that high speed rail could open up economic opportunities, but it would have to be effectively integrated within the regional spatial plans and transport network.

WCC response (28 April 2010)

WCC's response to the Autumn consultation will have to balance the overall economic and transport benefits of the proposed HS2 and its Preferred Route for Warwickshire as a whole against the environmental and potentially other adverse impacts. Therefore, unless HS2 Ltd is able to identify the scale, nature and distribution of economic benefits likely to accrue to the West Midlands Region and, more particularly, to Warwickshire and its Sub-region, then this balancing exercise cannot be carried out properly. Whilst,

in theory, we could hire consultants (at, no doubt, considerable expense) to do the work, we consider that it is for the promoters of a project to substantiate the benefits claimed for their project to the extent that they can be identified as applying or not to those whose views are to be sought in the consultation process. Without such information, the consultation could not be regarded as an 'intelligent consultation'. We urge HS2 to carry out the further work that this requires and make it publicly available well in advance of commencement of the consultation.

WCC Question (31 March 2010)

Q2) Freight Transport: There is considerable reliance in the documentation on the transport benefits of HS2 in releasing capacity for increased conventional rail services, particularly freight on the West Coast Mainline (WCML) (e.g. at paragraphs. 8.22-8.25, [Command Paper](#)). We are especially interested in the prospect of lifting the current 'brake' on modal shift of long haul freight from road to rail, specifically at the major logistics locations in and adjacent to Warwickshire where there are currently under-used rail freight terminals (e.g. at DIRFT, Hams Hall). In this connection, we would be keen to see the notional distribution of the released capacity used to inform the HS2 business case. And whilst we note that the [Command Paper](#) says that "actual allocation of capacity would be carried out through industry processes" (para 8.25, [Command Paper](#)), I would expect that we will be looking for the claimed benefits of HS2 - including the WCML released capacity benefit - to be to some degree ring-fenced or otherwise linked to the broad locations bearing the brunt of its physical impact, including Warwickshire. I would appreciate your advice on how we might go about securing this through the Hybrid Bill process.

HS2 Ltd Answer (22 April 2010)

Our assessment indicates that the construction of a high speed line from London to Birmingham would release significant amounts of rail capacity on the southern section of the West Coast Main Line (WCML), south of the point where the new line would rejoin the WCML to the north of Lichfield. North of that point, the addition of high speed would mean the WCML becoming more intensively used than it is currently. Therefore, we believe that the released capacity for freight during the daytime could only really be used for services to/from the south or east of Warwickshire, for example DIRFT to Felixstowe, Hams Hall to Tilbury, or Birch Coppice to the Channel Tunnel (and onward to Europe).

You may wish to know that the idea of ring-fencing some of this new capacity for freight services has also been raised by the [Rail Freight Group](#). This would not be a simple exercise. In circumstances such as the construction of Crossrail, where the outcome was potentially a reduction of available capacity for freight on the Great Western Main Line, the parties followed the formal dispute process and an agreed level of paths and additional infrastructure for freight operations was the result. In HS2's circumstances, where additional capacity is being released – in excess of the likely requirements of passenger operators on the route – it is difficult to envisage such a process being followed.

A better model might be the process used to develop the December 2008 WCML timetable, where an all-industry working group led by the DfT set the remit for the timetable development work. This involved the production of a "standard hour" timetable which included long distance and local passenger and freight services. This ensured that a suitable level of freight paths was incorporated in the draft timetable.

Therefore, in due course Warwickshire Council (and other interested bodies such as the terminal operators) may wish to consider how they could co-ordinate their thoughts, possibly via the [Rail Freight Group](#), to propose a specification for the freight paths on the southern part of the WCML post HS2. Such a specification could possibly form the starting point of a remit for the timetable development process.

WCC response (28 April 2010)

This is a helpful response – at least as far as it goes. However, it is both unrealistic and unfair to put the onus on the County Council and other councils and bodies to take the initiative with a national body (DfT Rail) in these circumstances. We consider that it should be HS2 Ltd's responsibility to approach the all-industry working group led by DfT Rail with a specific request that it addresses the HS2 implications for releasing capacity for long distance and local passenger and long haul freight services on the WCML and consults on proposed arrangements for delivering the claimed HS2 rail transport benefits – in particular those appropriate for the West Midlands, Warwickshire and its Sub-region. This could usefully be part of the overall HS2 consultation proposed by Government starting in the Autumn.

WCC Question (31 March 2010)

Q3) Noise Impacts: The collective experience of Warwickshire residents and businesses in high-speed rail travel is thought to be quite limited and that of living or working near high-speed rail lines (with train speeds in excess of 200mph) is likely to be extremely rare/non-existent. Given the proposed speeds, frequency and railway & train designs, we struggle to understand what noise is likely to be generated and its impact on people living and working in the 'locality'. I note in paragraph 5.49 of the [Command Paper](#) that HS2 Ltd's "careful analysis" of the Preferred Route concludes that about 350 dwellings could experience high noise levels with a much larger number experiencing a noticeable noise increase.

- It would be helpful to us to know what is meant by 'high noise levels' and 'a noticeable noise increase' and the locations and numbers of those dwellings likely to be affected in Warwickshire.
- We also note that Government has commissioned HS2 Ltd to do more detailed analysis of noise impacts on settlements and options for mitigation before the public consultation (presumably to comply with the [Transport & Works \(Assessment of Environmental Effects\) Regulations 2006](#)). Can you confirm that your further work on noise impact will cover other uses in addition to dwellings such as offices and schools (NB. as per British Standard 82233 & Building Bulletin 93).
- It would also be useful if you could give us an idea of the location and extent of dwellings in Warwickshire to which the Noise Insulation (Railways and other Guided Transport Systems) Regulations 1996 are likely to apply (i.e. re. secondary glazing/ alternative ventilation).

HS2 Ltd Answer (4 May 2010):

The HS2 adopted High noise levels are noise levels equal to or greater than 73 dB LAeq,18hr. HS2 has considered a noticeable noise increase of at least 3 dB LAeq,18hr with a resultant noise level of greater than 50 dB LAeq,18hr. Numbers of dwellings affected have not divided into regions.

Further studies have been commissioned to reflect the requirements of the Command Paper and will be published in the Autumn prior to consultation. In due course an Environmental Impact Assessment will be prepared in accordance with [Council Directives 85/337/EEC](#) and its [amendment 97/11/EC](#) and an Environmental Statement will be prepared to accompany the deposit of a draft hybrid Bill to be put before Parliament. That environmental impact assessment (EIA) will cover both residential, commercial and community effects of noise.

The NIRR is designed to offer noise insulation in certain prescribed qualifying circumstances. The actual location of eligible properties will not be known until more detailed predictions are undertaken.

- [Examples of decibel sounds](#)
- [Noise and sound definitions](#)
- [Glossary of the more technical terms](#) (PDF - 10 KB)

WCC Response (5 May 2010):

It is helpful to know that HS2 Ltd considers noise levels equal to or greater than 73 dB LAeq,18hr as 'high' but first we need to press you further on what has been done so far to assess noise impacts of the Preferred Route. It does not seem plausible to us for the [Command Paper](#) to say (at para. 5.49) that about 350 dwellings would experience high levels of noise without knowing where they are located. Either the [Command Paper](#) is making a wild guess or the locations have been identified to produce the estimate - which is it?

We also note HS2 Ltd's definition of a 'noticeable noise increase'. How does this relate to the 55/57 dBA noise level used in airport planning to identify the level at which 'community annoyance' begins to set in?

We are disappointed about the delay in delivery of noise contours for the Preferred Route through 'further studies'. We hope to receive the results well in advance of the Autumn consultation. Your answer indicates that they will be released just prior to commencement of the consultation. This implies that we will not be able to identify those locations where we would wish to pursue noise mitigation measures with you - in the event that the project proceeds as proposed. Moreover, we will not be able to give you advice about focussing your consultation exercises on those locations likely to be most affected. Lack of noise contours in advance of the consultation will risk missing out those locations where there could well be a 'noticeable' increase in noise levels but little or no visual impact.

Whilst we welcome your confirmation that the Environmental Impact Assessment (EIA) will cover residential, commercial and community effects of noise, again we are concerned about the timing of its availability. Your answer suggests that the EIA will not be available until after the consultation period has ended and the Environmental Statement is being prepared to accompany the deposit of a draft hybrid Bill. We consider that it is essential for the EIA to be available to inform the Consultation process (as well as the Parliamentary process) and will HS2 Ltd & DfT therefore reconsider the timing and confirm that this material will indeed be available to the public in the Autumn.

WCC Question (31 March 2010)

Q4) Familiarisation: What proposals do HS2 (or DfT) have to help familiarise us (local authorities) with the experience of high-speed rail - to help us appreciate what it is like to live near an operational line in terms of its visual, noise, vibration and atmospheric impacts on local residents and businesses?

HS2 Ltd Answer (22 April 2010)

As I indicated at our meeting, we are beginning to shape our thoughts and plans for the proposed Autumn consultation and in particular ways to consult and what materials and documentation to produce to help people understand the consultation and contribute to it. One of the issues we will consider is what information might be beneficial to enhance residents understanding of high speed rail in general and the potential operational impacts of the London to Birmingham preferred route option.

WCC response (28 April 2010)

This general sentiment is welcome but, in particular, I hope you will appreciate that the Council's and the general public understanding of what it can be expected to be like living, working or taking recreation close to or in the vicinity of an operational HS2 line is crucial to obtaining an informed response to the consultation. This understanding needs to be developed well in advance of the consultation – rather than during it. Therefore, we look forward to some early initiatives by HS2 to begin the education process.

WCC Question (31 March 2010)

Q5) Environmental Impact Assessments: How soon will HS2 be able to provide us with the details of the Environmental Impact Assessments relating to the impacts on the Warwickshire sections of the Preferred Route?

HS2 Ltd Answer (22 April 2010)

As part of the report to Ministers at the end of 2009, HS2 produced an Appraisal of Sustainability (AoS) report and published in March a non-technical summary of the AoS. The full AoS report has not yet been published as Ministers have asked HS2 to carry out some more work on potential mitigation. This work is underway and the results will be included in the full AoS which will be published in time for proposed Autumn consultation.

WCC response (28 April 2010)

It is most unhelpful that publication of the full 'Appraisal of Sustainability' will not be available well in advance of the commencement of consultation since we would look to the results of this work to steer us to those parts of the Preferred Route proposals where we would seek to understand early on the scope for mitigation. This, in turn, would inform our response to the subsequent consultation. We urge HS2 Ltd and DfT to advance the further work on mitigation ordered by Ministers and make it available to us for this purpose in 3 (rather than 6 months) time.

WCC Question (31 March 2010)

Q6) Re-alignment Modelling: Does HS2 Ltd have a model (or the capacity) to simulate local re-alignments to the Preferred Route (both horizontal and vertical) and their likely impacts i.e. In the event that the output of the EIA indicates (to us) that re-alignment should be considered?

HS2 Ltd Answer (22 April 2010)

Our analysis of the preferred route is supported by plan and profile drawing of route section which include horizontal and vertical alignments, as well as showing where the route might be in tunnel and where potential viaducts might be needed. If as a result of further work or as a result of the consultation the route was to deviate from the existing alignment HS2 would need to assess the impacts.

WCC response (28 April 2010)

This is not as helpful as we expected following the discussions on 25 March. We would wish to explore the scope for and implications of re-alignment with you during the next 6 months in those locations that the environmental impact assessment identifies serious negative effects (assuming that this environmental information is forthcoming within a reasonable time-frame – see our response to your answer to question 5 above). HS2 Ltd is requested to review its position on this issue as a matter of some urgency.

WCC Question (31 March 2010)

Q7) Acquisition Schedules: Do schedules of different types of land & property acquisition for the Preferred Route exist and when can we have access to them?

HS2 Ltd Answer (22 April 2010)

The HS2 Appraisal of Sustainability work carried out a broad assessment of property impacts along the route broken down into route sections. As you may know, Lord Adonis has asked HS2 to carry out some further work on the AoS for instance around mitigation of the potential impact on Stoneleigh Abbey Park and Gardens. The intention is to publish the AoS with the further assessment included in time for the proposed Autumn consultation.

WCC response (28 April 2010)

Our question related to the simple facts of the land and property that would need to be acquired in order to construct and operate the HS2 on the Preferred Route. We assumed that this basic information would be collated and easily available. The question has not been answered.

The answer provided is nonetheless informative in that it suggests that the delay in publication of the full 'Appraisal of Sustainability' has specifically been prompted by Lord Adonis's request for further work on mitigation in relation to Stoneleigh Park. We have no doubt that there are other locations along the Preferred Route in Warwickshire that will have a prima facie claim to such special treatment and delay in publication of the 'Assessment of Sustainability' will hinder identification of such cases. (See our response to your answer to question 5 above)

WCC Question (31 March 2010)

Q8) Local Land Search: The Local Land Search Form 'CON29' has a specific question about railways with a requirement to declare for properties with 200m of the centre-line. How should we deal with this question in relation to the current HS2 Preferred Route?

HS2 Ltd Answer (22 April 2010)

I am afraid HS2 is unable to answer this question. I suspect it is not a unique situation as there must be other proposals for development which are not yet at the planning stage but which may be relevant to Local Land Searches. May I suggest that you take advice from your own planning/ legal experts or you may want to consult the Department for Communities and Local Government which could offer more definitive advice on this issue.

WCC response (28 April 2010)

This answer should have anticipated that the question would not have been asked had clear guidance been forthcoming from the usual sources. Currently, different practices are being adopted and, in the absence of a steer from DfT, we shall seek to achieve some degree of local consistency in Warwickshire.

WCC Question (31 March 2010)

Q9) Parish Meetings: Is HS2 prepared to send representatives to local parish meetings to explain the Preferred Route proposal as it affects particular localities and answer related questions?

HS2 Ltd Answer (22 April 2010)

At this stage and during the election purdah period HS2 is not engaging in any activity which could be seen to promote Government policy or discuss areas of sensitive Government policy. As indicated in our meeting we want to continue engagement of practical matters around the proposed consultation plans and expect to continue discussion with Warwickshire officials soon. Discussions with local representative groups about the consultation would follow. In the meantime we are happy to take questions about high speed rail and we have set up an enquiry unit to do this.

WCC response (28 April 2010)

This is understood and accepted as inevitable for the next 2 weeks.

WCC Question (07 June 2010)

Q10) Exception Hardship Scheme Decision: Are you in a position to advise us of the date when the Government will announce its decision on the Exception Hardship Scheme (EHS)? Will it be in two or three months? Obviously, we wish to avoid further uncertainty in the communities directly affected by the HS2 Preferred Route through Warwickshire and your prompt response would therefore be appreciated.

HS2 Ltd Answer (16 June 2010)

As you know, a number of people responded to the consultation on the EHS arguing that ten weeks was not enough time to allow all interested people to comment. In response to their concerns, the Secretary of State for Transport decided to extend the deadline by a month to the 17 June.

This extension will allow more people to comment but could also mean that those

people needing to move urgently and wishing to use the Scheme could face a month's delay as these further responses are considered.

In order to minimise any delay for property owners looking to move urgently, the Secretary of State has asked the Department for Transport to have interim arrangements in place by the time a decision on the EHS is announced. So, without prejudging the outcome of the consultation, the Department will be in position to accept and start processing applications immediately a decision is taken. This should help minimise uncertainty for those affected and ensure that, if the decision is taken to proceed with the scheme, any payments can be made as quickly as possible wherever appropriate.

Your ref:
My ref: AF/LDT
Date: 9th August 2010



Cllr. Alan Farnell
Leader of the Council

The Rt Hon P Hammond MP
Secretary of State for Transport
Department for Transport
Great Minster House
76 Marsham Street
London SW1P 4DR.

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Dear Mr Hammond

High Speed 2 – Proposed Council Leaders' meeting

I am writing is to request a meeting with you and ten Leaders of both County and Borough/District Councils whose areas cover at least three-quarters of the HS2 Route 3 - from Wycombe to Lichfield Districts*. Our purpose is to obtain your urgent clarification of the Government's intentions for identifying the proposed route of HS2 between London and Birmingham and its impact on communities in between.

Our reason for seeking this clarification from you is two-fold.

First, it behoves our Councils, as responsible public bodies representing a wide spectrum of communities, to understand and communicate all of the impacts of the Government's proposal on those communities. We say this, conscious that it must be the case for all of us, whatever the stance taken on the project, either now or later on. However, whilst we await with diminishing patience the environmental impact information, it is clear from HS2 Ltd that the economic and transport benefits claimed in the Command Paper (published on 11 March 2010) have not been identified at a sufficiently local level for us to inform ourselves and our constituents of their community impact with any degree of confidence. This is most unsatisfactory. If Government wishes us to pay due regard to such 'benefits' or indeed the lack of them, then we must have the relevant information before we can respond intelligently to the proposed consultation.

Secondly, we consider that the merits of review need to be balanced against the costs of uncertainty. The Coalition Government's recent extension of HS2 Ltd's



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Warwickshire*



remit introduces further elements of uncertainty about the proposed HS2 routing and timing - whether or not they are to be welcomed in principle. Moreover, your 11 June letter to HS2 Ltd's Chairman, Sir Brian Briscoe, appears to have had the effect of adding confusion because it says on the one hand that you will wish to "...review in more detail" the recommended route (route 3 - the previous Government's 'Preferred Route') but, then on the other hand, that HS2 Ltd can continue in the meantime to further develop route 3 proposals as you intend to consult on HS2 in the New Year. Uncertainty about the route that Government intends to consult on not only widens the blighting effect - setting communities against each other - but it also makes it very difficult to identify impacts and communicate them to the public. We feel it is incumbent on Government to minimise this uncertainty as much and as fast as possible.

We look forward to your early and positive response to our request.

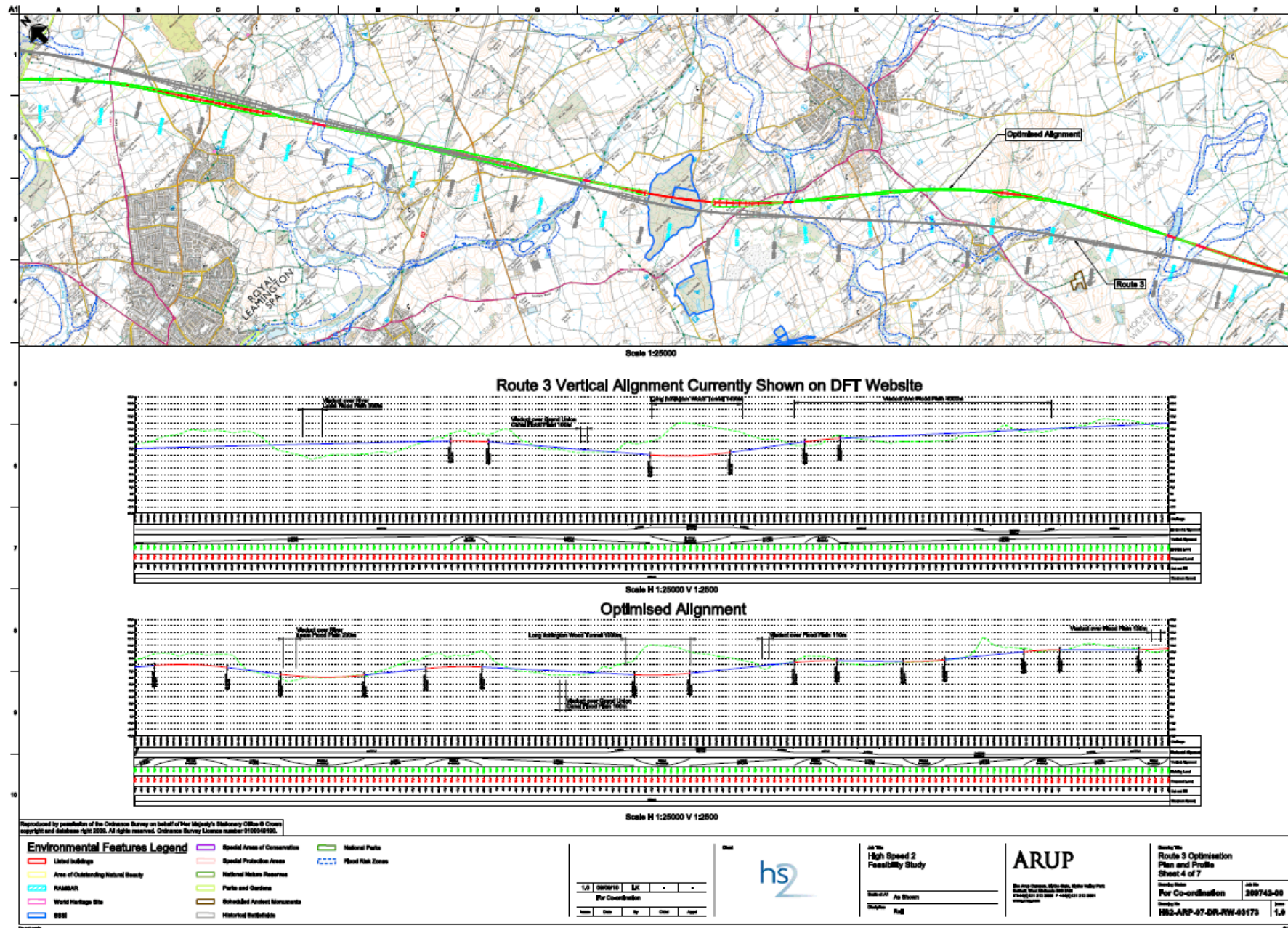
Yours sincerely

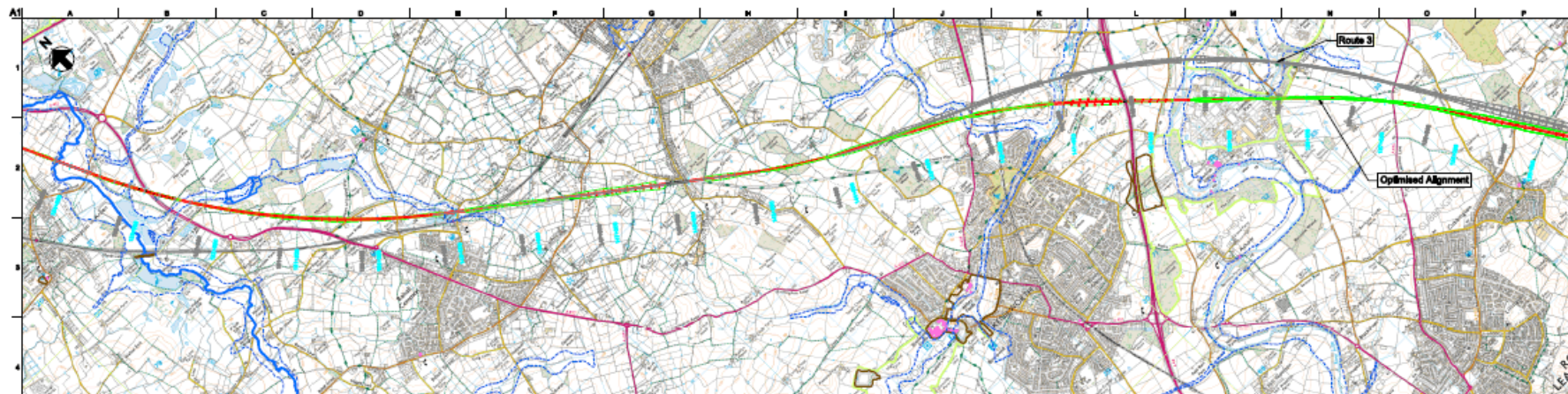


Cllr Alan Farnell
Leader of the Council

* (i.e. Wycombe DC, Aylesbury Vale DC, Cherwell DC, Northamptonshire CC, South Northamptonshire DC, Warwickshire CC, Stratford-on-Avon DC, Warwick DC, North Warwickshire BC, Lichfield DC.)

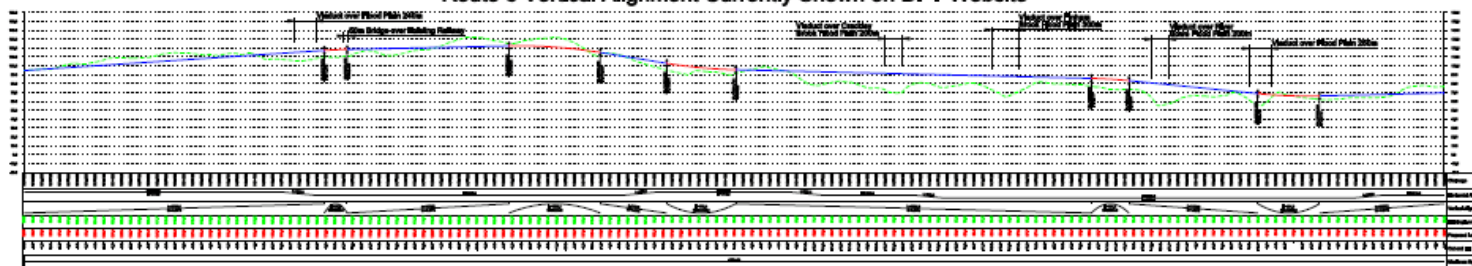






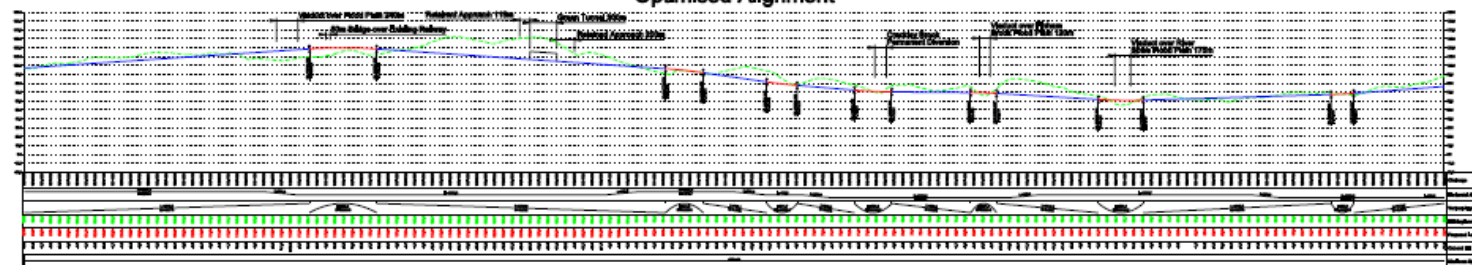
Scale 1:25000

Route 3 Vertical Alignment Currently Shown on DFT Website



Scale H 1:25000 V 1:2500

Optimised Alignment



Scale H 1:25000 V 1:2500

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Environmental Features Legend

- Listed Buildings
- Area of Outstanding Natural Beauty
- RAMSAR
- World Heritage Site
- BBSI
- Special Areas of Conservation
- Special Protection Areas
- National Nature Reserves
- Parks and Gardens
- Scheduled Ancient Monuments
- Historical Settlement
- National Parks
- Flood Risk Zones

3.0	100000	AB	•	•
1.0	100000	UK	•	•
Scale	Ratio	Unit	Color	Symbol



High Speed 2
Feasibility Study

For Co-ordination
For Co-ordination

ARUP

200743-00

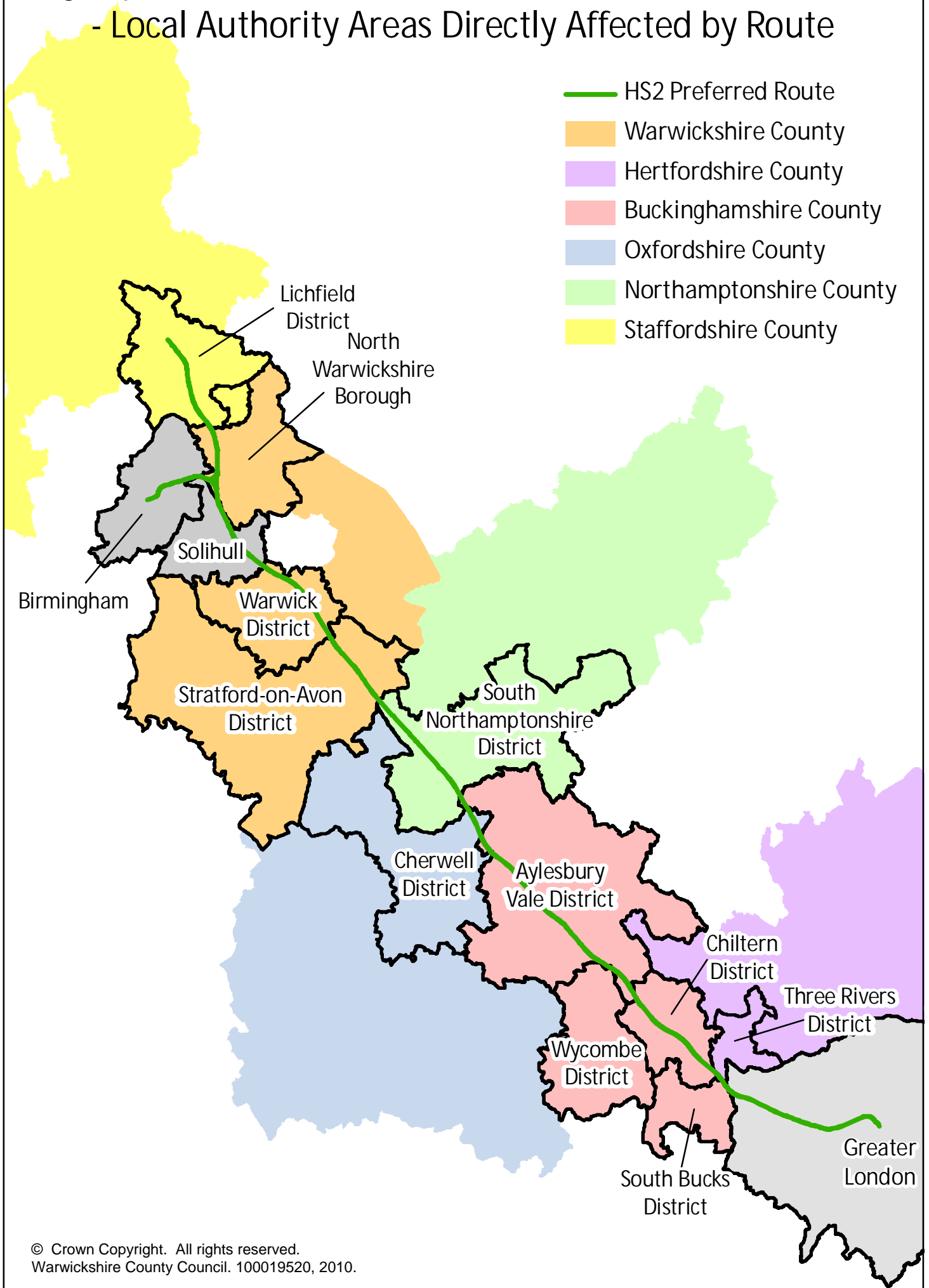
Route 3 Optimisation
Plan and Profile
Sheet 6 of 7

For Co-ordination
200743-00

200743-00

High Speed 2 Preferred Route Published 11th March 2010

- Local Authority Areas Directly Affected by Route



AGENDA MANAGEMENT SHEET

Name of Committee	Communities Overview And Scrutiny Committee
Date of Committee	10th November 2010
Report Title	Committee Work Programme and suggested topics for Task and Finish Groups
Summary	This report outlines the draft work programme for the Committee and review outlines for suggested Task and Finish Groups to be passed onto the Overview and Scrutiny Board for consideration.
For further information please contact:	Michelle McHugh Overview and Scrutiny Manager Tel: 01926 412144 michellemchugh@warwickshire.gov.uk
Would the recommended decision be contrary to the Budget and Policy Framework?	No.
Background papers	None

CONSULTATION ALREADY UNDERTAKEN:-

Details to be specified

Other Committees	<input type="checkbox"/>
Local Member(s)	<input checked="" type="checkbox"/> N/A
Other Elected Members	<input checked="" type="checkbox"/> Cllr Whitehouse, Cllr Chattaway, Cllr Sweet, Cllr Williams
Cabinet Member	<input type="checkbox"/>
Chief Executive	<input type="checkbox"/>
Legal	<input type="checkbox"/>
Finance	<input type="checkbox"/>
Other Strategic Directors	<input checked="" type="checkbox"/> David Carter, Strategic Director for Customers, Workforce and Governance
District Councils	<input type="checkbox"/>

Health Authority	<input type="checkbox"/>
Police	<input type="checkbox"/>
Other Bodies/Individuals	<input type="checkbox"/>	

FINAL DECISION NO

SUGGESTED NEXT STEPS:

Details to be specified

Further consideration by this Committee	<input type="checkbox"/>
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To Council	<input type="checkbox"/>
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To Cabinet	<input type="checkbox"/>
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To an O & S Committee	<input checked="" type="checkbox"/>	Suggested review outlines for Task and Finish Groups to be forwarded onto the Overview and Scrutiny Board on (10 th November) for consideration
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To an Area Committee	<input type="checkbox"/>
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Further Consultation	<input type="checkbox"/>
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Agenda No

Communities Overview and Scrutiny Committee – 10th November 2010.

Committee Work Programme and suggested topics for Task and Finish Groups

Report of the Chair of the Communities Overview and Scrutiny Committee

Recommendation

The Committee is recommended to agree:

- i) the work programme, to be reviewed and reprioritised as appropriate throughout the year
- ii) the suggested review outlines and forward them onto the Overview and Scrutiny Board for consideration

1. Summary

- 1.1 The Committee's Work Programme is attached as Appendix A. The Work Programme will be reviewed and reprioritised throughout the year so that the Committee can adopt a flexible approach and respond to issues as they emerge.
- 1.2 At its meeting on the 5th October 2010, the Overview and Scrutiny Board considered the Committee's proposals for Task and Finish Groups in relation to:
 - Control of Alcohol – Review of Licensing
 - Supporting the Local Economy
 - Skills Agenda and Adult Learning
- 1.3 The Board requested that as the skills agenda is central to supporting the local economy, that the skills agenda be incorporated into the supporting the local economy review, as opposed to having two separate reviews. Consequently, the review outline for Supporting the Local Economy has been revised and is attached as Appendix B for the Committee's consideration prior to it being reconsidered by the O+S Board at its meeting on the 10th November.
- 1.4 In relation to the Control of Alcohol review, the O+S Board requested that consideration be given to widening the scope of the review to include the impact of alcohol abuse. However, as DAAT have recently published an Alcohol Implementation Plan 2010-11 to sit underneath the Warwickshire

Alcohol Harm Reduction Strategy, it is considered untimely for the wider issues associated with alcohol abuse to be subject to a scrutiny review at this time. Therefore, it is proposed that the Communities OSC scrutinise the outcomes achieved through Alcohol Implementation Plan during 2011 and that the proposed review regarding Alcohol Control be re-submitted to the O+S Board in its original form with assurances that the committee will be picking up wider issues associated with alcohol abuse in its work programme. The review outline for the proposed review into Alcohol Control is attached in Appendix B.

CLLR WHITEHOUSE
Chair of the Communities
Overview and Scrutiny
Committee

Shire Hall
Warwick

18th October 2010

Communities O & S Committee - Work Programme for 2010 -11

MEETING DATE	ITEM AND RESPONSIBLE OFFICER	OBJECTIVE OF SCRUTINY	Holding e to Account	Policy Review/Development	Overview	Raising Levels of Educational Attainment	Maximising independence for older people and adults with disabilities.	Developing sustainable places and communities	Protecting the Community and making Warwickshire a safer place to live	Cross cutting themes/ LAA
3 rd Nov	Fire and Rescue Improvement Plan Gary Phillips, WFRS	<ul style="list-style-type: none"> To scrutinise the robustness of the implementation plan developed to deliver the Fire and Rescue Improvement Plan 	✓		✓				High	
	Winter Maintenance Graeme Fitton, Head of Transport and Highways	<ul style="list-style-type: none"> To review the County Council's policy regarding winter maintenance of highways to ensure effectiveness and efficiency 		✓					High	NI 47 - People killed or seriously injured in road traffic accidents
	Domestic Abuse Sue Ingram, Domestic Abuse Manager	<ul style="list-style-type: none"> To scrutinise the options to remodel the service and support available for domestic abuse within Warwickshire in the light of a withdrawal of government funding 		✓					High	NI 15 – Most serious violent crime rate
	Household Waste Recycling Centre (HWRC) Provision	<ul style="list-style-type: none"> Report and recommendations of the Task and Finish Group 							High	
	High Speed Railway (HS2), Andy Cowan, County Planner	<ul style="list-style-type: none"> To set the scene regarding HS2 to inform later scrutiny regarding the proposed project. 						High		
29 TH November	Rugby Western Relief Road	<ul style="list-style-type: none"> To scrutinise the project management (including the development of the contract) of the Rugby Western Relief Road and identify lessons learnt 	✓					High		

MEETING DATE	ITEM AND RESPONSIBLE OFFICER	OBJECTIVE OF SCRUTINY	Holding e to Account	Policy Review/Development	Overview	Raising Levels of Educational Attainment	Maximising independence for older people and adults with disabilities.	Developing sustainable places and communities	Protecting the Community and making Warwickshire a safer place to live	Cross cutting themes/ LAA
22 nd Dec 10	Libraries Ayub Khan, Head of Libraries Strategy	<ul style="list-style-type: none"> To consider business model and strategy for the library service going forward (Libraries Blue Print) 						Med		
	Waste (presentation), Martin Stott, Head of Environment and Resources	To consider Warwickshire's long term strategy for waste		✓				High		
	Museums Service, Mark Ryder, Head of Trading Standards, Heritage and Culture	<ul style="list-style-type: none"> To review proposed changes to the Museums service business model and strategy to ensure the service meets current and future challenges 		✓				High		
	Financial Well Being Mark Ryder, Head of Trading Standards, Heritage and Culture	<ul style="list-style-type: none"> To review progress made on the Financial Well-Being agenda and identify any gaps or areas for improvement 		✓	✓			High		
	Concessionary Transport	<ul style="list-style-type: none"> To review the transfer of the administration of concessionary transport to the County Council and associated risks 			✓			Med		
1 ST March 2011	Warwickshire's Safer Communities Partnership (Crime and Disorder), Kate Nash, Head of Community Safety and Localities	<ul style="list-style-type: none"> To review the effectiveness of Warwickshire's Safer Communities Partnership 	✓		✓				High	

MEETING DATE	ITEM AND RESPONSIBLE OFFICER	OBJECTIVE OF SCRUTINY	Holding e to Account	Policy Review/Development	Overview	Raising Levels of Educational Attainment	Maximising independence for older people and adults with disabilities.	Developing sustainable places and communities	Protecting the Community and making Warwickshire a safer place to live	Cross cutting themes/ LAA
	High Speed Railway (HS2) (Mandy Walker)	<ul style="list-style-type: none"> To scrutinise proposals for the High Speed Rail route in Warwickshire and provide a recommended response to Cabinet 		✓				High		
Briefing Notes										
	Flooding Martin Stott	<ul style="list-style-type: none"> To provide an update on the implementation new flooding responsibilities are being managed To provide an update on the effectiveness of recommendations following scrutiny reviews into flooding in Warwick and Bedworth 			✓			High	High	Requested for week beginning 18 th Oct
	S106 Agreements Jasbir Kaur	<ul style="list-style-type: none"> To outline the extent to which local authorities adopt a consistent approach to S106 agreements To provide an update on S106 outlined in report presented to Environment OSC on 19/02/09 		✓				Med		Requested for week beginning 18 th Oct
	On-street Parking Graeme Fitton	<ul style="list-style-type: none"> To scrutinise the effectiveness of on-street parking across the County To scrutinise differences in how on street parking is managed across the County To review revenue associated with on-street parking arrangements 			✓			Med		Requested for week beginning 18 th Oct

MEETING DATE	ITEM AND RESPONSIBLE OFFICER	OBJECTIVE OF SCRUTINY	Holding e to Account	Policy Review/Development	Overview	Raising Levels of Educational Attainment	Maximising independence for older people and adults with disabilities.	Developing sustainable places and communities	Protecting the Community and making Warwickshire a safer place to live	Cross cutting themes/ LAA
	Community Empowerment Nick Gower Johnson	<ul style="list-style-type: none"> To review examples of best practice where communities are actively resolving local issues (relevant to the Committee's remit) and identify lessons learnt and key factors of success 		✓	✓			High		Requested for week beginning 18 th Oct
Items to be timetabled										
	Climate Change	<ul style="list-style-type: none"> To scrutinise the effectiveness of the Climate Change Partnership To review the outcomes achieved by the Climate Change Partnership 	✓					Med		
	Future of local economic / enterprise partnerships (to send a briefing note in the first instance)	<ul style="list-style-type: none"> To assess implications of the discontinuation of AWM To identify an organisational and partnership strategy for the future economic / enterprise agenda in light of the discontinuation of AWM 		✓				High		
	Alcohol Implementation Plan 2010 - 11	<ul style="list-style-type: none"> To scrutinise outcomes achieved through the Alcohol Implementation Plan 2010-11 							High	

MEETING DATE	ITEM AND RESPONSIBLE OFFICER	OBJECTIVE OF SCRUTINY	Holding e to Account	Policy Review/Development	Overview	Raising Levels of Educational Attainment	Maximising independence for older people and adults with disabilities.	Developing sustainable places and communities	Protecting the Community and making Warwickshire a safer place to live	Cross cutting themes/ LAA
Proposed Task and Finish Groups										
	Control of Alcohol	<ul style="list-style-type: none"> To scrutinise the control of alcohol across the County – focussing on licensing, underage sales 		✓					High	
	Supporting the Local Economy	<ul style="list-style-type: none"> To establish how the Council is working to minimise impact of the economic climate on local businesses, supporting new and established businesses, stimulating the local economy and ensuring appropriate skills base 		✓				High		

Proposed Scrutiny Review Outline

Review Topic (Name of review)	Supporting the Local Economy
Panel/Working Group etc – Members	TBA
Key Officer Contact	TBA
Relevant Portfolio Holder(s)	Cllr Alan Cockburn, Environment and Economy
Relevant Corporate/LAA Priorities/Targets	<p>Developing sustainable places and communities</p> <p>NI 171 - VAT registration rate</p> <p>NI 171a – VAT registration rate Nuneaton and Bedworth</p> <p>NI163 - Working age population qualified to at least Level 2 or higher</p> <p>NI 163a –Working age population qualified to at least Level 2 or higher (narrowing the gap between the north of the county and the rest of Warwickshire)</p> <p>NI 165 – Working age population qualified to at least Level 4 or higher</p> <p>NI 165a – Working age population to at least Level 4 or higher, narrowing the gap between South East and Warwickshire average</p>
Timing Issues	<p>It is estimated that this review would take between 6-7 months to complete (having an agreed final report ready for submission to the committee)</p> <p>Whilst regional structures associated with economic development are changing (see below), this should not necessarily delay the start of this review.</p>
Type of Review	In depth review
Resource Estimate	<p>This is potentially a complex review and the level of support required will depend on the exact methodology adopted by the review. A provisional estimate of scrutiny officer support is between 422 to 455 hours or 70-75 days depending on the actual methodology used by the review. This assumes a review planning meeting, 6 evidence sessions, evidence review meeting, meeting to develop conclusions and recommendations, between 4-5 local site visits and a best practice visit. This includes arrangements for meetings, research time, liaison and contact with witnesses and write up of evidence and the final report</p>

<p>Rationale (Key issues and/or reason for doing the review)</p>	<p>Given the current challenging economic climate and high unemployment, the local economy is a central concern for local residents and businesses. Between April 2008 and June 2010, the number of people claiming job seekers allowance in Warwickshire has increased by 72.4% (April 2008, 5,621 claimants, June 2010, 9,268 claimants).</p> <p>WCC has a key role to play in supporting the local economy by supporting existing businesses to survive, stimulating the local economy by encouraging and supporting new businesses to develop and small businesses to expand and ensuring the skills base meets the needs of local businesses. New and small businesses make a valuable contribution to the local economy, creating wealth, meetings gaps in the market and providing employment opportunities. Within the context of likely reduced public sector employment, creating employment opportunities within the private sector is crucial. Therefore, it is vitally important to ensure that WCC is proactively and innovatively providing support that meets the needs of local businesses and new emerging businesses and ensuring provision of appropriate skills and learning opportunities.</p> <p>The coalition government is changing how it provides support to the economy. RDA's and Business Link have been dissolved and Local Enterprise Partnerships (LEPs) will be introduced to drive economic development and enterprise locally. The deadline for LEP proposals was the 6th September and it is anticipated that LEP for our sub-region will be in place by April 2011. It is important to consider how WCC can best engage with the LEP in order to ensure effective support to the local economy. It will be important that the review feeds into work undertaken in relation to developing LEP.</p>
<p>Objectives of Review (Specify exactly what the review should achieve)</p>	<ul style="list-style-type: none"> ▪ To scrutinise how WCC is working to minimise the impact of the current economic climate on local businesses ▪ To scrutinise how WCC is working to stimulate the local economy ▪ To establish how WCC is marketing the county as an attractive location for businesses ▪ To examine how the Council responds to market failures ▪ To examine whether existing policies, strategies and procedures provide sufficient flexibility for the Council to undertake its role as a strategic enabler of economic development ▪ To identify best practice from other local authorities taking the lead to support economic development ▪ To engage with representatives from local businesses, to establish the needs of local businesses ▪ To identify the support required by local businesses and consider how this support can be provided within the changing context surrounding economic development and the challenges surrounding public finance. ▪ To ensure that the skills agenda is meeting the needs of Warwickshire residents and local businesses ▪ To ensure that the skills agenda is joined up across the Council and partners ▪ To consider the barriers and challenges individuals face in access learning and skills course ▪ To contribute to the development of the LEP to ensure effective support to the local economy.

<p>Scope of the Topic (What is specifically to be included/excluded)</p>	<p><u>Include</u> The following is included in the scope of the review:</p> <ul style="list-style-type: none"> ▪ Support offered by County Council and key partners (including District and Borough Councils, Connect Midlands, Coventry and Warwickshire Chamber of Commerce, Business Link, Warwick University, Coventry University) ▪ Skills agenda <p><u>Exclude</u> The following falls outside the scope of the review:</p> <ul style="list-style-type: none"> ▪ Advice and support for individuals that are unemployed
<p>Indicators of Success – Outputs (What factors would tell you what a good review should look like?)</p>	<ul style="list-style-type: none"> ▪ Recommendations accepted and implemented to deliver improvements
<p>Indicators of Success – Outcomes (What are the potential outcomes of the review e.g. service improvements, policy change, etc?)</p>	<ul style="list-style-type: none"> ▪ Recognisable improvements in the support available to local businesses ▪ Recognisable improvements in the local economy ▪ Increase the overall wealth of the county and its residents ▪ Recognisable improvement in skill levels across the county
<p>Other Work Being Undertaken (What other work is currently being undertaken in relation to this topic, and any appropriate timescales and deadlines for that work)</p>	<p>The Environment and Economy Directorate are planning an internal review of the skills agenda, however timescales for this review have yet to be determined.</p> <p>Rugby BC has a review scheduled in its work programme in relation to Inward Investment, which will be scoped in February 2011 and is likely to commence in March 2011. Potentially this review could be merged with a review into 'Supporting the Local Economy' to avoid duplication and maximise effort. This would require an appetite among Rugby members to shift from a local to a county focus.</p>

Proposed Scrutiny Review Outline

Review Topic (Name of review)	Alcohol Control – Review of Licensing across the County
Panel/Working Group etc – Members	TBA – It is recommended that this is undertaken as a partnership review
Key Officer Contact	TBA
Relevant Portfolio Holder(s)	Cllr Richard Hobbs, Community Safety
Relevant Corporate/LAA Priorities/Targets	Protecting the community and making Warwickshire a safer place to live NI 15 Most Serious violent crime rate NI 21 Dealing with local concerns about anti-social behaviour and crime by the local council and the police NI 120 All age all cause mortality NI 139 Alcohol related hospital admissions
Timing Issues	See section on other work being undertaken. The review will take approx 3-4 months to complete (up to having an agreed final report ready for submission to Committee).
Type of Review	In depth review
Resource Estimate	A provisional estimate of scrutiny officer support is between 240 to 264 hours or 40-44 days depending on the actual methodology used by the review. This assumes a review planning meeting, 3 evidence sessions, evidence review meeting, meeting to develop conclusions and recommendations and a best practice visit. It includes arrangements for meetings, research time, liaison and contact with witnesses and write up of evidence and the final report.
Rationale (Key issues and/or reason for doing the review)	It is widely recognised that excessive alcohol consumption can lead to number of problematic issues, including poor physical and mental health, violent crime, domestic abuse, risky behaviour and accidents, and anti-social behaviour. Nationally, in 2009/10 there were almost one million alcohol related violent crimes. A fifth of all violent incidents took place in or near a pub or club, and almost two-thirds at night or in the evening. There are 6.6 million alcohol related attendances at Accident and Emergency departments per year, costing £645 million. Additionally, 1.2 million ambulance call outs each year are in relation to alcohol related incidents, costing £372 million. Overall, alcohol related crime and disorder is estimated to cost the taxpayer between £8 billion and £13 billion per year. Licensing policies and practices are essential to ensure the effective control and regulation of alcohol, in order to reduce negative impacts on individuals, communities and public services.

<p>Objectives of Review (Specify exactly what the review should achieve)</p>	<ul style="list-style-type: none"> ▪ To review the effectiveness of licensing policies and practices across the County ▪ To identify examples of best practice locally and nationally ▪ To identify opportunities for partnership working ▪ To identify how a common approach can be achieved across the county, particularly in relation to any changes resulting from current Government consultation
<p>Scope of the Topic (What is specifically to be included/excluded)</p>	<p><u>Include</u> The following is included in the scope of the review:</p> <ul style="list-style-type: none"> ▪ Licensing policy and practice ▪ Licensing enforcement ▪ Public Houses and retail sales <p><u>Exclude</u> The following falls outside the scope of the review:</p> <ul style="list-style-type: none"> ▪ Impact of excessive alcohol consumption – health, crime and disorder etc ▪ Services and support to address to excessive alcohol consumption and its associated problems
<p>Indicators of Success – Outputs (What factors would tell you what a good review should look like?)</p>	<ul style="list-style-type: none"> ▪ Recommendations accepted and implemented to deliver improvements
<p>Indicators of Success – Outcomes (What are the potential outcomes of the review e.g. service improvements, policy change, etc?)</p>	<ul style="list-style-type: none"> ▪ Recognisable improvements in the control of alcohol across the County, ▪ Recognisable improvements in violent crime, anti-social behaviour and alcohol related hospital admissions.

<p>Other Work Being Undertaken (What other work is currently being undertaken in relation to this topic, and any appropriate timescales and deadlines for that work)</p>	<p><u>Nationally</u></p> <p>The Government is currently consulting around proposed changes to the current licensing framework, which seeks to give more power and flexibility to local authorities and the police to address local issues. The consultation period ends on 8th September. It would seem sensible to delay the commencement of the review until the outcome of the consultation is known, so that the review can consider how any changes can be implemented in Warwickshire.</p> <p><u>Locally</u></p> <p>Warwickshire Safer Communities Partnership (WSCP) has been discussing licensing policies and practices across the county. A sub-group of WSCP, the Drug and Alcohol Management Group (DAMG) has been tasked with exploring the current position in the County and identifying how licensing activity can be better co-ordinated across the County. The DAMG is expected to report back to WSCP in October. Again it seems sensible to delay the commencement of the review until the WSCP has considered the outcomes of DAMG work.</p> <p>Licensing is a Strategic Aim within the Warwickshire Alcohol Implementation Plan, which includes a number of actions to ensure licensing practices protect young people and effectively address irresponsible premises.</p> <p>Licensing has been suggested as a potential Scrutiny review within Nuneaton and Bedworth BC, following any changes to licensing framework following current government consultation.</p>
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