

Communities Overview and Scrutiny Committee

12 April 2012

Agenda

A meeting of the Communities Overview and Scrutiny Committee will be held at **Shire Hall, Warwick** on **12 April 2012** at **10:00am**

1. General

- (1) Apologies
- (2) Members' Disclosures of Personal and Prejudicial Interests

Members should declare any interests at this point, or as soon as the interest becomes apparent. If the interest is prejudicial, and none of the exceptions apply, you must withdraw from the room. Membership of a district or borough council only needs to be declared (as a personal interest) if you wish to speak in relation to this membership.

- (3) Chair's Announcements
- (4) Minutes of the previous meeting and matters arising

2. Public Question Time

Up to 30 minutes of the meeting are available for members of the public to ask questions on any matters within the remit of the Committee. Questioners can speak for up to three minutes.

If you would like to ask a question at the meeting please contact Dave Abbott:
Tel: (01926) 412323
Email: daveabbott@warwickshire.gov.uk

3. Questions to the Portfolio Holders

Up to 30 minutes of the meeting are available for members of the Committee to put questions to the following Portfolio Holders on any matters relevant to the remit of the Committee, and for the Portfolio Holders to update the Committee on relevant issues.

- Councillor Peter Butlin, Portfolio Holder for Transport and Highways
- Councillor Alan Cockburn, Portfolio Holder for Sustainable Communities
- Councillor Colin Hayfield, Portfolio Holder for Customers, Access and Physical Assets
- Councillor Richard Hobbs, Portfolio Holder for Community Safety

- 4. The Community Impact of Bus Service Reductions**
This report gives an overview of how recent reductions to bus service subsidies have impacted on local communities.
- 5. Improving Warwickshire Fire & Rescue Service Fire Control**
This report sets out the business cases for two options for an emergency Fire Control service.
- 6. High Speed 2 – Update**
This report outlines the County Council's approach to project management and engagement with HS2 Ltd. to reduce the impact on Warwickshire residents and the countryside.
- 7. Work Programme 2012 (Standing Item)**
The latest version of the Communities Overview and Scrutiny work programme is attached at Appendix A for the Committee to approve or amend as appropriate.
- 8. Any Other Items**
Which the Chair decides are urgent.

JIM GRAHAM
Chief Executive
Shire Hall
Warwick

Membership of the Communities Overview and Scrutiny Committee
Councillors Sarah Boad, Richard Chattaway, Michael Doody, Clare Hopkinson, Barry Lobbett, Chris Saint, Ray Sweet, Claire Watson, John Whitehouse, and Chris Williams

For general enquiries please contact Dave Abbott:
Tel: (01926) 412323
Email: daveabbott@warwickshire.gov.uk

Minutes of the Communities Overview and Scrutiny Committee held on 9 February 2012

Present:

Councillors

Richard Chattaway, Michael Doody, Mike Gittus, Barry Lobbett, Tilly May, Chris Saint, Ray Sweet (part of the meeting), Helen Walton (part of the meeting), John Whitehouse (Chair)

Other Councillors

Alan Cockburn, Portfolio Holder Sustainable Communities

Peter Butlin, Portfolio Holder Transport and Highways

Colin Hayfield, Portfolio Holder Customers, Access and Physical Assets

Richard Hobbs, Portfolio Holder Community Safety

John Vereker, Police Authority Vice Chair and Stream Lead for Policing Communities

WCC Officers

David Abbott, Democratic Services Officer

Georgina Atkinson, Democratic Services Team Leader

Neil Benison, Principle Highway Control Engineer

Graeme Fitton, Head of Transport & Highways

Monica Fogarty, Strategic Director Communities Group

Simon Moseley, Assistant Lighting Engineer

Louise Wall, Head of Sustainable Communities

Other Attendees

Jessica Crowe, Executive Director, Centre for Public Scrutiny

1. General

(1) Apologies

Apologies were received on behalf of Councillor Sarah Boad, who was replaced by Councillor David Johnston.

(2) Members' Disclosures of Personal and Prejudicial Interests

Councillor Richard Hobbs declared a prejudicial interest in items related to HS2.

Councillor Michael Doody declared a personal interest in items related to HS2 as a member of the executive of 51M and declared a personal interest in item 5 as Leader of Warwick District Council.

Councillor Chris Saint declared a personal interest in item 5 as Leader of Stratford District Council.

Councillor Helen Walton declared a personal interest as a member of Rugby Borough Council.

Councillor Mike Gittus declared a personal interest as a member of Stratford District Council.

Councillor Tilly May declared a personal interest as a member of North Warwickshire Borough Council.

Councillor Ray Sweet declared a personal interest as a member of North Warwickshire Borough Council.

(3) Chair's Announcements

The Chair welcomed Superintendent Martin McNevin from Warwickshire Police, and Jessica Crowe from the Centre for Public Scrutiny.

(4) Minutes of the previous meeting and matters arising

The minutes were agreed as a true record and were signed by the Chair.

Matters Arising - HS2

Councillor Alan Cockburn updated the Committee on Warwickshire County Council's response to the recent HS2 announcement from Central Government.

On 10 January 2012 Justine Greening, Transport Secretary, announced that HS2 would go ahead. A revised route was published with a number of small changes affecting Warwickshire, including an extension to the proposed tunnel through Burton Green.

Following the announcement, Councillor Bob Stevens and Mandy Walker, Lead Officer for HS2 at Warwickshire County Council, met with 51M to discuss the possibility of seeking a judicial review. A report went to Cabinet on 16 February 2012 with recommendations on how Warwickshire County Council should proceed, and a decision will be published following that meeting.

Matters Arising - Library Service Transformation

Ayub Khan, Head of Libraries Strategy, updated the Committee on the progress of the Libraries Transformation Programme. A sheet was circulated with information and a timetable for community library opening dates and is attached at Appendix A.

Councillor Colin Hayfield thanked Tejay de Kretser, Corporate Equalities and Diversity Manager, for her vital work acting as a liaison between community groups and Warwickshire County Council during the transformation process.

Opening Dates

Councillor Chris Saint asked why 4 of the libraries on the timeline had a considerably wider gap between the County Council service closing and the replacement community service opening than the others.

Ayub Khan responded that the opening dates were developed in consultation with community groups.

In some cases equipment and stock has to be transferred into a new building. Harbury, for example, will have to do some internal work on the building.

Training is another factor that can affect the opening date.

Warwick Library

Councillor Mike Gittus asked how the new library space in Shire Hall was progressing.

Ayub Khan responded that the Library Service is very excited about the Shire Hall library, and it will be a great showcase for what a modern library can be. There will be greater integration with other services, and longer opening hours than the previous venue allowed.

There will be a publicity campaign at the next meeting of Full Council to encourage elected members to join up and use the service.

The new Warwick library is due to open on 26 February 2012.

Fines Amnesty

Councillor John Whitehouse asked if there will be a 'fines amnesty' over the period between Warwickshire County Council libraries closing, and community libraries opening.

Ayub Khan responded that staff will be sympathetic to the disruption and the Library Service will publicising the dates 3 weeks in advance to minimise problems.

2. Public Question Time

There were no public questions.

The Chair raised the issue of low public engagement with the Committee and asked for ideas on how to improve the situation. There was a discussion and the following points were noted:

- The Council's communications department could publicise key items and meetings. This had been tried before with some success.
- Day-time meetings mean that the majority of working people can't attend.
- Online consultation could be done to ask when and where meetings should be held.
- Scrutiny could be done in Community Forums; it would add a local dimension.
- Meetings could be made more accessible by conducting them via video-conferencing or streaming on the Internet.
- Some Community Forums are holding focused single issue meetings, on Health for example, to encourage more people to attend. Scrutiny could take a similar approach.

The Chair requested that Councillor David Wright, Portfolio Holder for Finance, Governance and IT, be asked the Council's views on broadcasting meetings over the Internet. The response will be circulated to the Committee.

3. Questions to the Portfolio Holders

Questions to Peter Butlin, Portfolio Holder for Transport and Highways

The Impact of Reductions to the Bus Service

Councillor Richard Chattaway asked what had been learnt from the 6 month 'continual review' of the bus network?

The Portfolio Holder responded that the review process had been very successful. On Blackhorse Road in Nuneaton, for example, the No. 60 bus service was removed. Following feedback from residents a new, more regular, subsidised service was implemented.

Gritting and Snow Wardens

Councillor Richard Chattaway asked the Portfolio Holder to thank those involved in gritting Warwickshire's roads over the recent period of bad weather.

The Chair asked the Portfolio Holder how successful the first year of the snow warden scheme had been.

Councillor Helen Walton added that she was the snow warden for Brownsover and hadn't been contacted at all by the County this year.

Councillor Ray Sweet, snow warden for Baddesley Ensor, also hadn't had any contact from the County.

The Portfolio Holder responded that the snow warden scheme is still new and they are keen to improve it. He asked Councillors with local concerns email him directly.

Councillor Ray Sweet said he was told there are now too many grit bins and it was difficult for the County to fill them.

Peter Butlin agreed to look into the issue but stated that as far as he was aware the policy was that if grit bins are installed then the County Council will fill them.

Questions to Councillor Richard Hobbs, Portfolio Holder for Community Safety

Warwickshire Fire & Rescue Service Integrated Risk Management Plan

Councillor Mike Gittus asked how much public feedback there was to the Fire & Rescue Service's mid-term Integrated Risk Management Plan.

Councillor Richard Hobbs responded that there had been very little feedback from members of the public. There were no negative comments about the plan.

Questions to Councillor Alan Cockburn, Portfolio Holder for Sustainable Communities

High Speed 2

Councillor Chris Saint asked for reassurances that Warwickshire County Council would pay close attention to protecting the natural landscape of Warwickshire.

Councillor Alan Cockburn responded that the County Council's main responsibility is to mitigate issues for residents of Warwickshire. The Council has been engaging very positively with HS2 Ltd. and the Department for Transport to ensure that happens.

4. Neighbourhood Policing

Superintendent Martin McNevin presented the report and the following points were noted:

- The Police have had to respond to a number of large budget cuts over recent years. The new policing model has been put in place to provide the best possible service with reduced resources.
- The priorities for the new model are to; deliver the right response, cut out duplication, and to work together as a unit.
- The number of Safer Neighbourhood Team locations has been halved.
- The role of the Safer Neighbourhood Team has changed and the numbers of officers in each team has reduced.
- Safer Neighbour Teams no longer carry a crime caseload, but they will still deal with low level, low harm, crimes such as anti-social behavior. This is to ensure most of their time is spent on their beat. A response team is in place to respond to the majority of crimes.
- There will be more change on the way due to the upcoming Strategic Alliance but the Safer Neighbourhood Team model will stay.

Councillor Richard Hobbs, Portfolio Holder for Community Safety, addressed the Committee and the following points were noted:

- Regulation A19, that could force officers with 30 or more years experience to retire, didn't have to be enacted in Warwickshire. This has meant the Force has 30 more officers than initially expected.
- There has been good engagement through the Community Forums.
- Neighbourhood Watch has been 'reborn'; more people are getting involved and recruitment is up.
- Your Town, Your Choice, a community initiative to raise awareness of the consequences of anti-social behaviour and violent crime, has been very successful in Stratford and will be explored across the County.

Police Authority Budget Discussion

Councillor Helen Walton asked if Warwickshire Police Authority would 'freeze' Council Tax at a 0% increase in-line with Warwickshire County Council.

Councillor John Vereker noted that the final decision on Council Tax would be made at the Police Authority meeting scheduled for 22 February 2012; and that there could potentially be a 4% increase.

Councillor Mike Doody, seconded by Councillor Richard Chattaway, proposed that the Committee send a letter to the Police Authority asking them to freeze Council Tax at 0%, in-line with Warwickshire County Council, because during a recession it would be inappropriate to claim more money from the residents of Warwickshire.

The Chair informed members that in his opinion the stated proposal was outside of the remit of the Committee, but a vote was taken on the proposal and the results are recorded below.

FOR (4, WON) - Councillors Michael Doody, Chris Saint, Barry Lobbett, and Tilly May
AGAINST (1, LOST) - Councillor John Whitehouse
ABSTAINED (4) - Councillors Richard Chattaway, Mike Gittus, David Johnston, and Ray Sweet.

The proposal was carried and the Chair asked that a letter be sent to the Police Authority, as part of their ongoing budget consultation, expressing the majority view of the Committee. After the meeting it was determined that the Police Authority were only consulting via email and so an email was sent instead of a letter.

General Discussion

Councillors discussed the report and the following points were noted:

- Councillors expressed concerns about the reductions to numbers of active Police Officers. In some areas there is only one Officer covering a very large area and there are questions about how effective a job that person can do by themselves.
- At a recent Community Forum meeting the crime figures suggested there had been an increase in crime in Bedworth.
- There were concerns that some areas have seen a greater diminution of service than others.
- There is an issue of public perception, the changes should be better publicised to give people more confidence in the Police offer.
- There were concerns about reports of significant growth in rural crime due to the perception that there is no longer adequate police cover.
- It is vital that Police Officers have good local knowledge of the areas they are expected to cover.
- There needs to be better publicity for contact points; what are they are and where they are.

- There were concerns over capacity, especially in cases of high levels of absence.

Superintendent Martin McNevin responded and the following points were noted:

- Busier areas have more resources allocated to them, it is based on local area demands. The Police assess according to harm, threat, and risk.
- If a particular area has an extremely low crime rate then we wouldn't put more resources into that area. If crime then did increase, greater resources would be allocated.
- The model is built upon the need to respond quickly and dynamically.
- The reduction to the workforce is clearly a concern but the Police have to deliver the best service with the numbers they have.

Councillor Richard Hobbs noted that there needs to be greater knowledge of Contact Points and that a clear distinction has to be made between Contact Points and the Safer Neighbourhood Team bases of operation.

Architectural Liaison Officer

Councillor Tilly May asked what the role of the Architectural Liaison Officer was.

Martin McNevin responded that the Architectural Liaison Officer's job is 'designing out crime'. They work with planners and private companies to ensure the design of new buildings is conducive to safety and security (i.e. no unlit alley ways).

There is one Architectural Liaison Officer that covers the whole of Warwickshire.

Volunteers

The Chair asked what the current situation was with regards to volunteers. Appendix A of the report shows volunteers are attached to all teams.

The Chair also expressed concerns over Community Speed Watch - there is a weak link when it comes to the processing of data and sending of letters. Volunteers are willing to take over this role but they have been told they are not allowed to due to the existence of the Central Leamington volunteer team.

Superintendent Martin McNevin responded that there are currently 27 volunteers attached to Safer Neighbourhood Teams and there are plans to increase that number. Regarding Speed Watch, there is no reason why a volunteer shouldn't take over that role and it will be looked in to.

Crime Statistics

Councillor Barry Lobbett, following complaints from residents, asked why Police Officers were asking for 'irrelevant' details when people reported crimes (sexuality, religion etc.).

Superintendent Martin McNevin responded that all Police Forces have a duty to record certain crime statistics, which are then compiled and fed back to National Crime Recording Standards.

5. Major Infrastructure

Louise Wall, Head of Sustainable Communities, presented the report and the following points were noted:

- When new development takes place there is a range of provision competing for available funding; transport, education, social housing, health and social facilities, fire service, libraries, police, and open spaces.
- Private development has to be commercially viable so there is a limit on how much private funding can be made available for public infrastructure. The County Council has to be mindful of this when seeking infrastructure improvements, making sure that requests are reasonable and in scale with the size of the development.
- The decision to grant planning permission is made by the relevant planning authority. For major development in Warwickshire that means the District and Borough Councils and the Local Planning Authorities.
- To simplify the process of negotiation WCC set up the Strategic Infrastructure Group to oversee response to consultations by Planning Authorities on major developments. There is a group of elected members connected to the Strategic Infrastructure Group.
- The group is still in its infancy; the County Council is trying to balance the involvement of members with the speed of officer delegated powers.

The Chair noted that there were no Health or Social Services officers in the membership list, and asked to see the terms of reference for the member group.

Louise Wall responded:

- Public health representatives will be joining the group.
- The terms of reference for the member group will be sent to the Committee after the meeting.
- Decisions are made at the officer's discretion. The process has to be fast, there are tight targets in place for the processing of planning applications.
- There is already a fairly high level of member involvement.

Members discussed the item and the following points were noted:

- WCC could do a better job of setting up on-going transport funding.
- A local member may have insights into what a community needs that an officer doesn't. There is scope for greater member involvement.
- Local members don't get informed early enough. Currently members are only informed after the response to the planning application has been given.

- Once planning permission is granted we need to be alert to how it will be implemented. There needs to be better communication with regards to implementation.
- The Community Infrastructure Levy agreements are likely to be different in each District and Borough - ideally there would be uniformity across the whole County.
- The Community Infrastructure Levy has a 'duty to cooperate' and will present interesting challenges - not just across the County but across County borders.
- The County Council needs to invest time in the upcoming challenges presented by the new National Planning Framework.

Councillor Richard Chattaway informed the Committee that the Planning Advisory website had recently announced £20m funding from Central Government that was made available for training Local Authorities on the new planning challenges.

Resolved

The Committee agreed that the Chair and Party Spokespeople would discuss areas for further scrutiny at the next agenda planning meeting.

6. Street Lighting Energy Savings - preliminary report for a Task and Finish Group

Simon Moseley, Assistant Lighting Engineer, and Graeme Fitton, Head of Transport & Highways, presented the report and the following points were noted:

- A Task and Finish Group is being set up to look at the switch to part-night street lighting.
- The group will be looking at proposals for consultation that will begin at the Summer round of Community Forums.
- Equipment has already started to be installed into street lighting columns.
- It will be important to keep elected members and members of the public informed. 80% of lights will have to be switched off at night so almost everyone in the County will be affected.
- The Task and Finish Group is due to report back to Communities OSC in September 2012.

Peter Butlin, Portfolio Holder for Transport and Highways, said that it will be important to inform and engage with the public, and to deal with some common misconceptions that surround the issue (that there would be an increase in crime, for example).

Implementation

Councillor Mike Doody asked how long the entire project would take to implement.

Graeme Fitton responded that the project will take 12 months to roll out. There will be a base station in Budbrooke, with sub-stations located throughout the county that would

control all street lighting columns. It will take time to procure the technology and install equipment on all street lighting columns.

Involvement of Partners

Councillor Mike Gittus asked if Warwickshire County Council was involving partners other than Community Safety; for example the Highway Agency, Parish Councils, private carparks etc.

Graeme Fitton responded that there will be wide engagement, and the County Council will be talking to other organisations.

Energy Costs

Councillor Richard Chattaway asked if rising energy costs could mean more cuts to the service in future.

Graeme Fitton responded that a saving of £500k needed to be made regardless of the cost of energy.

7. Work Programme 2012

The Committee agreed the following additions to the Work Programme:

April 2012

- Police and Crime Commissioners
- Fire & Rescue Service Strategic Alliance - Update Report

June 2012

- Flood Risk

The Chair asked that representatives from Districts and Borough Councils were invited to the next meeting of the Communities Overview and Scrutiny Committee for the Impact of Bus Services on Communities item.

The Committee rose at 13:00pm

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Chair

Communities Overview and Scrutiny Committee 12 April 2012

Questions to Portfolio Holders

Recommendation

That Members consider the forthcoming Cabinet and Portfolio Holder decisions relevant to the remit of the Communities Overview and Scrutiny Committee, asking any relevant questions and considering areas for further scrutiny.

1.0 Cabinet and Portfolio Holder Decisions

Last updated from the Forward Plan – 03 April 2012

Decision	Description	Date due	Cabinet / PfH
Capital Programme for Transport 2012/13	Capital Programme for Transport 2012/13.	24 May 2012	Cabinet
Transport for Growth Strategy	No further detail provided in the forward plan.	24 May 2012	Cabinet
2011/12 Year End Integrated Finance and Performance Report	The report provides an end of year picture of how the organisation has performed against key performance measures and the financial management of resources.	14 June 2012	Cabinet
Mobile Library Service Reconfiguration (Key Decision)	Members to approve the delivery plan for a reconfigured mobile service as part of the Library Service Transformation Programme.	15 Nov 2012	Cabinet

	Name	Contact details
Report Author	David Abbott	daveabbott@warwickshire.gov.uk
Head of Service	Greta Needham	gretaneedham@warwickshire.gov.uk
Strategic Director	David Carter	davidcarter@warwickshire.gov.uk
Portfolio Holders	Councillor Peter Butlin Councillor Alan Cockburn Councillor Colin Hayfield Councillor Richard Hobbs	cllrbutlin@warwickshire.gov.uk cllrcockburn@warwickshire.gov.uk cllrhayfield@warwickshire.gov.uk cllrhobbs@warwickshire.gov.uk

Communities Overview and Scrutiny 12 April 2012

The Community Impact of Bus Service Reductions

Recommendations

1. To consider and comment on the community impact of bus service reductions.
2. To agree any areas for further scrutiny, as appropriate.

1. Introduction

- 1.1 In 2011/12 the Transport Operations budget was cut by 44%; phased in over May, June, and July, with the final phase being completed on the 5th of September 2011.
- 1.2 Now that the shape of the bus network is relatively fixed, the Communities Overview and Scrutiny Committee have requested a report into the impact of the bus service reductions on local communities.
- 1.3 This report aims to enable the committee:
 - To understand the changes to the service – a ‘before and after’ picture.
 - To look at how the changes to transport provision have affected service users and their communities.
 - To look at how the voluntary sector and community groups have supported transport provision in local communities.
 - To identify ways in which WCC can improve the situation.

2. Background

2.1 Budget Detail

- 2.1.1 At Full Council on 15 February 2011, the decision was taken to reduce the County Council Passenger Transport Revenue support budget from £2.9 million to £1.6 million, a reduction of £1.3 million or 45%.
- 2.1.2 The original proposal was to remove £1.65 million but £350,000 was subsequently put back into the budget meaning that several routes, including all Sunday bus services, were retained.
- 2.1.3 The County Council’s Revenue Support Budget is used to provide financial subsidy for services which are not commercially viable by operators but are considered as being socially necessary, such as rural and evening services.

- 2.1.4 With a budget reduction of this magnitude, the level of financially supported services in some parts of the county has been affected quite substantially.
- 2.1.5 The withdrawal of funding was effective from 1 April 2011. This meant that there was a great deal of urgency to the process of drawing up proposals, consulting and implementing service revisions. Delays in the process would have inevitably lead to a budget overspend and further service cuts in the future.
- 2.1.6 Although it was necessary to implement the changes as quickly as possible, there were several other issues to consider. These included legal and contractual obligations, and the ability of bus operators to deliver the changes including reductions in vehicle fleets and driving staff. Consequently, service revisions were carried out on a phased basis between 31 May and 5 September 2011.
- 2.1.7 The key changes to the bus services are listed in **Appendix A**.

2.2 Community Transport

- 2.2.1 Various Community Transport Schemes have been delivered across the County for a number of years. Some of these services were funded or part-funded by Warwickshire County Council, whilst others were funded through other sources.
- 2.2.2 Examples of Community Transport Schemes in Warwickshire include:
- a) The Back and 4th scheme in Stratford, which provides organisations and individuals with the opportunity to hire wheelchair accessible vehicles from Back and 4th with a fully qualified volunteer driver at a subsidised cost.
 - b) The Health Transport Service in Warwick District, which helps people over the age of 65, who are able to walk unaided and who need transport to health-related appointments including hospitals, GP surgeries, chiropodist and dentists.
 - c) Stratford Community Links, which is a door-to-door community transport service for all residents who may require transport assistance in Stratford District. The scheme is aimed at those who have a general need for local transport, cannot access public transport because of mobility problems or other issues or live in an isolated location with no other form of transport available.
- 2.2.3 For the financial year 2011/12, the Community Transport budget was due to be cut entirely but a grant of £183k from the Department for Transport (DfT) was agreed for 2011/12.

2.2.4 The majority of the 2011/12 DfT funding was used to sustain those community transport schemes which were already operating but faced closure due to removal of WCC community transport budget. The funding was also used to:

a) Conduct a consultation amongst users, volunteers and other stakeholders on the potential impacts of the budgetary reductions (see **Appendix B**)

b) Commission the services of a Community Transport Association Consultancy to meet operators and stakeholders to explore and develop options for moving towards a more flexible and sustainable community transport sector for Warwickshire in the future;

c) Invite community and voluntary organisations to submit a bid for financial help with creating, developing or enhancing schemes. Further help was subsequently provided to Shipston Link (a voluntary minibus scheme in South Warwickshire) and Community Links (a demand responsive community transport scheme operating in South Warwickshire).

2.2.5 Officers have received notification of a second grant from the Department for Transport, to provide support during 2012/13. The 2012/13 budget will not necessarily be used to fund the same schemes as previous years. Details of use of the grant will be agreed between the Transport Operations team and the Portfolio Holder.

2.2.6 A list of Community Transport Schemes currently operating across the County is attached as **Appendix C**.

2.3 Key Dates

2.3.1 Below is a brief summary of the key dates and measures taken to meet the new passenger transport budgetary target:

15 Feb 2011	Full Council confirms budgetary measures
7 March 2011	First summary of revisions to elected members and parish councils
1 April 2011	Second revised summary to elected members and parish councils
31 May 2011	Major revisions in North Warks and some changes in South Warks
20 June 2011	Evening service withdrawals in East Warks
4 July 2011	Evening services withdrawals in Central Warks
18 July 2011	Further revisions in South Warks
25 July 2011	Major Flexibus revisions countywide
5 Sept 2011	Further service revisions in East Warks and Kenilworth area

2.4 Communications

2.4.1 There has been extensive media coverage of the bus service revisions, as well as many letters, emails, and petitions received. Officers have attended several community forums to try and address local issues. Communication and liaison can be summarised as follows:

- Officers have had contact with every Warwickshire MP.
- A total of 57 out of 62 Elected Members have contacted officers about bus service reductions in their division.
- Over 100 parish and town councils have contacted officers by telephone, e-mail and letter.
- In eight months from March to October 2011 officers have received and dealt with thousands of telephone calls, e-mails and letters from the public.
- The Council has received 15 petitions.

2.4.2. A large volume of correspondence was received from Councillors, Parishes, and members of the public and from their input the initial proposals went through a process of continual iteration to improve the situation for affected individuals and communities.

2.4.3 Officers have worked closely with bus operators throughout the process and in some cases operators will be continuing to run a reduced service on a commercial basis. For example, some evening services are remaining on Fridays and Saturdays for a trial period.

3 National Context

3.1 The Parliamentary Transport Select Committee (July 2011) noted that '*Buses are the most available and frequently used mode of public transport in England. Two-thirds of all passenger journeys are made by bus*' and that '*The Coalition Government's Spending Review in October 2010 included three decisions with implications for the bus industry: an overall 28% reduction in local authority revenue expenditure from 2011-12; changes in the formula for concessionary travel reimbursement from 2011-12; a 20% reduction in the Bus Service Operators' Grant from 2012-13.*'

3.2 Research by Passenger Focus (an independent public body set up by the Government to protect the interests of passengers), suggested that in response to the above decisions '*42 of England's 88 Local Transport Authorities (LTAs) announced specific cuts to their budget for bus services for 2011/12, 15 of which were making cuts of over £1m to their subsidised bus services*'. The research suggested that there were 13 LTAs who did not plan to make reductions to bus subsidies, community transport or park and ride schemes

3.3 The LGA reported to the Transport Select Committee that the reduction in formula grant had been the main driver behind local authorities' decisions to reduce subsidised bus services. Many Local Transport Authorities across the country are working with bus operators to try to find ways of keeping subsidised routes in operation. Encouraging operators to run subsidised routes on a commercial basis will limit the impact the cuts will have on local networks.

3.4 The research by Passenger Focus suggests that some authorities have recognised the role which community transport can play in mitigating the

effects of reductions in support for mainstream bus services, however noted that support for community transport schemes varies between authorities.

3.5 Cuts to bus services across the country have been the focus of numerous newspaper articles, campaigns and petitions, with many of those highlighting the impacts which cuts will have on the most vulnerable sections of our communities.

3.6 The Transport Select Committee reported that, *'bus users from around the country, from different sections of society, wrote to us about the impacts of local authority and commercial operator decisions. We were given direct examples of how reduced or withdrawn local bus services had made people more socially isolated, in some cases removing the only bus link between their village and the nearest town.*

Elderly people described how withdrawn services had reduced their access to hospitals and health facilities, social activities, and opportunities for shopping. Several could not drive nor afford taxis on a regular basis. People could no longer visit or assist sick relatives as frequently. Commuters described the difficulties they now faced to return home from work in the evening following the curtailment of their local bus service after 7pm.

We were given examples of younger people changing their employment due to bus service reductions and withdrawals, or no longer being able to socialise, play sports or access educational facilities in neighbouring towns, reducing their independence. A parent told us how the proposed withdrawal of her local bus service would make it very difficult to take her young children to playgroup. Bus reductions were said to impact on local tourism. Witnesses complained about the impact of above-inflation fare rises.'

3.7 The National Youth Agency, in its report 'Accessing Positive Activities: Enabling Young People to Travel by Bus', highlighted the key issues young people face when travelling by bus, with one of those being availability. Restricting the availability of bus services to young people restricts their abilities to prosper and socialise.

3.8 Age UK, in its report 'Bus Services After the Spending Review', raise concerns about the disproportionate impact which bus service reductions will have on older people's ability to travel.

The report notes that it is essential that as people age, they are still able to get out, access local services and travel further if they want. In addition to bus services, community transport has traditionally played an important role in meeting the needs of older people, particularly in Rural areas. It is suggested that reductions in community transport provision would therefore accentuate the impacts of bus service reductions on older residents.

3.9 Research carried out by Ipsos MORI for the Commission for Rural Communities in November-December 2009 found that a significantly higher percentage of people in rural areas (28%) said that improving public transport would improve the quality of life for people living in their area than improving

anything else. This highlights the importance which residents of rural areas place on bus services and their reliance on bus services to access services and amenities.

The Countryside Alliance has recently produced a report suggesting that increases in fuel prices have been more severe in rural locations than urban. When combined with increased distance between home and employment or services, this means that cars are becoming unaffordable for many in the rural communities. As private transport such as cars become less affordable, then public transport services become increasingly important to rural communities.

4. The Impacts of Bus Service Reductions in Warwickshire

4.1 Key Themes

4.1.1 Through various communications received, there are several key issues which have been raised as being significantly impacted on by the changes to bus provisions. These are access to services, access to employment and education, issues specific to young people, issues specific to older people and rural isolation. These themes echo many of the concerns raised nationally, highlighted in part 3 of this report.

4.2 Access to services and amenities

4.2.1 Warwickshire's bus network is viewed as being critical to residents' abilities to access services essential for everyday life. Reductions in bus services are considered to have reduced residents' abilities to access such services independently and at a reasonable cost.

4.2.2 Through comments made at community forums and petitions received by officers, reduced abilities to access shops, banks, post offices, leisure facilities, Libraries, hospitals and health facilities have all been highlighted on many occasions.

4.2.3 Where bus services have been removed, it has been suggested that in some cases residents now need to take several buses or seek alternative forms of transport (taxis, goodwill of friends and family, walking etc.) to access the services they require. In some cases, this means that it is no longer financially viable or logistically possible for the many to use those services as frequently as they have done previously, if at all.

4.2.4 Where bus services have been maintained, there are examples of routes where frequency of service has been significantly reduced. Some services are restricted to a limited number of trips per day and some only a handful per week. The remaining bus services are often perceived to not meeting the needs of residents.

4.3 Access to education and employment

- 4.3.1 Through community forums, it has become apparent that some residents are no longer as able to access the education and employment opportunities that they previously were. It should be noted that specific changes to Education Transport Policy may have influenced public perception of the impact of the reduction to Passenger Transport Revenue Support budget.
- 4.3.2 Where residents had previously been reliant on bus services to attend work, college or voluntary work, it may no longer be financially viable to do so. This is particularly apparent where residents have had jobs which do not fall within a normal working pattern, or access education and training opportunities in the evening. Job types affected through reduced evening and weekend services include warehousing (where shift work is commonplace) and jobs supporting the night time economy (including restaurants, pubs and bars).
- 4.3.3 Residents Associations and Community Groups in some of the most deprived communities in the County have raised concern that the residents which they represent are particularly reliant on bus services. Reductions in bus services have caused concern that such neighbourhoods will continue to experience greater levels of financial exclusion than the more affluent neighbourhoods.

4.4 Young People

- 4.4.1 Communications have highlighted the reliance of many young people in Warwickshire on public transport, and that the service reductions have accentuated problems in accessing services and social opportunities.
- 4.4.2 Young People are often more reliant on public transport with bus services being frequently used to access employment, youth centres, sporting activities and informal recreation.
- 4.4.3 Through Warwickshire's community forums, fears have been raised that reductions in youth provision combined with the reductions to bus services, could severely limit opportunities for young people to access positive activities. This is particularly apparent where parents do not own a car and cannot arrange private transport for their children.
- 4.4.4 Similarly, it has been suggested that during times of limited employment opportunities for young people, reductions in evening and weekend bus services further limit the opportunities for them to access employment and education.

4.5 Older People

- 4.5.1 Numerous petitions, letters and telephone calls have referenced the specific effects of bus service reductions on the wellbeing and independence of older residents in Warwickshire.
- 4.5.2 Petitions have suggested that reductions have adversely affected older residents' abilities to travel to shops or to transport shopping back to their houses and highlighted fears of increased social exclusion. Many communications have highlighted older residents' reliance on public transport

to access healthcare (visiting their GP, attending hospital and visiting their dentist). In some cases health is a barrier to walking to appointments and lack of a car means that driving is not possible.

- 4.5.3 It has also been suggested that limited transport reduces older peoples abilities to visit friends and relatives, depriving them of social interactions which were previously commonplace.

4.6 Rural Isolation

- 4.6.1 While many areas are experiencing cuts to bus services, some of the most severe impacts are being felt in rural areas. As such, a greater number of petitions have been received from the rural areas and representation at rural community forums has been higher.

5 Warwickshire by District/Borough

- 5.1 Generally, the urban areas of the County have seen fewer concerns raised as daytime services have been largely unaffected in these localities. In the rural communities, many concerns have been raised around the effect which service reductions have had on residents' abilities to access services. Each of the petitions received has been answered and concerns raised in Community Forums have been further investigated.

5.2 Stratford

- 5.2.1 The bus service reductions in Stratford District have had an impact particularly in the more rural areas. Already, some parts of the District feature in the bottom 10% nationally for access to services, and it is felt that the reductions have had a further impact on this. In addition to accessing services, residents have suggested that reductions have limited their abilities to visit friends and maintain a social life
- 5.2.2 The main concerns highlighted through community forums centre around the Alcester/Bidford locality with the removal of the number 29 bus service in particular drawing attention. Residents have anecdotally highlighted the difficulties which this has caused in accessing employment. The Alcester Youth Council has also identified lack of evening bus services as being a barrier to young people attending after school clubs, evening sports events etc.
- 5.2.3 In the Southam and Feldon Locality, two petitions (44 and 51 signatories) have been received, raising concerns around the removal of the 503 bus service to Banbury. The petition suggested that the service was vital to the residents (particularly the elderly) of the villages of Northend, Knightcote and Avon Dassett, and that its removal has left many residents with an increased sense of isolation.
- 5.2.4 A general point has been raised across several forums in Stratford District that it is increasingly difficult to access hospitals, but this does not seem to be as a direct result of bus service revisions.

- 5.2.5 The Stratford LSP has agreed that its priority focus for 2012/13 will be on transforming how community transport services are delivered in order to ensure that the most vulnerable and people in most need of transport get access to it, making best use of a range of existing vehicles, whether they be volunteer cars, private, public or voluntary sector buses.
- 5.2.6 The Stratford LSP has established up a task and finish group (finishing in September 2012) to produce a framework promoting sustainability in Community Transport schemes, in order to support residents move around the District. The Group will work with existing providers, the Local Enterprise Partnership and Parish Councils and will consult existing service users, and non-service users in producing its recommendations. The LSP hopes that local organisations will be able to contribute financially to the delivery of local transport services.

5.3 Warwick

- 5.3.1 In Warwick District, most of the concerns regarding bus services have centred on the Whitnash Community Forum, with the removal of subsidies causing some concern. Attendees of the South Leamington Community Forum have highlighted a concern regarding access to Leamington Spa from Sydenham, and the limiting effect this has on access to services.
- 5.3.2 Officers received a number of critical comments regarding the revised 69 timetable (between Leamington and Warwick to Solihull). Most of these comments were from the Champion Terrace/Upper Holly Walk and also the Bury Road areas and involved people having to choose between either a very short time indeed or several hours in town, both of which were unsatisfactory for older people. Following these comments, officers have tried to address the issues with a re-working of the 69 timetable, and continue to work with bus operators to develop a solution.
- 5.3.3 Warwick Rural West considered service reductions in May 2011. Transport Planning Officers attended a forum meeting and outlined changes to bus services arising from reductions in central government funding. They advised that evening bus services would be affected along with the flexi-bus service, with changes to be introduced during July. There were some concerns about the reduction in the flexi-bus service impacting on Hatton. Positive news was also shared with the forum by Bishops Tachbrook which, in the face of impending cuts, had just secured an improved bus service for its residents.
- 5.3.4 In the Kenilworth Community Forum, a bus users group (KenBUG) has formed specifically to gain an understanding of residents' concerns and engage directly with transport operations officers.

5.4 Nuneaton and Bedworth

- 5.4.1 Nuneaton and Bedworth Borough is largely urban and as such, the main issues highlighted focus on the removal of evening and weekend bus services

and the limiting effect this has had on residents' abilities to access services and employment.

- 5.4.2 A petition led by Dan Byles MP (with over 100 signatories), raised concerns around the removal of the number 6 bus service in Bedworth – concerns which were supported by a petition (426 signatories) highlighting issues around the withdrawal of the 778 bus service which connects residents of Hawkesbury Village to Coventry, Bedworth and Nuneaton. The petitions suggested that the bus services provided an only means of transport for older residents to access pension payments and visit shops in Bedworth, in addition to increasing the risk of isolation for the elderly. The issue has been frequently raised at the Bede and Poplar Community Forum and Officers have now addressed the issue through the introduction of a replacement service to Coventry and Bedworth.
- 5.4.3 A petition (376 signatories) representing the residents of Galley Common, Stockingford, and Arley raised concerns around the reduction of the 17 bus service. It was felt that the reduction had made it difficult for residents to access services, visit shops and, in some cases, had prevented people from getting to work. This issue has also been raised through the Arbury and Stockingford Community Forum.

5.5 Rugby

- 5.5.1 In Rugby Borough, most of the community forums have looked at the impact of bus service reductions, with the rural areas highlighting more immediate concerns.
- 5.5.2 In the Dunchurch Division locality, it has been noted that although largely affluent, there are pockets of deprivation (notably Leam Valley) where access to services ranks in the top 10% nationally. Here, it is feared that such 'hidden' deprivation is not always recognised and will worsen following reductions to bus services. Reductions to the 570, 580 and 538 services have been raised several times at the community forum and have been the subject of a petition (124 signatories). Residents of Stretton on Dunsmore and surrounding villages felt that reductions to these services would have a detrimental effect on their abilities to travel to work, college and hospital appointments.
- 5.5.3 Through the Fosse Community Forum, concern has been raised following the withdrawal of the Service 75, meaning a reduction in frequency of service to Coventry and Nuneaton from every hour, to every two hours. Residents have suggested that this will limit their abilities to access services in the towns.
- 5.5.4 In the urban areas of Rugby Borough, several anecdotal cases of residents being unable to access evening jobs have been raised, however further interrogation of these issues has not highlighted and specific cases. The Brownsover, Benn and Newbold Community Forum held an hour long drop in session of all transport providers in the area. The aim of this session was to establish where transport is proving to be a barrier to residents. The session

was poorly attended and those who did attend raised issues which were not of a direct consequence of subsidised bus service revisions.

5.6 North Warwickshire

- 5.6.1 In North Warwickshire, the main concerns highlighted through the community forums relate to rural communities and their abilities to access services in Atherstone and Tamworth. This has been a particular issue for residents in the Area Forum North locality, who have made several representations on the matter.
- 5.6.2 A letter was received by officers, representing the views of bus users from Polesworth, Warton, Newton Regis, Shuttington and Alvecote – suggesting that the removal of the Flexibus 224 had made it difficult for older residents to make trips to the supermarket and as such they were having to shop at more expensive local shops. A petition received (120 signatories) about the removal of the 786 bus service. Again, the petition highlighted the concerns that the rural communities ability to access services had been compromised.
- 5.6.3 A further petition (86 signatories) has been received, highlighting the difficulties which the removal of the 219 bus service (to Nuneaton Market) would cause for the residents of Newton Regis, Austrey and Warton.
- 5.6.4 Beeline Community Transport has carried out a consultation exercise into the difficulties which people of North Warwickshire have regarding transport. The survey revealed the extent to which the loss of services has affected residents, with case studies being provided (see appendix 4). The key themes emerging from the survey include rural isolation, reduced access to services and an increased potential for financial exclusion. Of the 53 responses received so far, 23 have cited specific problems with not being able to access services in Atherstone. This has now been addressed as described in section 6.2a.
- 5.6.5 Residents of Area Forum West locality have highlighted the cumulative impacts of numerous cuts, and that this has made it increasingly difficult for them to access services. This included difficulties in accessing the Job Centre in Atherstone to sign on – there are reports that some people have had to walk in from outlying villages such as Hurley.
- 5.6.6 Area Forum North has begun to look at public transport provision one year on from the initial reductions. This will include an intelligence gathering session on the impact felt by communities and individuals from cuts and will seek to develop options/ plans for the future and alternatives to public transport.

6. Examples of the County Council's responses to issues

- 6.1 The Transport Operations Team delivers a high profile front line service and communication with a wide and diverse range of stake holders is therefore integral to the efficiency and effectiveness of the service.

6.2 The magnitude of the service reductions in 2011/12 generated a high number of comments, complaints and petitions. These were all considered very carefully and where it was possible to resolve an issue at little or no cost, then the service was adjusted accordingly. There are many examples across the county of changes being made following further liaison and dialogue with stake holders.

a) Services to Atherstone

- In May 2011, the 777 bus service between Atherstone and Birmingham International Airport, via Hurley, Wood End and Kingsbury was withdrawn as part of the local bus service reductions. Feedback received from residents, Councillors and parish Councils (particularly regarding the loss of their link to Atherstone) prompted officers to investigate ways of restoring a limited service at minimal cost.
- Proposals, involving changes to three existing bus services operated by Central Connect, were drawn up to mitigate the effects of this withdrawal. Continual engagement with communities, Parish Councils and Councillors allowed officers to ensure that the proposal met community needs. Following these discussions, coupled with negotiations with bus operators, the link to Atherstone has been restored through the introduction of a revised 764 bus service, as of 16th April 2012.

b) Burton Green

- Burton Green previously had two bus services. A subsidised three times a day 540 service (into Kenilworth and Cannon Park) and a commercially operated hourly 81 service (to Coventry).
- The 540 service was withdrawn as part of the WCC bus subsidies reduction programme. The reasoning was that residents still had bus service provision and could access Kenilworth and Cannon Park albeit by changing buses in Coventry.
- Following numerous communications WCC arranged for a Mondays only Flexibus 233 service to serve the village to provide transport into Kenilworth town centre. This was the only day where a Flexibus vehicle was available and although villagers were pleased, they would have preferred a Thursday as this is market day in Kenilworth.
- In a joint partnership arrangement with Centro, WCC have subsequently, secured a Thursdays 84 service from Burton Green into Kenilworth. The town economy benefits also from residents using the new bus service from Solihull and villages such as Hampton in Arden, Meriden, Berkswell and Balsall Common.

7. Lessons Learnt

7.1 Community Engagement

7.1.1 The importance of effective communication regarding service change has been highlighted both locally and nationally. It has been recommended that, where such significant changes are proposed for service delivery, communication begins well in advance of implementation.

7.1.2 The Parliamentary Transport Select Committee (July 2011) noted that, *'Bus services are often an integral part of the local community. It is only right, therefore, that local people should have the opportunity to voice their opinion if the local authority or integrated transport authority proposes significant changes to bus services that it supports. Some local authorities have faced very significant reductions in their revenue budgets, but it is important that local people are properly consulted when significant changes are proposed to their bus services. Local people should have the opportunity to give their views on the relative importance of different bus services and to suggest innovative approaches.'*

7.1.2 Passenger Focus recommends that effective transparency through consultation could include the following measures:

- Full details of all services for which they propose to withdraw funding, and which services will remain
- Figures for the number of passenger journeys affected and the amount of public money expected to be saved, disaggregated by route, day of the week and time of day
- A detailed assessment of the benefits of the current bus services provided and of the impact of the proposed service cuts on bus passengers, on the delivery of their Local Transport Plan objectives, in particular in relation to traffic congestion and parking a formal study of alternative options explored and the reasons for not putting them forward
- A review of the contribution flexible transport solutions could make to mitigating the effects of the proposed reductions in mainstream local bus services

7.1.3 Engagement, both during and following the changes to bus services, has been thorough and well received. Officers have attended numerous community forums and other public meetings to explain the rationale behind the changes and to listen to concerns arising from the changes.

7.2 The Cumulative Impact of Cuts

7.2.1 During times of unprecedented budget pressures, many other services are or will be reduced or cut entirely over a short timescale. Many of the service changes will be assessed on an individual basis, with little consideration given to other reductions which communities will be facing.

7.2.2 It is not only services being delivered by the County Council which will be subject to change, but services delivered by District/ Borough Councils, Voluntary Sector Organisations and the independent sector will see significant reductions.

7.2.3 The cumulative impact of multiple service change can be far greater than the impacts of revisions to any particular service, and as such it is important that thorough Community Impact Assessment takes place, so that decision makers understand the impact that multiple cuts will have on neighbourhoods or individuals.

7.3 Multiple Deprivation

7.3.1 Within Warwickshire, there are neighbourhoods which already experience multiple forms of deprivation and residents who experience a significantly poorer quality of life than other parts of the County.

7.3.2 In such neighbourhoods, residents are more reliant on public services and have significantly lower buying powers than those in more affluent areas of the County, and so will have less of an opportunity to buy in the services which they need. Community capacity is lower than in more affluent areas and so the community's ability to mitigate the impacts of the service changes is also lower. Without appropriate intervention and with the removal of key services, it is likely that the gaps between the most and least deprived neighbourhoods will increase.

7.3.3 Without appropriate intervention and with the removal of key services, it is likely that the gaps between the most and least deprived neighbourhoods will increase. As such, it is essential that levels of deprivation are understood and considered when making significant changes to budgets and services.

	Name	Contact Information
Report Author	Dan Green	dangreen@warwickshire.gov.uk
Head of Service	Mark Ryder	markryder@warwickshire.gov.uk
Strategic Director	Monica Fogarty	monicafogarty@warwickshire.gov.uk
Portfolio Holder	Cllr Peter Butlin	cllrbutlin@warwickshire.gov.uk

Public Transport Revenue Support Budget Provision 2011 - 12

Place Served	Bus Services prior to 1 April 2011	Key Bus Service Changes as at 1 October 2011	Member
Admington	Mon to Sat once a day off peak service to Stratford.	No change.	SECCOMBE
Admirals Estate	Frequent daily service to Rugby. Evening and Sunday service. Once a week urban Flexibus.	Monday - Thursday evening service withdrawn. Urban Flexibus withdrawn.	BUTLIN
Alcester	Mon to Sat hourly service to Stratford, Redditch and Evesham. Evening and Sunday services. Saturday service to Worcester. Once a week Flexibus to Redditch	Evening service withdrawn.	GITTUS
Alderminster	Mon to Sat hourly service to Stratford and Shipston. Two hourly service to Banbury. Evening and Sunday service.	Evening service withdrawn.	SECCOMBE
Allen End	Weekly Flexibus service to Tamworth.	No change.	LEA
Alvecote	Weekly Flexibus service to Tamworth.	Monday - Friday once a day demand responsive service to Tamworth.	MAY
Alveston	Mon to Sat twice hourly service to Stratford, Leamington and Coventry. Evening and Sunday Service. Mon to Fri Flexibus to Stratford. Mon to Sat service to Banbury.	Monday to Thursday evening service withdrawn.	COCK/ROLF
Ansley	Mon to sat hourly service to Nuneaton and Birmingham International. Evening service. Two hourly service to Coventry. Weekly Flexibus to Bedworth	Service to Birmingham International withdrawn. Evening service withdrawn. Weekly flexibus to Atherstone instead of Bedworth	HAYFIELD
Ansley Common	Mon to Sat hourly service to Nuneaton.	No change.	HAYFIELD
Ansty	Mon to Sat hourly service to Nuneaton and Coventry, two hourly via Bulkington. Weekly Flexibus to Bedworth.	Reduced to two hourly service to Nuneaton and Coventry not via Bulkington. No change to Flexibus.	MORRIS-JONES
Ardens Grafton	Twice weekly Flexibus to Stratford.	No change.	HOBBS

Armscote	Mon to Sat two hourly service to Stratford and Shipston. Shipston Link.	Reduced to twice a day service to Stratford and once a day to Shipston. Link unchanged.	SECCOMBE
Ash Green	Mon to Sat frequent service to Nuneaton and Coventry. Additional hourly service from Bede Village to Nuneaton. Evening and Sunday service. Twice weekly Flexibus to Nuneaton.	Monday to Friday flexibus to Nuneaton. Service from Bede Village to Nuneaton reduced to every two hours.	MCCARNEY
Ashlawn Estate	Mon to Sat two buses per hour to Rugby. Hourly service to Northampton and Daventry.	No change	ROODHOUSE
Ashorne	Mon to Sat one peak journey and one shopping journey to Leamington.	No change	JOHNSTON
Ashow	Weekly Flexibus to Leamington.	No change.	DOODY
Aspley Heath	Mon to Sat Flexibus service to Redditch. Three days a week Flexibus to Solihull.	No change.	PERRY
Astley	Weekly flexibus to Bedworth. Twice weekly flexibus to Nuneaton	Flexibus to Bedworth withdrawn	HAYFIELD
Aston Cantlow	Mon to Sat two hourly service to Stratford and once a week Flexibus to Redditch.	No change	HOBBS
Atherstone	Mon to Sat frequent service to Nuneaton and Coventry. Hourly service to Tamworth, Lichfield and Birmingham International. Two hourly service to Ashby. Evening and Sunday service.	Hourly service to Birmingham International withdrawn. Evening service withdrawn. New Monday - Saturday Atherstone town service introduced.	FOX/SHAW
Attleborough	Mon to Sat frequent service to Nuneaton. Half hourly service to Coventry. Evening and Sunday service.	No Change.	ROSS/TANDY
Austrey	Mon to Sat half hourly service to Tamworth. Mon to Fri service to Atherstone. Weekly flexibus to Tamworth. Sunday service.	Monday to Saturday service reduced to hourly. Service to Atherstone reduced to weekly. Flexibus to Tamworth withdrawn.	MAY
Avon Dassett	Mon to Sat peak service to Leamington and twice weekly off peak service to Banbury.	Banbury service reduced to once a week.	WILLIAMS
Baddesley Clinton	Mon to Sat Flexibus service to Leamington and Solihull.	Reduced to twice a week Flexibus to Solihull and twice a week Flexibus to Leamington.	COMPTON

Baddesley Ensor	Mon to Sat half hourly service to Atherstone. Hourly service to Nuneaton, Tamworth, Lichfield and Birmingham international. Evening and Sunday services. Weekly flexibus to Hinckley.	Monday to Saturday reduced to hourly service to Atherstone. Direct services to Nuneaton, Tamworth, Lichfield and Birmingham International withdrawn. Evening services withdrawn. Flexibus withdrawn.	SWEET
Baginton	Mon to Sat two hourly service to Coventry and Kenilworth.	No change.	DOODY
Barford	Mon to Sat hourly service to Stratford, Leamington and Coventry. Evening & Sunday service.	Monday - Thursday evening service withdrawn.	CABORN
Barnacle	Weekly Flexibus to Bedworth.	No change.	MORRIS-JONES
Barton on the Heath	Twice weekly service to Banbury and weekly service to Moreton in Marsh.	Reduced to once a week service to Banbury. Weekly service to Moreton in Marsh withdrawn.	SAINT
Baxterley	Mon to Sat hourly service to Atherstone and Birmingham International. Weekly Flexibus to Hinckley.	Reduced to three journeys a day to Atherstone. Service to Birmingham International withdrawn. Flexibus withdrawn.	SWEET
Bearley	Mon to Sat two hourly service to Stratford. Hourly service to Stratford and Birmingham. Evening and Sunday service. Weekly service to Henley.	Evening service withdrawn. Henley service withdrawn.	HOBBS
Beausale	Weekly Flexibus to Leamington and twice weekly Flexibus service to Solihull.	Reduced to twice weekly Flexibus to Leamington.	COMPTON
Bedworth	Mon to Sat frequent services to Coventry and Nuneaton. Hourly service to Walsgrave Hospital. Twice weekly Flexibus to Nuneaton. Evening and Sunday services. Town services.	Direct service to Walsgrave Hospital reduced to two hourly. Monday to Friday Flexibus to Nuneaton.	JACKSON
Bentley	Weekly Flexibus to Atherstone.	No change.	SWEET
Bermuda Park	Mon to Sat hourly service to Nuneaton.	No change.	LONGDEN/WILSON
Bermuda Village	Mon to Sat hourly service to Nuneaton.	No change.	LONGDEN/WILSON
Bidford	Mon to Sat half hourly service to Evesham and Stratford. Hourly service to Redditch. Evening and Sunday service. Twice weekly Flexibus to Stratford.	Evening service withdrawn.	BARNES
Bilton	Mon to Sat frequent service to Rugby. Evening and Sunday service. Daily Flexibus to Leamington. Weekly urban Flexibus.	Monday to Thursday evening service withdrawn. All Flexibuses withdrawn.	VEREKER/WRIGHT

Binley Woods	Mon to Sat frequent service to Coventry. Half hourly service to Rugby. Evening and Sunday service. Weekly Flexibus to Rugby and Coventry supermarkets.	Flexibus to Rugby withdrawn.	TIMMS
Binton	Twice weekly Flexibus to Stratford	No change.	HOBBS
Birchley Heath	Mon to Sat hourly service to Nuneaton. Weekly Flexibus to Bedworth.	Upgraded to two journeys a day to Atherstone.	SWEET
Birchmoor	Mon to Sat hourly service to Tamworth. Sunday service.	No change.	MAY
Birdingbury	Mon to Sat two hourly service to Rugby and Coventry. Weekly Flexibus to Rugby. Mon - Fri Dial a Ride service to Southam.	No change.	HAZELTON
Bishops Itchington	Mon to Sat hourly services to Leamington and Southam. Two hourly services to Banbury and Daventry. Mon to Sat once a day service to Coventry. Evening and Sunday service. Mon to Fri Flexibus service to Stratford. Once a week Flexibus to Leamington.	Monday to Thursday evening service withdrawn. Service to Coventry withdrawn. Flexibuses withdrawn.	STEVENS
Bishops Tachbrook	Mon to Sat hourly service to Leamington, Coventry and Stratford. Evening service.	Monday to Thursday evening service withdrawn. New Sunday service.	CABORN
Bodymoor Heath	Weekly Flexibus to Tamworth.	No change.	MAY
Bourton on Dunsmore	Mon to Sat two hourly service to Rugby and Coventry.	No change.	HAZELTON
Brailes	Mon to Sat two hourly service to Banbury, Shipston and Stratford. Shipston link to Shipston and Banbury.	No change.	SAINT
Bramcote Camp	Mon to Sat two hourly service to Nuneaton and Coventry. Weekly Flexibus to Rugby	No change.	MORRIS-JONES
Brandon	Mon to Sat half hourly service to Coventry and Rugby. Evening and Sunday service. Weekly Flexibus to Rugby and Coventry supermarkets.	All Flexibuses withdrawn.	TIMMS
Bretford	Mon to Sat half hourly service to Coventry and Rugby. Evening and Sunday service. Weekly Flexibus to Rugby and Coventry supermarkets.	Flexibus to Coventry supermarkets withdrawn.	TIMMS

Bridgetown	Mon to Sat half hourly service to Stratford.	No change.	COCK/ROLF
Brinklow	Mon to Sat half hourly service to Coventry and Rugby. Sunday service. Weekly Flexibus to Rugby, Coventry supermarkets, Leicester and Nuneaton.	Flexibuses to Coventry supermarkets, Leicester and Nuneaton withdrawn.	TIMMS
Broadwell	Mon to Fri once a day service to Rugby. Mon to Fri Dial a Ride service to Southam.	Service to Rugby reduced to twice a week.	HAZELTON
Broom	Twice weekly Flexibus to Stratford. Saturday service to Worcester.	No change.	BARNES
Brownsover	Mon to Sat frequent service to Rugby. Evening and Sunday service. Weekly urban Flexibus.	Monday to Thursday evening service withdrawn. Flexibus withdrawn.	ROBBINS/WALTON
Bubbenhall	Mon to Sat two hourly service to Coventry and Kenilworth. Mon to Sat Flexibus to Leamington.	Flexibus reduced to once a week.	DOODY
Bulkington	Mon to Sat half hourly service to Coventry and Nuneaton. Two hourly service to Coventry via Walsgrave. Evening and Sunday service. Weekly Flexibus to Bedworth and Nuneaton.	Service to Coventry via Walsgrave withdrawn.	ROSS
Bull Ring	Mon to Sat frequent service to Nuneaton. Evening and Sunday service. Mon to Sat urban Flexibus.	Evening service withdrawn.	LONGDEN/WILSON
Burmington	Mon to Sat two hourly service to Stratford. Sunday service. Shipston Link.	No change.	SAINT
Burton Green	Mon to Sat hourly service to Coventry. Two hourly service to Kenilworth and Cannon Park.	Service to Cannon Park withdrawn. Service to Kenilworth reduced to once a week.	WHITEHOUSE
Burton Hastings	Mon to Sat once a day service to Nuneaton.	No change.	MORRIS-JONES
Bury Road	Mon to Sat urban Flexibus.	Service frequency reduced.	BOULD
Butlers Marston	Mon to Sat two hourly service to Banbury and Stratford. Weekly service to Moreton in Marsh.	Weekly service to Moreton in Marsh withdrawn.	SECCOMBE
Camp Hill	Mon to Sat frequent service to Nuneaton. Evening and Sunday service. Mon to Sat urban Flexibus.	Evening service withdrawn. Urban flexibus withdrawn.	TOOTH
Chapel End	Mon to Sat frequent service to Nuneaton, Atherstone and Coventry. Hourly service to Birmingham International. Evening and Sunday service. Mon to Sat urban Flexibus.	Service to Birmingham International withdrawn. Evening service withdrawn. Urban flexibus withdrawn.	FORSTER

Chapel Green	Twice weekly Flexibus to Nuneaton.	No change	APPLETON
Charlecote	Mon to Sat hourly service to Stratford, Leamington and Coventry. Evening and Sunday service.	Monday to Thursday evening service withdrawn.	JOHNSTON
Chase Meadow	Mon to Sat frequent service to Warwick, Leamington, Kenilworth and Coventry.	No change.	HOPKINSON
Cherington	Mon to Sat two hourly services to Shipston and Stratford. Weekly Shipston Link to Banbury and Shipston. Saturday service to Banbury.	Service to Stratford reduced to two journeys on schooldays only. Shipston Link service to Shipston now twice weekly. New weekly Shipston link service to Chipping Norton. Saturday service to Banbury withdrawn	SAINT
Church Lawford	Mon to Sat half hourly service to Coventry and Rugby. Evening and Sunday service. Weekly Flexibus to Rugby.	No change.	TIMMS
Churchover	Flexibus to Rugby three days a week.	Reduced to Flexibus to Rugby twice a week.	MORRIS-JONES
Claverdon	Mon to Sat once a day service to Stratford. Weekly Flexibus to Leamington, Twice weekly Flexibus to Solihull.	Replaced by two days a week Flexibuses to Leamington, Stratford and Solihull.	HOBBS
Clifford Chambers	Mon to Sat hourly service to Stratford and Cotswolds.	No change.	BARNES
Clifton	Mon to Sat two buses per hour to Rugby. Hourly service to Leicester.	No change.	MORRIS-JONES
Coalpit Fields	Mon to Sat hourly off peak service to Bedworth.	No change.	JACKSON
Coleshill	Mon to Sat half hourly service to Birmingham. Frequent service to Birmingham International. Hourly services to Nuneaton, Sutton Coldfield, Tamworth and Atherstone. Weekly flexibus to Solihull. Weekly flexibus to Atherstone Twice weekly flexibus to Tamworth and Nuneaton. Evening and Sunday service.	Services to Birmingham International reduced to half hourly. Hourly service to Nuneaton and Atherstone withdrawn. Service to Sutton Coldfield reduced to two hourly. Flexibus to Tamworth reduced to once a week.	FOWLER
Collycroft	Mon to Sat hourly service to Bedworth, Nuneaton and Walsgrave Hospital.	Direct service to Walsgrave Hospital reduced to two hourly.	LOBBETT
Copston Magna	Weekly Flexibus to Rugby.	No change.	MORRIS-JONES
Corley and Corley Moor	Mon to Sat two hourly service to Coventry. Twice weekly Flexibus to Nuneaton.	No change	HAYFIELD

Coughton	Mon to Sat hourly services to Stratford, Redditch and Evesham. Sunday service.	No change	RICKHARDS
Cubbington	Mon to Sat half hourly service to Leamington. Evening and Sunday service. Mon to Sat Flexibus service to Leamington.	Monday to Thursday evening service withdrawn.	DOODY
Curdworth	Mon to Sat hourly services to Birmingham, Tamworth, Sutton Coldfield, Coleshill and Birmingham International. Weekly Flexibus to Tamworth, Solihull and Atherstone.	Services to Sutton Coldfield and Coleshill reduced to two hourly. Direct service to Birmingham International withdrawn. Flexibuses to Tamworth & Atherstone withdrawn.	LEA
Dalton Road, Bedworth	Mon to Sat hourly off peak service to Bedworth.	No change.	CHATTAWAY
Dencer Drive	Mon to Sat hourly off peak service to Kenilworth.	Reduced to two hourly service to Kenilworth. New two hourly direct service to Coventry.	COCKBURN
Devitts Green	Mon to Sat hourly service to Nuneaton and Birmingham International. Two hourly service to Coventry.	Service to Nuneaton and Birmingham International withdrawn.	HAYFIELD
Dordon	Mon to Sat hourly service to Nuneaton, Tamworth and Lichfield. Evening and Sunday services. Weekly Flexibus to Atherstone and Tamworth.	Evening services withdrawn. Flexibus to Tamworth withdrawn.	SWEET
Dunchurch	Mon to Sat hourly services to Leamington, Rugby and Daventry. Two hourly service to Coventry. Twice weekly Flexibus to Rugby. Evening and Sunday service.	Monday to Saturday evening services withdrawn.	HAZELTON
Dunnington	Twice weekly Flexibus to Stratford. Saturday service to Worcester.	No change.	BARNES
Earlswood	Mon to Fri hourly service to Solihull. Mon to Sat Flexibus service to Redditch. Three days a week Flexibus service to Solihull.	No change.	PERRY
Easenhall	Mon to Sat two hourly service to Rugby and Coventry.	No change.	MORRIS-JONES
Eathorpe	Mon to Sat Flexibus service to Leamington.	Reduced to weekly Flexibus to Leamington.	DOODY
Edgehill	Mon to Sat once a day service to Banbury and Stratford.	No change.	WILLIAMS
Ettington	Mon to Sat two hourly service to Banbury and Stratford. Shipston Link. Weekly service to Moreton in Marsh	Service to Moreton in Marsh withdrawn.	SECCOMBE
Exhall	Twice weekly Flexibus to Stratford.	No change.	HOBBS

Farnborough	Mon to Sat once a day services to Banbury and peak service to Leamington.	No change	WILLIAMS
Fenny Compton	Mon to Sat once a day service to Banbury with additional journeys Thur and Sat. Peak service to Leamington. service to Southam. Mon - Fri Dial a Ride	Additional journey to Banbury withdrawn on Saturdays.	WILLIAMS
Fillongley	Mon to Sat two hourly service to Coventry. Twice weekly Flexibus to Nuneaton.	No change	HAYFIELD
Five Ways	Weekly Flexibus to Leamington. Twice weekly Flexibus to Solihull.	Flexibus to Leamington reduced to twice weekly.	COMPTON
Flecknoe	Weekly Flexibus to Rugby.	No change.	HAZELTON
Forbes Estate	Mon to Sat frequent service to Warwick, Leamington, Kenilworth and Coventry. Hourly service to Stratford. Evening and Sunday service. Weekly urban Flexibus.	Monday to Thursday evening service withdrawn. Urban Flexibus withdrawn.	HOPKINSON
Forshaw Heath	Mon to Sat Flexibus to Redditch.	No change.	PERRY
Frankton	Mon to Sat two hourly service to Rugby and Coventry.	No change.	HAZELTON
Furnace End	Mon to Sat hourly service to Nuneaton, Coleshill and Birmingham International. Weekly Flexibus to Atherstone	Service to Nuneaton and Birmingham International withdrawn. New two hourly service to Coleshill and Sutton Coldfield.	FOWLER
Galley Common	Mon to Sat hourly service to Nuneaton and Birmingham International. Evening service. Mon to Sat urban Flexibus.	Hourly service to Birmingham International withdrawn. Evening service withdrawn. Flexibus withdrawn.	FOSTER
Gaydon	Mon to Sat two hourly service to Leamington. Once a day service to Banbury. Evening service. Weekly flexibus to Leamington and Banbury.	Monday to Thursday evening service withdrawn. Flexibus to Leamington withdrawn.	WILLIAMS
Gilson	Once a week Flexibus to Solihull.	No change.	FOWLER
Grandborough	Mon to Fri once a day service to Rugby. Weekly Flexibus to Rugby.	Three times a week Flexibus to Rugby.	HAZELTON
Great Alne	Mon to Sat hourly services to Stratford, Redditch and Alcester. Evening service. Weekly Flexibus to Redditch.	Evening service withdrawn.	GITTUS

Great Wolford	Weekly service to Moreton in Marsh, twice weekly service to Banbury and Shipston Link.	Services to Moreton in Marsh and Banbury withdrawn.	SAINT
Grendon	Mon to Sat two buses per hour to Atherstone. Hourly service to Nuneaton, Tamworth and Lichfield and Birmingham International. Evening and Sunday services. Weekly Flexibus to Hinckley and Atherstone.	Service to Birmingham International withdrawn. Evening services withdrawn. Flexibus to Hinckley withdrawn.	SWEET
Grove End	Once a week Flexibus.	No change.	LEA
Grove Farm	Mon to Sat frequent service. Evening and Sunday service. Weekly urban Flexibus.	Evening service withdrawn.	LONGDEN/WILSON
Gun Hill	Mon to Sat half hourly service to Nuneaton. Hourly service to Birmingham International. Evening service. Two hourly service to Coventry.	Service to Birmingham International withdrawn. Evening service withdrawn.	FOWLER
Halford	Mon to Sat two hourly service to Stratford and Shipston. Once a week service to Moreton in Marsh. Link.	Reduced level of service to Shiston and Stratford. Service to Moreton in Marsh withdrawn.	SECCOMBE
Hampton Lucy	Mon to Sat once a day journey to Stratford	Mon - Fri flexibus to Stratford.	JOHNSTON
Hampton Magna	Mon to Sat daytime half hourly service to Warwick, Leamington, Kenilworth and Coventry. Evening service.	Monday to Thursday evening service withdrawn.	CABORN
Hampton on the Hill	Mon to Sat daytime half hourly service to Warwick, Leamington, Kenilworth and Coventry. Evening service.	Monday to Thursday evening service withdrawn.	CABORN
Harborough Magna	Mon to Sat half hourly service to Coventry and Rugby. Sunday service. Weekly Flexibus to Leicester and Nuneaton.	Flexibus to Leicester withdrawn.	MORRIS-JONES
Harbury	Mon to Sat hourly services to Leamington and Southam. Two hourly services to Banbury and Daventry. Mon to Sat once a day service to Coventry. Evening & Sunday service. Mon to Fri Flexibus service to Stratford and once a week Flexibus to Leamington.	Monday to Thursday evening service withdrawn. Service to Coventry withdrawn. Flexibuses withdrawn.	STEVENS
Hartshill	Mon to Sat frequent service to Nuneaton and Coventry. Hourly service to Tamworth and Lichfield. Evening and Sunday service. Weekly urban Flexibus.	Evening service withdrawn. Urban flexibus withdrawn.	FOX
Haseley Knob	Twice weekly Flexibus to Solihull. Weekly Flexibus to Leamington.	Twice weekly Flexibus to Solihull withdrawn. Flexibus to Leamington increased to twice weekly.	COMPTON

Haselor	Twice weekly Flexibus to Stratford.	No change.	GITTUS
Hatton	Mon to Sat Flexibus services to Leamington and Solihull.	Monday to Saturday flexibus, giving two days to Stratford, two days to Leamington and two days to Solihull.	COMPTON
Hatton Park	Mon to Sat hourly service to Warwick and Leamington. Evening service.	Monday to Thursday evening service withdrawn.	COMPTON
Henley in Arden	Mon to Sat hourly service to Stratford and Birmingham. and Sunday service. Daily Flexibus to Redditch.	Evening Evening service withdrawn.	PERRY
Hill	Weekly Flexibus to Rugby. Monday to Friday dial a ride to Southam.	Rugby service improved to twice weekly.	APPLETON
Hill Wootton	Weekly Flexibus to Leamington	No change.	COMPTON
Hillmorton	Mon to Sat frequent service to Rugby. Hourly service to Northampton and Daventry. Evening and Sunday service. to Sat Urban Flexibus.	Mon Evening service withdrawn.	DODD/ROODHOUSE
Hillside Estate	Mon to Sat hourly service to Rugby	No change	VEREKER/WRIGHT
Honiley	Twice weekly Flexibus to Solihull. Weekly Flexibus to Leamington.	Flexibus to Solihull withdrawn. Twice weekly flexibus to Leamington.	COMPTON
Honington	Weekly service to Shipston. Shipston Link.	Reduced to Shipston Link only.	SAINT
Horeston Grange	Mon to Sat hourly off peak service to Nuneaton.	No change	CLARKE
Hunningham	Mon to Sat Flexibus service to Leamington	Reduced to weekly Flexibus to Leamington.	DOODY
Hurley	Mon to Sat hourly service to Atherstone and Birmingham International. Two hourly service to Tamworth. Evening and Sunday service. Once a week Flexibus to Hinckley.	Evening service withdrawn. Direct service to Birmingham International withdrawn. Service to Atherstone reduced to weekly flexibus. Hourly service to Coleshill and Tamworth. Hinckley Flexibus withdrawn.	MOSS
Idlicote	Weekly service to Shipston. Shipston Link.	Reduced to Shipston Link only.	SAINT
Ilmington	Mon to Sat two hourly service to Stratford and Shipston. Shipston Link.	Reduced level of service to Stratford and Shipston. No change to Shipston Link.	SECCOMBE

Iron Cross	Mon to Sat half hourly service to Evesham and Stratford. Evening and Sunday service.	Evening service withdrawn.	BARNES
Justins Avenue	Mon to Sat half hourly service to Stratford.	No change	BALAAM
Kenilworth	Mon to Sat frequent service to Coventry and Leamington. Hourly service to Stratford. Two hourly service to Coventry via NAC. Regular town services. Evening and Sunday services. Once a week Flexibus to Leamington.	Flexibus withdrawn.	KEN CLLRS
Keresley	Mon to Sat frequent service to Coventry. Half hourly service to Bedworth and Nuneaton. Evening and Sunday service. Twice weekly Flexibus to Bedworth and Nuneaton.	Flexibus withdrawn.	MCCARNEY
Kineton	Mon to Sat two hourly service to Stratford, Banbury and Leamington. Evening service. Weekly service to Moreton in Marsh.	Monday to Thursday evening service withdrawn. Service to Moreton in Marsh withdrawn.	WILLIAMS
Kings Coughton	Mon to Sat hourly service to Redditch, Evesham and Stratford. Sunday service. Weekly Flexibus to Redditch.	No change.	RICKHARDS
Kings Newnham	Weekly Flexibus to Rugby.	No change.	TIMMS
Kingsbury	Mon to Sat half hourly service to Tamworth. Hourly service to Birmingham, Birmingham International and Atherstone. Evening and Sunday service. Weekly Flexibus to Solihull.	Direct service to Birmingham International withdrawn. Replaced by service to Coleshill only. Service to Atherstone reduced to weekly flexibus. Evening service withdrawn.	MOSS
Kites Hardwick	Mon to Sat hourly service to Rugby and Leamington. Evening and Sunday service. Once a week Flexibus to Rugby.	Monday to Thursday evening service withdrawn.	HAZELTON
Knightcote	Twice weekly service to Banbury.	Reduced to weekly service to Banbury.	HAZELTON
Ladbroke	Mon to Sat two hourly service to Banbury, Southam and Leamington. Mon to Fri Dial a Ride service to Southam.	No change.	STEVENS
Langley	Twice weekly Flexibus to Solihull	Improved to twice a week Flexibus to Stratford and twice a week flexibus to Solihull.	HOBBS
Lapworth	Mon to Sat Flexibuses to Leamington and Solihull	Replaced by Monday to Saturday flexibus giving two days to Leamington, two days to Stratford and two days to Solihull.	COMPTON
Lawford Heath	Mon to Sat daily service to Rugby.	No change.	WATSON

Lea Marston	Mon to Sat hourly service to Birmingham International, Coleshill and Nuneaton. Weekly Flexibus to Solihull and Tamworth.	Reduced to weekly Flexibuses to Solihull and Tamworth.	LEA
Leamington	Mon to Sat network of inter-urban and town services. Evening and Sunday services. Urban Flexibuses.	Limited Monday to Thursday evening services.	LEAM CLLRS
Leamington Hastings	Weekly Flexibus to Rugby. Mon to Fri Dial a Ride to Southam.	Improved to twice weekly flexibus to Rugby.	HAZELTON
Leek Wootton	Mon to Sat hourly service to Stratford, Warwick and Coventry. Weekly Flexibus to Leamington.	Flexibus withdrawn.	COMPTON
Lighthorne	Mon to Sat one peak journey and one shopping journey to Leamington. Weekly Flexibus to Banbury.	No change.	WILLIAMS
Lighthorne Heath	Mon to Sat two hourly service to Leamington. Mon to Fri service to Banbury. Evening service. Weekly Flexibus to Leamington and Banbury.	Monday to Thursday evening service withdrawn. Flexibus to Leamington withdrawn.	WILLIAMS
Lillington	Mon to Sat frequent service to Leamington. Evening and Sunday service. Mon to Sat urban Flexibus	Monday to Thursday evening service withdrawn.	BOAD/GOODE
Little Ane	Weekly Flexibus to Redditch	No change.	GITTUS
Little Compton	Twice a week service to Banbury, once a week to Moreton in Marsh and Chipping Norton.	Service to Banbury reduced to once a week.	SAINT
Little Lawford	Once a week Flexibus to Rugby.	No change.	TIMMS
Little Packington	Once a week Flexibus to Solihull.	No change.	FOWLER
Little Wolford	Weekly service to Banbury and Moreton in Marsh. Shipston Link.	Shipston Link only.	SAINT
Long Compton	Mon to Sat two hourly service to Stratford. Sunday service. Shipston Link services to Shipston and Banbury.	Additional Shipston Link service to Chipping Norton.	SAINT
Long Itchington	Mon to Sat hourly service to Leamington. Mon to Sat once a day service to Coventry. Twice weekly service to Banbury. Evening service. Mon to Fri Flexibus to Stratford.	Monday to Thursday evening service withdrawn. Service to Coventry withdrawn. Flexibus withdrawn.	STEVENS

Long Lawford	Mon to Sat frequent service to Rugby. Half hourly service to Coventry. Evening and Sunday service. Once a week urban Flexibus.	Flexibus withdrawn.	WATSON
Long Marston	Mon to Sat two hourly service to Stratford.	No change.	SECCOMBE
Lower Quinton	Mon to Sat hourly service to Stratford and Cotswolds. Evening service.	Evening service withdrawn.	SECCOMBE
Lower Shuckburgh	Mon to Sat two hourly service to Leamington, Southam and Daventry. Weekly Flexibus to Rugby.	No change.	APPLETON
Lowsonford	Twice weekly Flexibus to Solihull. Weekly Flexibus to Leamington.	Flexibus to Leamington withdrawn.	COMPTON
Loxley	Mon to Sat one peak journey and one shopping journey to Stratford.	No change.	SECCOMBE
Luddington	Mon to Sat two hourly service to Stratford.	No change.	HOBBS
Mancetter	Mon to Sat frequent service to Nuneaton and Coventry. Hourly service to Tamworth and Lichfield. Evening and Sunday service.	Evening service withdrawn.	FOX
Mappleborough Green	Weekly Flexibus to Redditch	No change.	RICKHARDS
Marton	Mon to Sat two hourly service to Rugby and Coventry. Weekly Flexibus to Rugby. Mon to Fri dial a ride service to Southam.	Flexibus upgraded to twice weekly.	HAZELTON
Maxstoke	Twice weekly Flexibus to Nuneaton. Weekly Flexibus to Atherstone.	No change.	FOWLER
Middleton	Twice weekly Flexibus to Tamworth.	Reduced to weekly Flexibus to Tamworth.	LEA
Monks Kirby	Mon to Sat two hourly service to Rugby and Coventry. Weekly Flexibuses to Rugby, Leicester and Nuneaton.	Flexibuses to Rugby and Leicester withdrawn.	MORRIS-JONES
Moreton Morrell	Mon to Sat one peak journey and one shopping journey to Leamington. Mon to Fri Flexibus to Stratford. Once a week Flexibus to Banbury.	Flexibus to Stratford withdrawn.	JOHNSTON

Napton on the Hill	Mon to Sat two hourly service to Leamington, Southam and Daventry. Twice weekly service to Banbury. Weekly Flexibus to Rugby.	Service to Banbury reduced to weekly.	APPLETON
Nether Whitacre	Weekly Flexibus service to Solihull and Atherstone.	Additional Two hourly service to Coleshill and Sutton Coldfield.	LEA
Newbold on Avon	Mon to Sat frequent services to Rugby. Half hourly service to Coventry. Sunday service. Twice weekly Flexibuses to Rugby. Weekly Flexibuses to Leicester and Nuneaton.	Flexibuses to Leicester and Rugby withdrawn. New weekly flexibus to Hinckley.	ROBBINS/WALTON
Newbold on Stour	Mon to Sat hourly service to Stratford and Shipston. Two hourly service to Banbury. Evening and Sunday service.	Evening service withdrawn.	SECCOMBE
Newbold Pacey	Mon to Sat hourly service to Leamington, Coventry and Stratford.	No change.	JOHNSTON
Newton Regis	Mon to Sat two buses per hour to Tamworth. Hourly service to Polesworth. Sunday service. Mon to Fri twice daily service to Atherstone. Weekly Flexibus to Tamworth.	Service to Tamworth reduced to hourly. Atherstone service withdrawn.	MAY
No Mans Heath	Mon to Fri twice daily service to Atherstone. Weekly Flexibus to Tamworth.	Service to Atherstone withdrawn.	MAY
Northend	Mon to Sat once a day service to Banbury with additional journeys on Thurs and Sat. Peak service to Leamington.	Additional Saturday journey to Banbury withdrawn.	WILLIAMS
Norton Lindsey	Mon to Sat two return journeys to Stratford. Twice weekly Flexibus to Solihull.	Reduced to twice weekly Flexibus to Stratford and twice weekly to Solihull.	CABORN
Nuneaton	Mon to Sat network of inter-urban and town services. Evening and Sunday services. Urban Flexibuses.	Severely reduced evening services.	NUN CLRS
Offchurch	Weekly Flexibus to Banbury	New weekly Flexibus to Leamington	DOODY
Old Arley	Mon to Sat half hourly service to Nuneaton. Hourly service to Birmingham International. Evening service. Two hourly service to Coventry.	Service to Birmingham International withdrawn. Evening service withdrawn.	HAYFIELD
Old Milverton	Weekly Flexibus to Leamington.	No change.	DOODY
Oxhill	Mon to Sat two hourly service to Banbury and Stratford. Saturday service to Shipston. Shipston Link.	Saturday service to Shipston withdrawn.	SECCOMBE
Packington	Twice weekly Flexibus to Nuneaton.	No change.	COMPTON

Pailton	Mon to Sat hourly service to Rugby and Coventry. Weekly Flexibuses to Rugby, Leicester and Nuneaton.	Flexibuses to Rugby and Leicester withdrawn.	MORRIS-JONES
Piccadilly	Mon to Sat hourly service to Atherstone and Birmingham International. Two hourly service to Tamworth. Evening and Sunday service. Once a week Flexibus to Hinckley.	Evening service withdrawn. Direct service to Birmingham International withdrawn. Replaced by hourly service to Coleshill and Tamworth. Service to Atherstone reduced to weekly Flexibus. Flexibus to Hinckley withdrawn.	MOSS
Pillerton Hersey	Mon to Sat two hourly service to Banbury and Stratford. Weekly service to Moreton in Marsh.	Weekly service to Moreton in Marsh withdrawn.	SECCOMBE
Pillerton Priors	Mon to Sat two hourly service to Banbury and Stratford. Weekly service to Moreton in Marsh.	Weekly service to Moreton in Marsh withdrawn.	SECCOMBE
Pinley Green	Twice weekly Flexibus to Solihull. Weekly Flexibus to Leamington. Weekly service to Stratford.	Replaced by Monday to Saturday flexibus giving two days to Leamington, two days to Stratford and two days to Solihull.	HOBBS
Polesworth	Mon to Sat half hourly service to Tamworth. Hourly service to Atherstone, Nuneaton and Lichfield. Evening and Sunday service. Weekly Flexibuses to Atherstone and Tamworth.	Evening service withdrawn. Flexibuses withdrawn.	MAY
Preston on Stour	Mon to Sat once a day service to Stratford.	No change.	SECCOMBE
Princethorpe	Mon to Sat two hourly service to Rugby and Coventry. Mon to Sat once a day service to Leamington. Weekly Flexibus to Rugby.	Flexibus to Leamington reduced to weekly. Flexibus to Rugby upgraded to twice weekly.	HAZELTON
Priors Hardwick	Weekly Flexibus to Rugby. Mon - Fri Dial a Ride service to Southam.	No change.	STEVENS
Priors Marston	Weekly Flexibus to Rugby. Mon - Fri Dial a Ride service to Southam.	No change.	STEVENS
Radford Semele	Mon to Sat half hourly service to Southam and Leamington. Hourly service to Rugby. Evening and Sunday service. Weekly Flexibus to Leamington and Banbury.	Monday to Thursday evening service withdrawn.	DOODY
Radway	Mon to Sat once a day service to Banbury and Stratford.	No change.	WILLIAMS
Ratley	Mon to Sat once a day service to Banbury and Stratford.	No change.	WILLIAMS

Reading Court	Mon to Fri urban Flexibus service.		No change.	COCKINGS/ROLFE
Ridge Lane	Mon to Sat hourly service to Nuneaton. Flexibus to Atherstone.	Weekly	Flexibus withdrawn. daily service to Atherstone	FOX
Rokeby Estate	Mon to Sat hourly service to Rugby.		New hourly service to Daventry.	VEREKER/WRIGHT
Rowington	Mon to Sat daily Flexibus service to Leamington and Solihull.		Replaced by Monday to Saturday flexibus giving two days to Leamington, two days to Stratford and two days to Solihull.	COMPTON
Rugby	Mon to Sat network of inter-urban and town services. and Sunday services. Urban Flexibuses.	Evening	Severely reduced evening services.	RUGBY CLLRS
Ryton on Dunsmore	Mon to Sat two hourly service to Coventry and Rugby. a day service to Leamington.	Once	Leamington service reduced to once a week.	TIMMS
Saffron Meadow	Mon to Fri urban Flexibus.		No change	COCKINGS/ROLFE
Salford Priors	Mon to Sat half hourly service to Evesham and Stratford. Evening and Sunday service.		Evening service withdrawn.	BARNES
Sambourne	Weekly service to Redditch.		No change.	RICKHARDS
Sawbridge	Weekly Flexibus to Rugby.		No change.	HAZELTON
Seckington	Mon to Fri twice daily service to Atherstone. Flexibus to Tamworth.	Weekly	Service to Atherstone withdrawn.	MAY
Shawbury	Twice weekly Flexibus to Nuneaton. Flexibus to Atherstone.	Weekly	No change.	HAYFIELD
Sherbourne	Mon to Sat hourly service to Stratford, Warwick, Leamington and Coventry. Evening and Sunday service.		Monday to Thursday evening service withdrawn.	CABORN
Shilton	Mon to Sat hourly service to Nuneaton and Coventry. Weekly Flexibus to Bedworth.		Reduced to two hourly service to Nuneaton and Coventry.	MORRIS-JONES
Shipston	Mon to Sat hourly service to Stratford. Two hourly service to Banbury. Twice weekly service to Moreton in Marsh. Sunday services. Shipston Link.	Evening and	Evening services withdrawn. Service to Moreton in Marsh withdrawn.	SAINT

Shotteswell	Twice weekly service to Banbury.	Reduced to weekly Flexibus to Banbury.	WILLIAMS
Shrewley Common	Mon to Sat daily Flexibus service to Leamington and Solihull. Weekly service to Stratford.	Replaced by Monday to Saturday flexibus giving two days to Leamington, two days to Stratford and two days to Solihull.	COMPTON
Shustoke	Mon to Sat hourly service to Birmingham International, Coleshill and Nuneaton. Twice weekly Flexibus to Nuneaton. Weekly Flexibus to Atherstone.	Service to Birmingham International withdrawn. Replaced by two hourly service to Coleshill and Sutton Coldfield.	FOWLER
Shuttington	Mon to Sat two buses per hour to Tamworth. Hourly service to Polesworth. Sunday service. Mon to Fri twice daily service to Atherstone. Weekly Flexibus to Tamworth.	Tamworth service reduced to hourly. Flexibus withdrawn. Atherstone service withdrawn.	MAY
Snitterfield	Mon to Sat two hourly service to Stratford. Twice weekly Flexibus to Solihull.	No change to frequency but longer journey times to Stratford.	HOBBS
South Farm	Mon to Sat frequent service to Leamington. Evening and Sunday service.	Monday to Thursday evening service reduced.	KIRTON
Southam	Mon to Sat half hourly service to Leamington. Hourly service to Rugby. Two hourly service to Daventry and Banbury. Additional journeys to Banbury on Thur and Sat. Once a day service to Coventry. Evening and Sunday service. Mon to Fri once a day Flexibus to Stratford.	Additional Saturday journey to Banbury withdrawn. Service to Coventry withdrawn. Monday to Thursday evening service withdrawn. Flexibus withdrawn.	APPLETON
Stockingford	Mon to Sat frequent service to Nuneaton. Evening and Sunday service. Urban Flexibus.	Evening service withdrawn. Urban flexibus reduced to weekly.	LONGDEN/WILSON
Stockton	Mon to Sat hourly service to Rugby and Leamington. Evening and Sunday service. Twice weekly service to Banbury.	Monday to Thursday evening service withdrawn. Service to Banbury reduced to weekly.	APPLETON
Stoneleigh	Mon to Sat two hourly service to Kenilworth and Coventry.	Slight reduction in frequency. New weekly flexibus to Leamington.	DOODY
Stourton	Mon to Sat two hourly services to Shipston and Stratford. Weekly Shipston Link to Banbury and Shipston. Saturday service to Banbury.	Service to Stratford reduced to two journeys on schooldays only. Shipston Link service to Shipston now twice weekly. New weekly Shipston link service to Chipping Norton. Saturday service to Banbury withdrawn	SAINT
Stratford	Mon to Sat network of inter-urban and town services. Evening and Sunday services. Urban Flexibuses.	All Monday to Thursday evening services withdrawn, some evening services totally withdrawn.	STRATCLLRS
Street Ashton Crossroads	Mon to Sat hourly service to Rugby and Coventry. Weekly Flexibuses to Rugby, Leicester and Nuneaton.	Flexibus to Leicester withdrawn.	MORRIS/JONES

Stretton on Dunsmore	Mon to Sat two hourly service to Coventry and Rugby. Once a day service to Leamington.		Leamington service reduced to weekly.	HAZELTON
Stretton on Fosse	Twice a week service to Banbury and Moreton in Marsh. Shipston Link.		Reduced to Shipston Link only.	SAINT
Stretton under Fosse	Mon to Sat hourly service to Rugby and Coventry. Flexibuses to Rugby, Leicester and Nuneaton.	Weekly	Flexibuses to Leicester and Nuneaton withdrawn.	MORRIS-JONES
Stud Farm	Mon to Sat frequent service to Leamington. Sunday service. Mon to Sat urban Flexibus.	Evening and	Monday to Thursday evening service withdrawn.	BOAD/GOODE
Studley	Mon to Sat frequent service to Redditch. Hourly service to Stratford and Evesham. Sunday service. Redditch.	Weekly Flexibus to	No change.	RICKHARDS
Sydenham	Mon to Sat frequent service to Leamington. service to Coventry. Evening and Sunday service. weekly urban Flexibus.	Half hourly Twice	Urban Flexibus services withdrawn.	NAYLOR
Tanworth in Arden	Mon to Sat Flexibus service to Redditch. times a week Flexibus to Solihull.	3	No change.	PERRY
Temple Grafton	Twice weekly Flexibus to Stratford		No change.	HOBBS
Temple Herdewyke	Mon to Sat twice a day service to Leamington, once a day service to Banbury. Once a week Flexibus service to Banbury.		No change.	WILLIAMS
Thurlaston	Mon to Sat two hourly service to Rugby and Coventry.		No change.	HAZELTON
Tiddington	Mon to Sat half hourly service to Stratford, Leamington and Coventry. Evening and Sunday service. Mon to Fri urban Flexibus.		Monday to Thursday evening service withdrawn.	COCKINGS/ROLFE
Town Thorns	Mon to Sat two hourly service to Rugby and Coventry		No change.	MORRIS-JONES
Tredington	Mon to Sat hourly service to Stratford and Shipston. hourly service to Banbury. Evening and Sunday service.	Two	Evening service withdrawn.	SECCOMBE
Trinity Mead	Mon to Sat half hourly service to Stratford.		No change.	COCKINGS/ROLFE

Tysoe	Mon to Sat two hourly service to Banbury and Stratford. Saturday service to Shipston. Shipston Link.	Saturday service to Shipston withdrawn.	SECCOMBE
Ufton	Mon to Sat half hourly service to Leamington and Southam. Hourly service to Rugby.	No change.	STEVENS
Upper Quinton	Mon to Sat two hourly service to Stratford and Cotswolds.	No change.	SECCOMBE
Wappenbury	Mon to Sat Flexibus service to Leamington	Reduced to weekly Flexibus.	DOODY
Warmington	Twice weekly service to Banbury.	Reduced to once a week Flexibus to Banbury.	WILLIAMS
Warton	Mon to Sat half hourly service to Tamworth. Mon to Fri service to Atherstone. Weekly flexibus to Tamworth. Sunday service.	Mon to Sat service reduced to hourly. Service to Atherstone reduced to weekly.	SWEET
Warwick	Mon to Sat frequent services to Coventry, Kenilworth and Leamington. Two buses per hour to Stratford. Evening and Sunday services. Mon to Sat urban Flexibus.	Monday to Thursday evening services reduced or withdrawn. Urban Flexibus withdrawn.	ASH/HOP/WAR
Warwick Gates	Mon to Sat half hourly to Leamington.	No change.	WARNER
Wasperton	Mon to Sat hourly service to Stratford, Leamington and Coventry. Evening and Sunday services.	Monday to Thursday evening service withdrawn.	CABORN
Water Orton	Mon to Sat half hourly service to Birmingham, hourly service to Sutton Coldfield and Birmingham International. Evening and Sunday services. Weekly Flexibus services to Tamworth and Solihull.	Direct service to Birmingham International withdrawn. Reduced to two hourly service to Sutton Coldfield. Flexibus to Tamworth withdrawn.	LEA
Weddington	Mon to Sat half hourly service to Nuneaton. Two hourly service to Atherstone and Ashby.	No change.	FARNELL
Welford on Avon	Mon to Sat two hourly service to Stratford. Twice weekly Flexibus to Stratford.	No change	BARNES
Wellesbourne	Mon to Sat half hourly service to Stratford, Leamington and Coventry. Evening and Sunday service. Mon to Sat once a day service to Banbury. Mon to Fri Flexibus to Stratford. Weekly service to Moreton in Marsh.	Monday to Thursday evening service withdrawn. Service to Moreton in Marsh withdrawn.	JOHNSTON
West Green Drive	Mon to Sat half hourly service to Stratford.	No change.	COCKINGS/ROLFE

Weston under Wetherley	Mon to Sat Flexibus to Leamington.	Flexibus to Leamington improved to twice daily.	DOODY
Whatcote	Weekly service to Shipston. Shipston Link.	Reduced to Shipston Link only.	SECCOMBE
Whichford	Mon to Sat two hourly services to Shipston and Stratford. Weekly Shipston Link to Banbury and Shipston. Saturday service to Banbury.	Service to Stratford reduced to two journeys on schooldays only. Shipston Link service to Shipston now twice weekly. New weekly Shipston link service to Chipping Norton. Saturday service to Banbury withdrawn	SAINT
Whitacre Heath	Mon to Sat hourly service to Birmingham International, Coleshill and Nuneaton. Weekly Flexibus to Solihull, Tamworth, Atherstone and Nuneaton.	Service to Birmingham International withdrawn. Replaced by two hourly service to Coleshill and Sutton Coldfield.	LEA
Whitestone	Mon to Sat frequent service to Nuneaton. Half hourly service to Coventry. Evening and Sunday service. Weekly Flexibus to Nuneaton.	No change	HEATLEY
Whitnash	Mon to Sat frequent service to Leamington. Evening and Sunday service.	Monday to Thursday evening service reduced.	KIRTON
Wibtoft Turn	Weekly Flexibus to Rugby.	No change.	MORRIS-JONES
Wiley	Weekly Flexibus to Rugby.	No change.	MORRIS-JONES
Willoughby	Mon to Sat hourly service to Rugby and Daventry. Weekly Flexibus to Rugby.	Flexibus to Rugby upgraded to twice weekly.	HAZELTON
Wilmcote	Mon to Sat two hourly service to Stratford. Evening service . Once a week Flexibus to Redditch.	Evening service withdrawn.	HOBBS
Wimpstone	Mon to Sat once a day service to Stratford.	No change.	SECCOMBE
Wishaw	Weekly Flexibus to Tamworth.	No change.	LEA
Withybrook	Weekly Flexibuses to Nuneaton, Rugby and Leicester.	Weekly flexibuses to Bedworth, Hinckley and Rugby.	MORRIS-JONES
Wixford	Mon to Sat hourly service to Redditch and Evesham. Evening and Sunday service. Saturday service to Worcester.	Evening service withdrawn.	BARNES
Wolston	Mon to Sat half hourly service to Coventry and Rugby. Evening and Sunday service. Weekly flexibus to Rugby.	Flexibus withdrawn.	TIMMS

Wolverton	Mon to Sat two return journeys to Stratford. Twice weekly Flexibus to Solihull.	Reduced to twice weekly flexibus to Stratford and twice weely flexibus to Solihull	HOBBS
Wolvey	Mon to Sat hourly service to Coventry (two hourly via Bulkington) and Nuneaton. Weekly Flexibus to Nuneaton and Bedworth.	Reduced to two hourly service to Coventry and Nuneaton not via Bulkington. Weekly flexibuses to Nuneaton, Bedworth, Bulkington, Rugby and Hinckley	MORRIS-JONES
Wood End	Mon to Sat hourly service to Atherstone and Birmingham International. Two hourly service to Tamworth. Evening and Sunday service. Once a week Flexibus to Hinckley.	Evening service withdrawn. Direct service to Birmingham International withdrawn. Replaced by hourly service to Coleshill and Tamworth. New weekly Flexibus to Atherstone. Flexibus to Hinckley withdrawn.	MOSS
Woodlands	Mon to Sat frequent service to Rugby. Evening service. Mon to Sat urban Flexibus.	Evening service withdrawn.	VEREKER/WRIGHT
Woodloes Park	Mon to Sat frequent service to Warwick and Leamington. Hourly service to Kenilworth and Coventry. Evening and Sunday service. Weekly Flexibus to Leamington.	Monday to Thursday evening service reduced. Flexibus withdrawn.	ASHFORD
Wootton Wawen	Mon to Sat hourly service to Stratford and Birmingham. Evening and Sunday service. Mon to Sat Flexibus service to Redditch.	Evening service withdrawn.	PERRY
Wroxall	Twice weekly Flexibus to Solihull. Weekly Flexibus to Leamington.	Reduced to twice weekly Flexibus to Solihull and twice weekly Flexibus to Leamington.	COMPTON

Briefing Note on Community Transport Consultation

Warwickshire Observatory Briefing Note

Community Transport Consultation



Introduction

Due to the severity of the government's Comprehensive Spending Review the County Council has made tough choices on services and has implemented a wide reaching Savings Plan for the financial year 2011-12. These plans had included a resolution that would have stopped grants to a number of community transport services. The Department for Transport then announced temporary funding for rural local authorities, to be used for supporting and developing the capacity of community transport this year. The County Council is taking full advantage of this funding to:

- conduct a consultation among users, volunteers and other stakeholders on the potential impacts of savings next year (2012-13)
- continue grant and general support to the above schemes in 2011-12
- commission the services of CTA Consultancy who will work in Warwickshire, meeting operators and stakeholders to explore and develop options for moving towards a more flexible and sustainable community transport sector for Warwickshire next year.

This briefing note presents the results from the first of these activities, namely a survey of services users and other stakeholders, to help understand the value of the service and the likely impact of any sustained cuts in provision.

Respondent Profile

- A total of 400 completed responses were received. These were distributed across users/stakeholders of various schemes, as listed below. This briefing note provides an interpretation of the overall results, although more detailed figures for individual schemes are available upon request.

Scheme	Respondents	Percentage
Back & 4th	23	5.8%
Beeline	75	18.8%
Buster Werkenbak	6	1.5%
Medi-car & Supported Shopping Service	100	25.0%
Rugby WCAVA	7	1.8%
Shipston Link	50	12.5%
VASA	118	29.5%
<i>Operator unidentified</i>	21	5.3%

- In terms of the demographic profile of respondents, we have 61% female, 88% aged 60-plus, 64% with a long term illness or disability, 99% white and 88% Christian. Service providers will have a sense of whether this is representative of the customer base for these services. More details on the breakdown of the equalities questions are available on request.

- Two thirds of the 400 respondents (67%) were answering as a service user. Just more than 10% of respondents were aware of or registered with a scheme but not using it and 29% of respondents are volunteers helping to deliver one or more of the schemes. A small number of respondents have stated that they are both a user and a volunteer for the service. Five per cent have answered on behalf of an organisation/group rather than providing their own personal view.

Key Messages

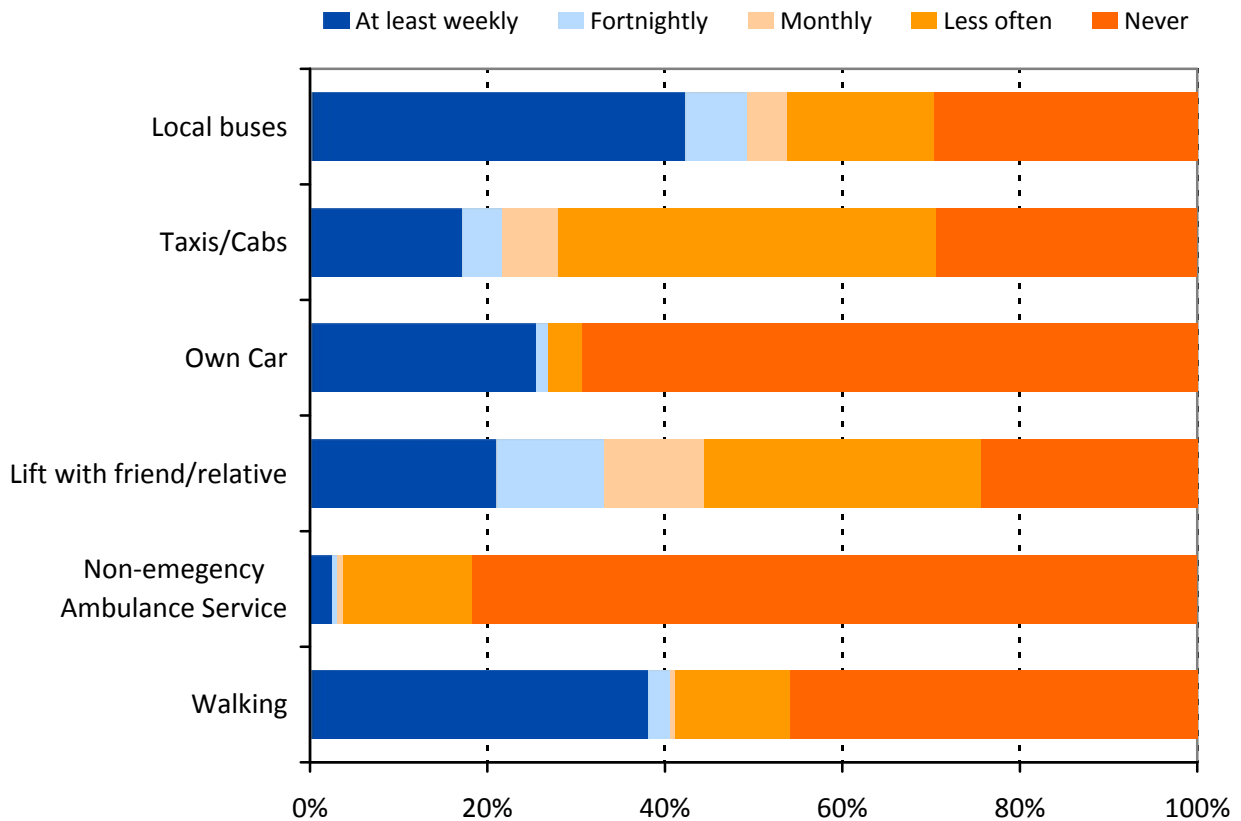
- Respondents were asked which attributes or service features of community transport were most important to them. This was offered as an open-ended response, so there was a wide range of response types. A number of recurring themes emerged, a summary of which is listed below:

- Affordable cost
- Accessibility, availability of times etc.
- Door-to-door service
- Helping vulnerable and elderly
- Efficiency, reliability and organisation of service providers
- Friendliness of volunteers/providers, trust and friendship
- A crucial link to key services (health, social care etc), shopping, work and friends/family
- Only transport service available in some locations

- Service users are likely to use a range of alternative forms of transport as well as the Community Transport service. For example, two out of five users (note, not volunteers) also use local buses on a weekly basis, and a similar proportion walk. Around three in ten service users appear to have their own car, although some of these people use it on a less than fortnightly basis.
- Three quarters of all service users rely on lifts from friends/relatives/neighbours to some extent. A similar proportion has to make use of taxis.

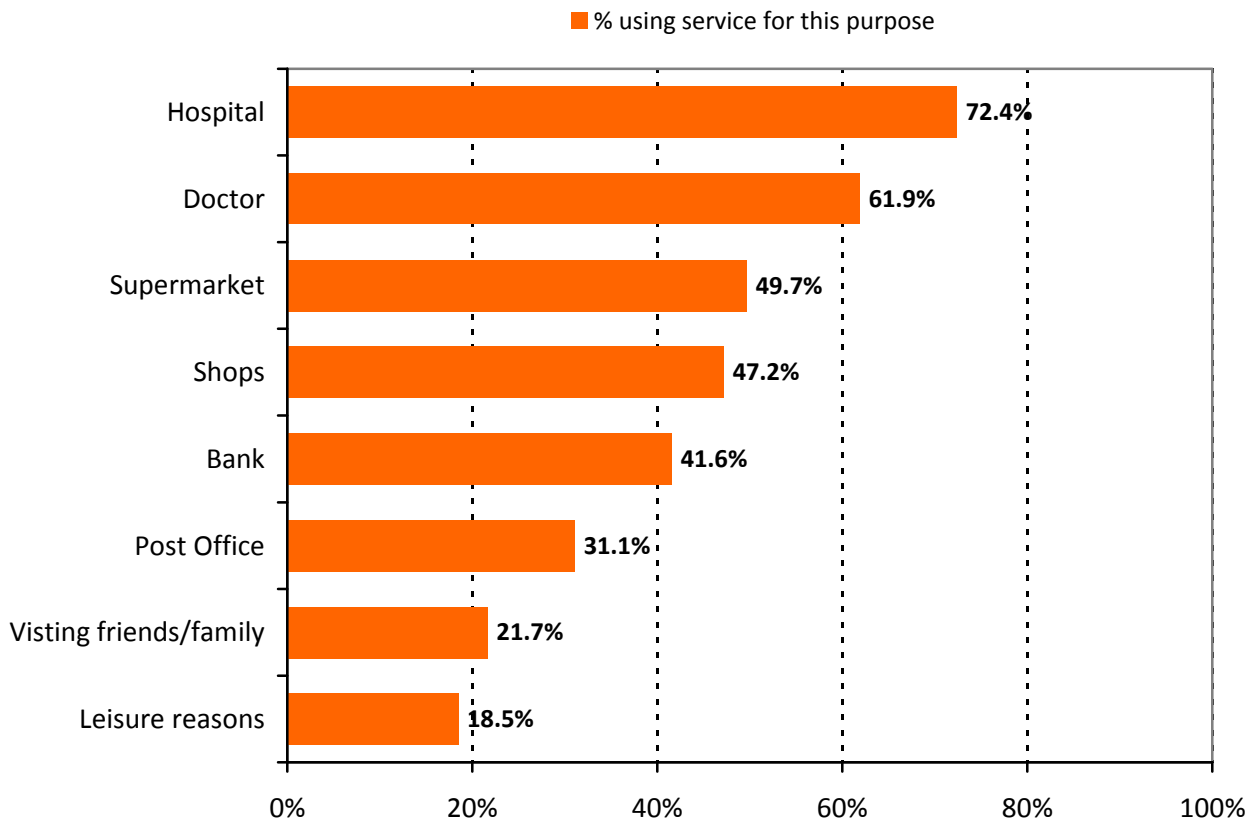
“The services provided by Beeline are essential for me to make and keep appointments with hospitals and other areas of my health matters. Our local hospital is George Eliot at Nuneaton (30 miles distance) and being on a low income (state pension) would not be able to afford taxis etc. I also have no relatives living in this area.”

Figure 1: Use of other forms of transport



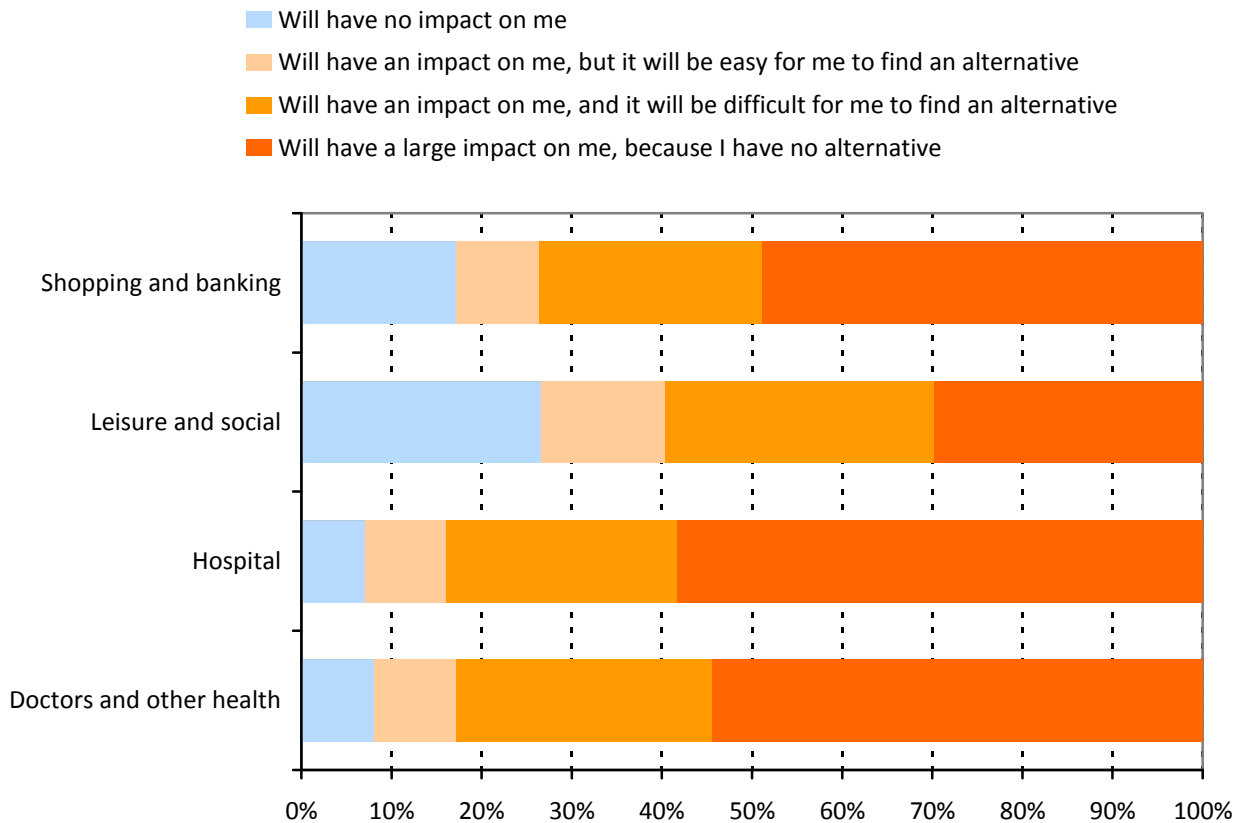
- Users were then asked for what purposes do they require transport. The earlier question has already identified that service users rely on the transport for accessing a range of key services and this confirmed here. Nearly three quarters use the service for hospital appointments and more than six in ten use it for doctor appointments; health services are clearly important for these service users.
- Nearly half of respondents use the service for shopping and one third for accessing the Post Office. Social reasons are less important, with around one in five using the service for visits to friends/family or other leisure purposes.

Figure 2: Purpose for needing Community Transport service



- When asked what the impact would be of a cut in the community transport scheme, many service users stated that they will experience a large adverse impact as they have no alternative to the scheme. For example, more than half of respondents said they would have no alternative way of accessing their doctor or hospital. In both cases, an additional proportion said that it would not be easy to find an alternative, which left around 7%/8% saying that they would not be affected.
- The impact on access to shopping/banking and leisure/social outlets is not thought to be as severe, although the proportion of respondents that felt they would not be affected at all remains low at 1% and 27% respectively. Figure 3 presents the full response information for each of these four key services.

Figure 3: The impact of cuts on accessing specific services



- The next question related just to volunteers who help deliver the service. They were asked what impact any cuts to the community transport scheme would have on their volunteering effort. Nearly half of respondents (49%) felt that it would have a big effect, and they would stop all or most of their volunteering. A further 34% felt it would have some impact, and that they would volunteer less. This left just 18% of respondents who felt that they would volunteer for other work instead.

“Being involved as a volunteer driver gives me great satisfaction and is very social. I live alone and welcome the chance to give such a vital service to the community.”

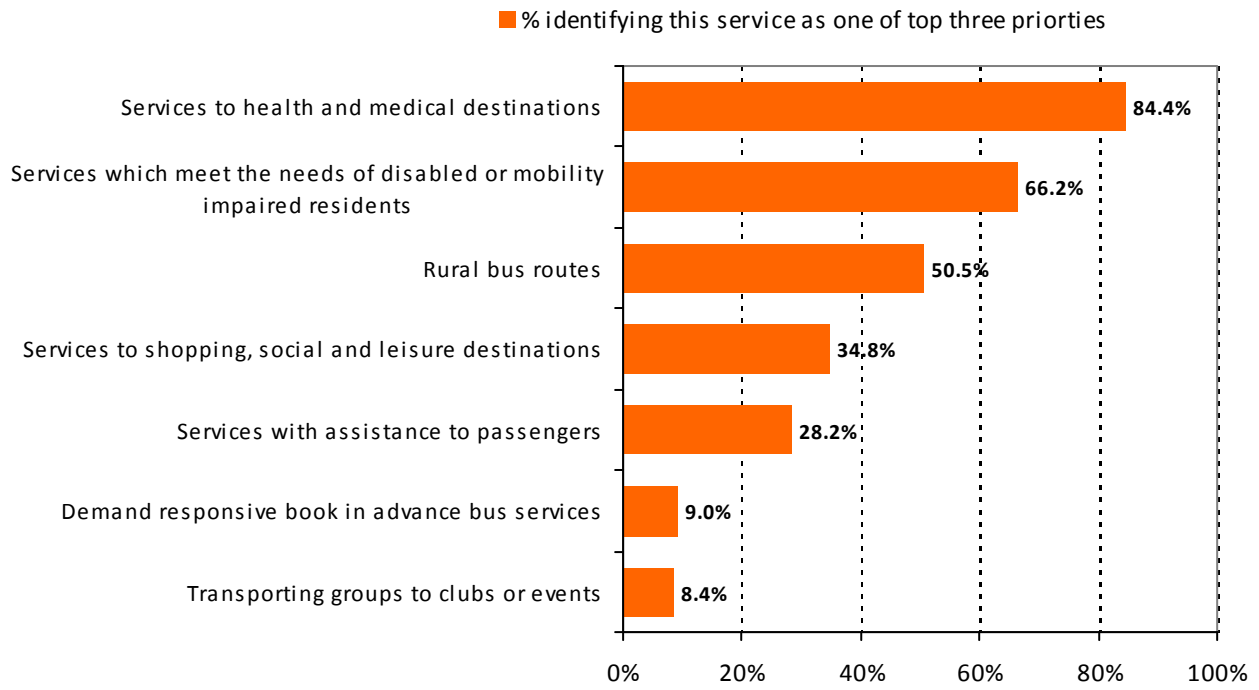
“I am happy to give my time free to help those less fortunate, but I am not prepared to run my car at a loss.”

“Volunteering is the embodiment of The Big Society. But to harness and direct goodwill there must be seed money.”

- Respondents (both service users and volunteers) were asked which transport schemes they would prioritise for subsidy, and were allowed to choose up to three from a list (see Figure 4). As identified already in this analysis, access to health services is a clear priority, and has been chosen by 84% of respondents.

- Two thirds feel services to support those with disabilities or mobility issues should be prioritised, and around one half feel rural services should be subsidised.
- The two areas with relatively little support are demand responsive ‘book in advance’ schemes and transporting groups to clubs or events.

Figure 4: Preferred schemes for future subsidised support



- Finally, respondents were provided with the opportunity to offer any other ideas to help generate income or raise funds for the scheme. A selection of ideas is presented below, although by far the most frequent suggestion was to make a small charge to service users.
 - A small contribution from service users
 - “Passengers remark that they would prefer to contribute by paying fares than to lose the service”
 - “I believe most clients would be glad to pay a few pound more for the invaluable service.”
 - “I would be willing to pay extra if necessary”
 - “Charge us and take away our free bus pass”
 - A small booking fee
 - Adverts on side of community transport buses
 - Consider sponsorship from commerce and industry (i.e. banks, supermarkets, car manufacturers)

Further information

For further information about the Community Transport Scheme, please contact Stephen Roots on 01926 412673 or e-mail stephenroots@warwickshire.gov.uk. For further information about this briefing note, please contact Spencer Payne on 01926 412469 or e-mail research@warwickshireobservatory.org.

Appendix C of Item 4

List of Current Community Transport Schemes

Name of service/scheme	Brief description of service	Scheme type
Stratford District Car Scheme – Operator: VASA	Volunteer car scheme for health related trips serving residents of Stratford District. Our funding is a contribution to the administrative costs of running the scheme	Volunteer car scheme
Medicare Transport Service – Operator: Volunteer Centre, Nuneaton & Bedworth	Volunteer car scheme for health related trips serving eligible residents of Nuneaton & Bedworth. Our funding is a contribution to the administrative costs of running the scheme	Volunteer car scheme
Shipston Link Minibus	A voluntary organisation running nine registered bus routes for residents of Shipston and the surrounding villages	Community bus
Rugby Brokerage Operator: WCAVA Volunteer Centre Rugby	Our funding gives support to a minibus brokerage service for community groups in the borough	Minibus operator – group hire
North Warwickshire Car Scheme – Operator: Beeline Community Transport	Volunteer car scheme for health related trips serving eligible residents of North Warwickshire. Our funding is a contribution to the administrative costs of running the scheme.	Volunteer car scheme
Stratford Community Links	A demand responsive dial-a-ride service offering accessible transport in the District for those people unable to access conventional public transport because of mobility problems or unavailability of public transport	Demand Responsive Dial-a-ride
Back & 4 th	Our funding gives support to a minibus brokerage service for community groups in the District	Minibus operator - Group Hire

Beeline Community Transport Survey

Beeline Community Transport is conducting a borough wide consultation into the difficulties people have regarding transport. Beeline can help where there is a medical need or benefit using their team of volunteer drivers, but does not have the resources to assist with economical or social journeys.

The consultation, funded through Lloyds TSB and North Warwickshire LEADER, started in late August with those villages most affected by the loss of the 777 service. The following comments have been received from Wood End, Hurley, Picadilly, Kingsbury and Coleshill.

Any queries about the consultation should be made to Katy Harper, Development Officer, 01827 712278.

Requests for Beeline's help with transport should be made to 01827 71704.

Male 30+yrs with learning disabilities: This young man had a part-time job for many years at the Atherstone Co-op furniture store which he thoroughly enjoyed and was of benefit to the Co-op. When the 777 stopped he could no longer get into Atherstone. For a while he was quite depressed until someone told him about Busterwerkenbak. This bus now brings him into Atherstone during the week but does not run at week-ends so he has to have a taxi which costs £11 each way.

When he made enquiries at the County Council as to how he should get into Atherstone from Wood End he was told to get a bus into Tamworth and a train back into Atherstone! He later found out about the Busterwerkenbak service.

Female 20+yrs: Her family moved to Wood End specifically because there was a good bus service from Birmingham and the husband could get into work and she would be able see the family. *'Dad used to get the 777 from Birmingham to come and visit or I would go and see him. Now I can't see the family.'*

Young Professional couple: have had to leave the village to go their parents home in London because it is quicker to get to Warwick University from there than from Wood End. They'd have been fine if the 777 had stayed on.

Lady 50+yrs: Cant' get to Atherstone for the Job Centre, shopping, library, dentist, optician and the bank or visit my relatives. She says: *"The Job Centre has threatened to*

stop my Job Seekers because I'm not signing on in Atherstone; I have to go to Tamworth instead. The flexibus is full by the time it reaches Queensway and the Job Centre won't change my day."

Of the 53 responses received so far, 23 have cited specific problems with not being able to access the various services in Atherstone.

Getting to Atherstone

- With no bus into Atherstone, you can't get to the George Eliot, to the library, to Nuneaton or Atherstone Station. I used to shop in Atherstone on Tuesdays and Fridays and visit a relative. I can't do this now and have to shop in Tamworth.
- I used to use the 777 to go Atherstone for shopping. I can't attend courses in Atherstone or call at the Volunteer Centre
- Difficult getting to various places like Atherstone, main Post Office and Council Offices and access the bus to the hospital
- We've lost transport to Atherstone and Chelmsley Wood and the connection to Nuneaton. We can't get to the shops, hairdresser, Atherstone Market, or swimming baths. We used to meet up with friends in Atherstone. The flexibus is full.
- Going to Atherstone to the bank costs £28 round trip
- The 777 was really good to get for connections to George Eliot Hospital, Council office in Atherstone and for shopping
- Can't get to Coleshill or Atherstone for shopping and Leisure Centres. Have to use Kingsbury Co-op now. I used to go to Chapel End to see my brother but can't now

Loss of Choice

- The loss of the 777 reduces the opportunity to choose and having been encouraged to use public transport I now have to use my car all the time. What will happen when I'm no longer able to do so?
- You are a prisoner in your own home; we can't get anywhere like Atherstone and Nuneaton
- I love to be able to go to Atherstone once a week just to have a break from the house; it's a lovely ride. I can't carry shopping with a stick and I'm a prisoner and can't get out.

- It's an extra financial burden.
- I feel strongly that the bus through Wood End to Atherstone has been taken away. Eventually I will need transport to the library, bank, building society, superstore

School or Work

- The bus time used to be co-ordinated for getting to/from Kingsbury School. Now the last bus from Atherstone gets in 10 minutes after the other bus has gone, so my son can't get home now.
- Times of the 115 are ridiculous for school and work.
- I am late for work and have to make up the hours. Potentially I could lose my job, plus the cost of 2 buses and a train is difficult to manage financially. I feel isolated in the village.
- Can't get to work if starting early or finishing late unless you can get a lift.

General comments

- We've only got the 115, supposed to be every 30mins but doesn't always turn up and buses go straight past. Can't get to the Over 60s centre.
- It takes two buses to get to Birmingham and the connection between the two involves a long wait.
- Living just outside Wood End on Boulters Lane I can't get into the village; loads of fast traffic if walking. Cant' get to tend parent's graves.
- Can't get back from Wood End Club
- Can't get to doctors. Shopping.
- Go to Tamworth instead
- I like my independence.

Flexibus

- Flexibus is too small – you can't get on it
- I can't use the flexibus as the step is too high. The 777 had a lower step.

**Communities Overview and Scrutiny Committee
12 April 2012**

Improving WFRS Fire Control

**Interim Report Describing Progress and Rationale since Cabinet
13 October 2011**

1. Recommendation

That Communities Overview and Scrutiny Committee consider the report and resolve to support the approach being taken to improve the future provision of Warwickshire Fire and Rescue Service (WFRS) Fire Control.

2. Background

- 2.1 Cabinet received a paper on 13 October 2011, setting out potential options for the provision of an emergency Fire Control service for WFRS. Cabinet directed that WFRS would develop a separate business case for options 2 and 3 of the paper to be brought back to Cabinet for future consideration.
- 2.2 Both options 2 and 3 incorporate joint working with Northamptonshire Fire and Rescue Service (NFRS). Members will be aware that Cabinet endorsed the exploration of a strategic alliance business model to allow close working and joint strategic commissioning arrangements with NFRS and the development of a full business case. Whilst the joint working in relation to fire control is not dependent on the development of a strategic alliance it supports the principles.
- 2.3 Option 2 would provide a Fire Control facility within each County, but linked to provide resilience and a cost effective and efficient solution.
- 2.4 Option 3 would provide a single Fire Control Room for both Counties with the second Control Room unstaffed for fallback purposes only. Currently both counties each have a primary and a secondary Control Room - four Control Rooms in total.
- 2.5 WFRS finds itself in a critical position with its Fire Control systems, due to their age and risk of failure. The systems should have been replaced in the early/mid 2000's but were held together pending the arrival of the Regional FiReControl project which was cancelled by Government in December 2010.
- 2.6 The Department for Communities and Local Government (DCLG) opened a bidding process for Fire and Rescue Services to secure funds against an £81M grant to support all English Fire and Rescue Services, who like Warwickshire, have found themselves in a difficult situation with ageing systems.

- 2.7 Both WFRS and NFRS were successful in a coordinated joint bid to secure £1.8M of funding from DCLG for each service which was the maximum available. The funding cannot be used for premise related costs.
- 2.8 Command and Control systems for Fire and Rescue Services are very specialised with only a small number of suppliers with proven systems that they can offer. Northamptonshire have engaged Fortek to provide them with their VISION system. Fortek are also the suppliers of the current WFRS system.

The Service has an exemption to tender to procure the same system as Northamptonshire on the basis that for future joint working the systems will need to be fully integrated with each other and that the technology is well proven.

- 2.9 The new technology will provide for a great deal of extra functionality over the ageing systems and the new, modern system offers additional benefits not currently available. These include an upgrade of communication systems carried on fire appliances that reduce cost to the service and support management of incidents.

3. Options

- 3.1 Inline with requirements of Cabinet, officers are working up a business case for the provision of arrangements detailed in option 2 of the report submitted on 13 October 2011. It will be necessary for the two services to complete a phased migration in order to work together effectively and on that basis DCLG funding has been provided for option 2 only. Once option 2 has been implemented work will commence on a business case for option 3.

Detailed work is under way to develop the business case for option 2 and it is anticipated that it will include the following:

- 3.2 Option 2, phase 1 (imminent) - will provide for a data link between Northamptonshire and Warwickshire's control rooms to enable joint support arrangements. The Services will also upgrade their communications and mobilising systems in parallel, with joint procurements and mirroring of technologies. Work to develop this link is in progress and should be in place by summer 2012.
- 3.3 Option 2, phase 2 (late 2012-2015) - Provides two permanently staffed control rooms delivering efficiency by removing secondary control rooms and adjusting staff levels. This phase requires a period of harmonisation to provide full inter-operability i.e. the ability for Northamptonshire Control to mobilise and command Warwickshire resources and vice-versa.

Additional 'remote buddy' arrangements with a distant FRS would further enhance resilience by providing fire control support during, for example, large scale flooding incidents which could affect both Warwickshire and Northamptonshire simultaneously. Provisional discussions with Cheshire Fire and Rescue Service to explore the viability of this provision are in progress.

Detailed work between the two fire and rescue services will be required to ensure that this phase is delivered effectively. New technology will be

procured and embedded and ways of working determined in order to ensure successful joint operation.

- 3.4 Option 3 (2015 onwards) - Once the platform of a shared control facility is tested and proven, an assessment will be made of the potential to migrate to a single control room facility. This is subject to the approval of a business case at that time. This development could provide WFRS and NFRS with a single primary control room and single secondary facility which would be un-staffed. The challenge of moving to this option should not be underestimated. It will seek to provide many of the benefits that the National Fire Control project failed to achieve before its cancellation by the present Government.

4. Recommended approach

- 4.1 Option 2, Phase 1 (imminent to end 2012) - WFRS continue to upgrade the existing control room and align resources, policy and process with NFRS to enhance the joint resilience and efficiency of the Control function.
- 4.2 Option 2, Phase 2 (2013 to 2015) - WFRS will move towards joint resilience between two primary controls, upgrading as necessary, and dispose of the 2 secondary Controls.
- 4.3 Option 3 (2015) There will be an assessment completed (by NFRS and WFRS) to fully analyse the benefits of combining NFRS and WFRS into a single primary Control Room with a view to completing a business case in accordance with the requirements of Cabinet.

Appendix A of Item 5 – Indicative Project Costs

NOTE: Appendices A and B relate to the total project rather than just WCC's share of it.

The total cost of implementing the control project is £2,646,000 as detailed below. This includes software, hardware, and IT infrastructure - but not premises.

	2011/12		2012/13		2013/14		Total	
	Capital £'000	Revenue £'000	Capital £'000	Revenue £'000	Capital £'000	Revenue £'000	Capital £'000	Revenue £'000
Data Centre - Robust and Resilient IT infrastructure	0	0	500	30	0	30	500	60
Systems replacement - End to end mobilising system refresh and enhancement	170	0	630	50	275	0	1,075	50
Data links - Enabling of shared working	0	0	0	15	111	0	111	15
Voice Communications Airwave Upgrade - Mobile data terminals integration with command and control	0	0	0	0	300	0	300	0
IT security code of connection compliance and implementation of security policy framework.	0	0	50	100	0	0	50	100
Project Management / Data preparation, alignment of business processes, policies and procedures.	0	30	0	130	0	130	0	290
Other Costs	0	0	0	0	0	95	0	95
Grand Total	170	30	1,180	325	686	255	2,036	610

Sources of Information - Airwave CFOA presentation, Supplier quotes, FiRe Control Call off catalogue, Current provision and FiReControl Financial returns.

Appendix B of Item 5 - Indicative Efficiency Savings

NOTE: Appendices A and B relate to the total project rather than just WCC's share of it.

- The table below details the savings that will be achieved during the transition to a fully linked control. Once fully implemented the linked control is forecast to deliver ongoing savings of £169,000 per year.

	2011/12	2012/13	2013/14		2014/15		2015/16 onwards
	Current Stand Alone Control £'000	Transitional Phase £'000	Apr - Jul 2013 Transitional Phase £'000	Aug - Mar 2014 Partially Linked Control £'000	Apr - Jul 2014 Partially Linked Control £'000	Aug - Mar 2015 Fully Linked Control £'000	Fully Linked Control £'000
Control Staff - FTE	18.5	18.5	18.5	16	16	13	13
Staff Savings - Reduction in FTE ¹	0	0	0	58	29	132	198
Staff Savings - Overtime ²				27	13	27	40
Data Links & Maintenance Costs ³		(42)	(26)	(53)	(26)	(53)	(69)
Total Savings	0	(42)	(26)	32	16	106	169

¹ Independent but fully integrated Control rooms enable demand led crewing matching staff availability to activity peaks.

² Overtime cover for training and sickness will be provided through global crewing arrangements.

³ Annual increased maintenance costs reduce from 2015 after the implementation of joint systems – reduction in maintenance costs.

11. Background Papers

1. CLG Consultation - Future of Fire and Rescue control services in England - 13 January 2011
2. WFRS response to consultation
3. Cabinet Paper - Proposals for investment in the Fire and Rescue Service in Leamington - 12 May 2011
4. SDLT Paper - Seeking SDLT approval to progress work surrounding Fire Control provision to the next stage exploring collaboration with Northamptonshire Fire and Rescue Service - 20 July 2011
5. Cabinet Paper - Strategic Alliance - 8 September 2011
6. Cabinet Paper - Options for Warwickshire Fire and Rescue Service Fire Control Provision - 13 October 2011
7. Cabinet - Minutes of Meeting - 12 May 2011
8. Cabinet - Minutes of Meeting - 8 September 2011
9. Cabinet - Minutes of Meeting - 13 October 2011
10. Control and Mobilising Resilience - WFRS Bid to CLG - 4 November 2011
11. Control and Mobilising Resilience - Supplementary Paper to CLG - January 2012
12. CLG response to WFRS bid - February 2012

	Name	Contact Information
Report Author and Head of Service	Gary Phillips	garyphillips@warwickshire.gov.uk Tel: 01926 423231
Strategic Director	Graeme Smith	graemesmith@warwickshire.gov.uk Tel: 01926 412705
Portfolio Holder	Richard Hobbs	richardhobbs@warwickshire.gov.uk

Communities Overview and Scrutiny Committee 12 April 2012

High Speed Rail 2 - Update

Recommendation

Communities Overview and Scrutiny Committee is recommended to:

1. Support the approach being taken by WCC in terms of project management and also engagement with HS2Ltd.
2. Endorse further the County Council's opposition to HS2, and its resolution in December 2010 to work with government consultants so as to:

'Reduce the impact on Warwickshire of any high speed railway to ensure it does not unnecessarily harm the Warwickshire countryside or create blight on our residents, businesses and recreational facilities'.

1. Background

- 1.1 The Secretary of State for Transport, Justine Greening announced on the 10 January 2012 that she was satisfied that the case for HS2 had been made and that the scheme would proceed to the next stage.
- 1.2 Furthermore, following the public consultation last year, the Secretary of State announced that the Government and HS2 Ltd had listened to the consultation responses and a number of route amendments were therefore being proposed. Of these changes, the most high profile change is the 1.5 mile long tunnel under the Chilterns. In Warwickshire there are six key changes to the route; **Appendix A** shows the summary of changes.
- 1.3 In February Cabinet agreed to support a Judicial Review (JR) as part of the 51m Consortium. The grounds for the JR request are currently under preparation and will be submitted in early April 2012. The HS2 Member Working Group will receive regular updates on the progress of the JR. The High Court cannot order the Government to abandon HS2 permanently but it can order the Government to remedy flawed processes such as consultation. Engagement with HS2 may need to be modified in light of the outcome of a judicial review but the arrangements explained in this report are expected to continue pending that outcome.
- 1.4 At the same time, WCC has also agreed that, whilst the Authority objects to the proposal to build a high speed rail line, it is in the best interests of the residents and people of Warwickshire to engage with HS2 Ltd.
- 1.5 HS2 Ltd has also now set out a structure for engagement activities which consist of:

- (1) National Environment Forum
 - (2) Local Planning Forums
 - (3) HS2 Community Forums
- 1.6 The National Environment Forum will be drawn from national representatives of environmental consultees, plus government departments. The Forum will focus upon methodology and structures. We have requested that local and regional representation is included in this forum, and we currently await a reply from HS2 Ltd.
- 1.7 The first Warwickshire Planning Forum was held on 9 February 2012 and was attended by officers of Warwickshire County Council, North Warwickshire Borough Council, Stratford-on-Avon District Council and Warwick District Council. In addition, the meeting was attended by the Chief Executive of HS2 Ltd, the HS2 Director for London to the West Midlands, the HS2 Head of Environment and a Stakeholder Advisor for HS2 Ltd, along with a number of local authority officers from the various disciplines.
- 1.8 During the meeting, HS2 Ltd outlined their approach to engagement and the objectives of the planning forum, which is to facilitate dialogue regarding design work of HS2 and communicate the method, progress and findings of the environmental impact assessment. This forum is designed to provide a focal point for ongoing engagement by the area based HS2 teams and for briefing on the programme and discussion of issues and queries about the process.
- 1.9 The HS2-led Community Forum meetings in Warwickshire began on the 26 March 2012 with the inaugural round of meetings due to be completed by 10 April 2012.
- 1.10 There are 25 Community Forums planned for the route, six of which will cover areas affected in Warwickshire:-
- (1) Ladbroke and Southam
 - (2) Cubbington and Offchurch
 - (3) Stoneleigh, Kenilworth and Burton Green
 - (4) The NEC Interchange (not within Warwickshire but impacting on the North Warwickshire community)
 - (5) Coleshill Junction
 - (6) Middleton and Curdworth
- 1.11 This initial round of HS2 Community Forum meetings are expected to cover governance matters such as constitution; membership; terms of reference; and process. Subsequent meetings will examine detailed requirements for the communities affected, preferences for mitigation and potential scope for community benefit.
- 1.12 Once the detailed requirements and mitigation issues have been gathered it will be the role of HS2 Ltd to work with the Planning Forum to develop the practicalities of the proposals. Warwickshire County Council will seek to influence these decisions throughout the process.

- 1.13 The final decision for implementation of any mitigation proposal will be taken by HS2 Ltd together with the Department for Transport (DfT) based upon on their criteria of “practicality” and “proportionality”.

2. WCC’s Project Governance and Methodology

- 2.1 WCC set up a formal project board in 2011 to coordinate and manage the consultation process for Warwickshire. This phase took us up to the Government’s announcement in January 2012 to proceed with HS2. Since then the Board has met and agreed the next stages of the project following Cabinet’s resolution to work with HS2 Ltd.
- 2.2 The governance diagram for the project and board is set out at **Appendix B**. The project has a dedicated project manager who is responsible for the day to day management of the project and the main point of contact for both the community and HS2 Ltd. In addition, elected members have a direct link to the ongoing operation of the project through the HS2 Members Working Group which meets every six to eight weeks.
- 2.3 Within the annual budget setting process in February 2012, the Council allocated £100,000 for the current year for costs associated with HS2. This allocation is to cover costs related to specialist support and advice in areas such as environment, ecology, and heritage or other bespoke specialisms, legal work, officer time and contributions to the 51m alliance during the year. In parallel to this WCC will work with the 51m alliance to agree a schedule of charges and reimbursement rates for costs incurred throughout the development of HS2.

3. Recent Events and Next Steps

- 3.1 Since the announcement in January the project has concentrated on three key areas of activities:
- (1) preparation
 - (2) engagement
 - (3) development and mobilisation
- 3.2 During the preparation phase there have been a number of regular meetings between elected members, action groups, and other local authorities along the route, local district and borough councils. Most recently the County Council hosted a day of seminars for the community. The objectives of the day were to allow the sharing of experience; the development of the knowledge base for Warwickshire, whilst also supporting the community in advance of the HS2 engagement process starting on the 26 March.
- 3.3 Feedback from the event has been very positive with a number of requests for a follow up event covering other topics including, the Hybrid Bill, the safeguarding route and blight.
- 3.4 The local engagement phase is divided into 2 parts:

1. Direct engagement with HS2 Ltd to help them develop their understanding of Warwickshire and the local issues in the area.
 2. WCC engagement through the HS2 Community Forum meetings across Warwickshire.
- 3.5 At the time of writing, one of the six HS2 Community Forum meetings has taken place, it is clear from the meeting that the community remain opposed to HS2 but understand that working towards mitigation plans is pragmatic. HS2 Ltd has given a commitment to continue the Forum meetings every 8 weeks or so until the Hybrid Bill is on deposit or until the community group decides to disband.
- 3.6 The development phase of the project will take us forward from now until summer 2012. We expect this area of work to encompass the release of details concerning the blight and compensation consultation process; the safeguarding route consultation process; details of the route north of Birmingham (known as the Y) and the development of mitigation. Each consultation from HS2 Ltd will be analysed by WCC with a formal response submitted to HS2 Ltd, we currently expect the timetable to be:

Date	Work area
TBC	Compensation and blight consultation
TBC	Safeguarding route consultation
Spring 2012	Y route business case announcement from the Secretary of State
Autumn 2012	Release of the Y route consultation

- 3.7 In addition to responding to HS2Ltd consultations, WCC will oversee and develop the relationship with HS2 Ltd, the Planning Forum and develop the mitigation standards Warwickshire expects HS2 to work to. WCC will consider the detailed route, along with any alternative proposals put forward by the community. This will be done by officers and where appropriate in liaison with 51m. In turn this will then be fed through to the Members working party on HS2, prior to discussions at the Planning Forum. The Project Board will review the appropriateness and timing of any future WCC-hosted community seminars.
- 3.8 At present it is almost impossible to critique or appraise the mitigation aspects of the route until the detailed design is more advanced. The next few months will see the development of baseline mitigation criteria and a process of internal appraisal.
- 3.9 HS2 Ltd has now created a "Warwickshire team" and will be mobilising that resource over the next few weeks. Once the team is established a detailed work plan and brief will be developed for Warwickshire. This will form part of the remit and scope for the Planning Forum. Once this is in place WCC will review its own work plan.
- 3.10 Furthermore, HS2 Ltd have been approached to come along to a WCC Members briefing session whereby senior HS2 Ltd staff would present to elected Members the most recent developments and also engage in questions and answers. It is hoped that this Seminar will take place in May.

4. Conclusion

- 4.1 The County Council remains opposed to HS2 which if it proceeds will have a significant impact on Warwickshire for many years to come. Notwithstanding this, WCC will be working actively to influence the final design and mitigation, and will work closely with all the stakeholders to ensure that, should it proceed, the final scheme has the minimum negative impact and maximum positive benefits for Warwickshire.

Background Papers

None

	Name	Contact Information
Report Author	Sara-Louise Board	saraboard@warwickshire.gov.uk Tel: 01926 412830
Head of Service	Louise Wall	louisewall@warwickshire.gov.uk
Strategic Director	Monica Fogarty	monicafogarty@warwickshire.gov.uk
Portfolio Holder	Cllr Alan Cockburn	cllrcockburn@warwickshire.gov.uk

**Communities Overview and Scrutiny Committee
12 April 2012**

**High Speed 2
Changes Proposed to the Route in Warwickshire as Announced in
January 2012**

1. Middleton

- a. Revised alignment 50m to the east away from the village.
- b. Still at ground level lower viaduct across the flood plain.
- c. Small reduction in noise impacts and demolition but more difficult to screen.
- d. Saving of £20m.

2. Balsall Common

- a. Revised alignment 100m to the east avoiding Lavender Farm.
- b. Reduction in the viaduct height.
- c. Avoid demolition of two dwellings and one Grade II listed structure.
- d. Estimated to be £10-20m cheaper.

3. Burton Green

- a. Reduced depth of cutting, 27m down to 19m.
- b. Extend the green tunnel from 300- 520m.
- c. Reduction of spoil due to less digging.
- d. Expect there to be less noise.
- e. Estimated saving of £20-30m.

4. Kenilworth

- a. Revised alignment 100m further east to avoid golf club.

5. Stoneleigh Park

- a. Line to be lowered into cutting through National Agricultural Centre.
- b. Grade II building no longer directly affected (but the route will affect other farm buildings).
- c. Increase in landscaping to reduce visual impact.

6. Cubbington

- a. Reduction of the depth of cutting and alternation of the vertical alignment.
- b. Removal of access road.
- c. Spoil reduction due to smaller cutting.
- d. 1250m retaining wall through Cubbington Wood.
- e. Estimated saving for this and Kenilworth and Stoneleigh £10-20m.

7. Long Itchington and Southam

- a. Revised alignment slightly to the north east.
- b. Extend bored tunnel from southern edge of Long Itchington and Ufton Woods SSSI.
- c. Introduction of a green tunnel – which will have some impact on the Polo ground.
- d. Significant reduction in quantity of spoil.
- e. Southern entrance is along the line of the consultation route and slightly lower, reducing the need to the embankment to 2.3m.
- f. Reduced impact on Codemasters site.
- g. Estimated to save £130-140m.

8. Stoneleigh Park

- a. Line to be lowered into cutting through National Agricultural Centre.
- b. Grade II building no longer directly affected (but the route will affect other farm buildings).
- c. Increase in landscaping to reduce visual impact.

9. Cubbington

- a. Reduction of the depth of cutting and alternation of the vertical alignment.
- b. Removal of access road.
- c. Spoil reduction due to smaller cutting.
- d. 1250m retaining wall through Cubbington Wood.
- e. Estimated saving for this and Kenilworth and Stoneleigh £10-20m.

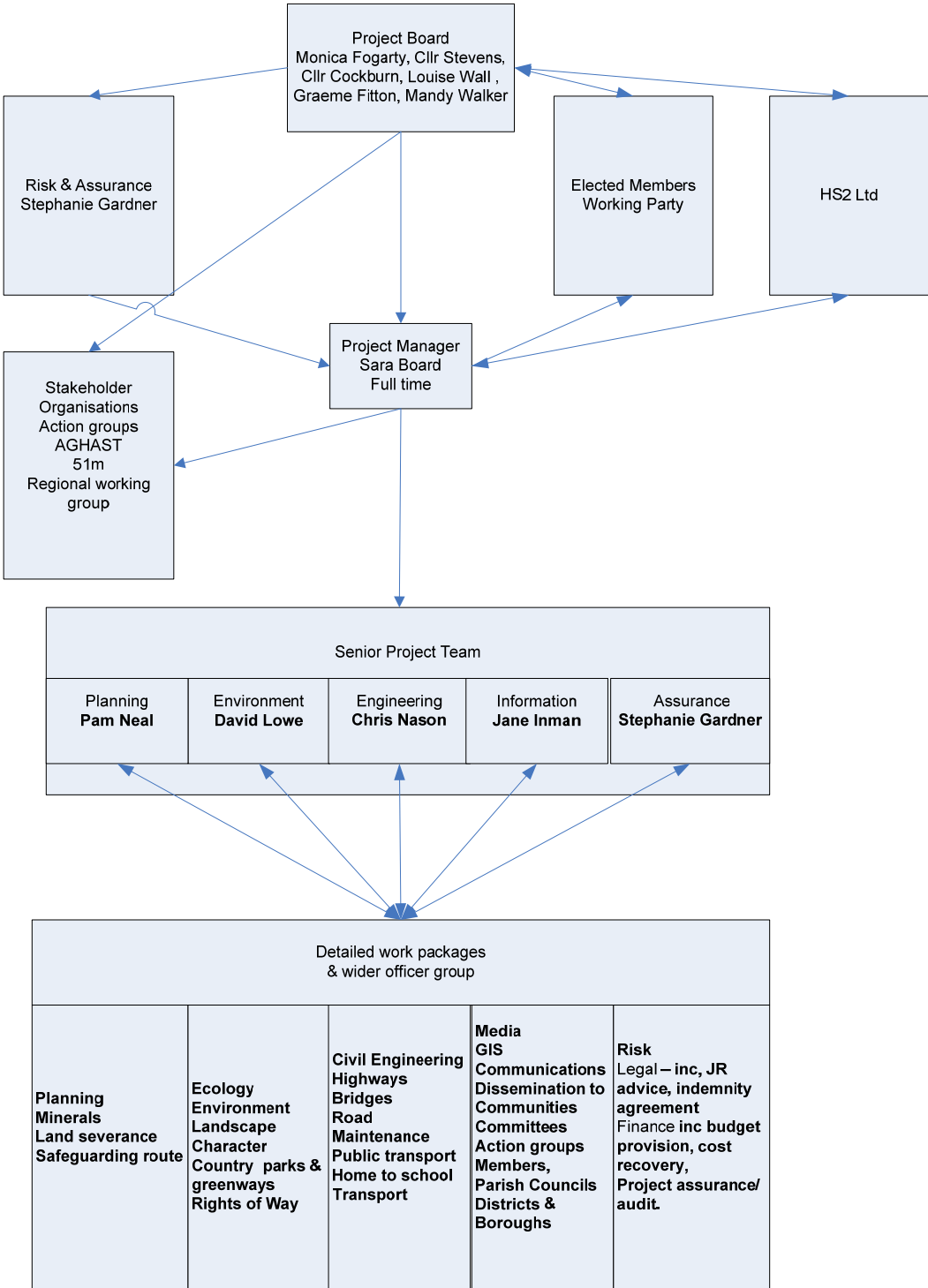
10. Long Itchington and Southam

- a. Revised alignment slightly to the north east.
- b. Extend bored tunnel from southern edge of Long Itchington and Ufton Woods SSSI.
- c. Introduction of a green tunnel – which will have some impact on the Polo ground.
- d. Significant reduction in quantity of spoil.
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- f. Reduced impact on Codemasters site.
- g. Estimated to save £130-140m.

**Communities Overview and Scrutiny Committee
12 April 2012**

**High Speed Rail 2 (HS2)
Project Management Governance**

HS2 Project Structure & Governance v2



Communities Overview and Scrutiny Committee 12 April 2012

Work Programme 2012

Recommendation

That the Committee considers the draft work programme, amends as appropriate, and puts forwards any recommendations for Task & Finish Groups.

1.0 Draft Work Programme

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.

Background Papers

None.

Appendices

Appendix A – Draft Work Programme 2012

CLLR WHITEHOUSE
Chair of the Communities Overview and Scrutiny Committee
Shire Hall
Warwick

Communities O&S Work Programme 2012

MEETING DATE	ITEM AND RESPONSIBLE OFFICER	OBJECTIVE OF SCRUTINY	Type of review				Link to corporate priorities				
			Performance Management	Holding Executive to Account	Policy Review / Development	Overview	Ambition 1 Community and Customers	Ambition 2 Safety and Protection	Ambition 4 Enterprise, Transport and Tourism	Ambition 5 Environment and Housing	Ambition 7 Organisation
09 Feb 2012	Neighbourhood Policing Review (Martin McNevin)	To assess the impact of the changes to Neighbourhood Policing in Warwickshire.	✓		✓			Reduced levels of crime and anti-social behaviour.			
	Supporting Major Infrastructure (Roger Newham)	To scrutinise how WCC secures transport infrastructure to support major development.				✓			Improve accessibility and transport options within Warwickshire.		
	Street Lighting	Preliminary report to provide background and context for a task and finish group.			✓	✓					
12 April 2012	HS2 – WCC Strategy (Mandy Walker)	To scrutinise the strategy for mitigation of negative impacts and assess how to make the most of the benefits for Warwickshire.			✓					Maintain our natural environment for future generations.	
	Fire Control Centre Proposals (Gary Phillips)	To consider proposals for the new Fire Control Centre. (Date subject to change)			✓			Reduced number and severity of fires, and fire related injuries and deaths.			
	Bus Service Reductions – Impact on Local Communities (Kevin McGovern, Dan Green)	To scrutinise the impact of the changes to transport provision for service users and communities.		✓	✓		Customers are able to access services more effectively.		Improve accessibility and transport options within Warwickshire.		
13 June 2012	Road Safety (Estyn Williams)	To assess the impact of the changes to safety camera operation.		✓	✓			Warwickshire residents are safe on our roads.			
	Anti-Social Behavior (Mark Ryder)	To assess strategies in place to reduce ASB and the impact of changes to public service provision on ASB (e.g. changes to the Youth Service).		✓	✓			Reduced levels of harm caused by anti-social behaviour.			
	Fire and Rescue Service Improvement Plan - Update (Gary Phillips)	To scrutinise implementation of the improvement plan and assess the impact of fire station closures.	✓	✓				Reduced number and severity of fires, and fire related injuries and deaths.			Slim down the organisation and encourage innovation.
	Community Fire Safety - Update (Gary Phillips)	To scrutinise the effectiveness of Community Fire Safety. (possible Task and Finish Group)	✓		✓			Reduced number and severity of fires, and fire related injuries and deaths.			
19 Sept 2012	Concessionary Travel	To assess the impact of WCC taking over the concessionary travel scheme and the changes for service users.	✓		✓		Customers are able to access services more effectively.		Improve accessibility and transport options within Warwickshire.		
	Highways Contract (Andrew Savage)	To scrutinise the effectiveness of the current highways maintenance contract that WCC has with Belfour Beatty.	✓	✓				Proactively maintain the highways network to a safe standard, working with partners to do so.			Work with other public sector organisations to integrate services.
Items to be timetabled											
TBC	Waste Contract – New Technologies	To scrutinise the impact of the new waste technologies.	✓		✓				Reduce the amount of waste sent to landfill.		Work with other public sector organisations to

Communities O&S Work Programme 2012

MEETING DATE	ITEM AND RESPONSIBLE OFFICER	OBJECTIVE OF SCRUTINY	Type of review				Link to corporate priorities				
			Performance Management	Holding Executive to Account	Policy Review / Development	Overview	Ambition 1 Community and Customers	Ambition 2 Safety and Protection	Ambition 4 Enterprise, Transport and Tourism	Ambition 5 Environment and Housing	Ambition 7 Organisation
											integrate services.
TBC	Fire and Rescue – Strategic Alliance	To scrutinise the upcoming strategic alliance between Warwickshire and Northamptonshire Fire & Rescue Services.	✓		✓			Reduced number and severity of fires, and fire related injuries and deaths.			
TBC	Flood Risk Management	(Delegated power from the O&S Board) To scrutinise the strategies in place to manage flood risk in Warwickshire.	✓		✓						
TBC - (as issues arise)	Coventry & Warwickshire Local Enterprise Partnership	To scrutinise the work of the LEP as issues arise.	✓		✓				A thriving business community in Warwickshire.		Services are better-delivered locally to our residents and businesses across Warwickshire & the sub region.
TBC	Household Waste Recycling Centres – Review of Change to Hours of Operation	After 12 months – to review the change to the hours of operation at Household Waste Recycling Centres.	✓		✓		Customers are able to access services more effectively.			Reduce the amount of waste sent to landfill.	