



# Communities Overview & Scrutiny Committee

Date: Wednesday, 18 September 2019

Time: 2.00 pm

Venue: Committee Room 2, Shire Hall

## Membership

Councillor Alan Cockburn (Chair), Councillor Dave Shilton (Vice-Chair), Councillor Richard Chattaway, Councillor Jenny Fradgley, Councillor Seb Gran, Councillor Andy Jenns, Councillor Keith Kondakor, Councillor Bhagwant Singh Pandher, Councillor Caroline Phillips and Councillor Andrew Wright

Items on the agenda: -

## 1. General

(1) Apologies

(2) Member's Disclosures of Pecuniary and Non-pecuniary Interests

(3) Chair's Announcements

(4) Minutes of Previous Meeting - 19 June 2019 5 - 16

## 2. Public Speaking

3. Questions to Cabinet Portfolio Holders 17 - 18

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

(1) Economic Development Update 19 - 24

4. Highways Review Update 25 - 28

5. Public Transport in Warwickshire - Bus Services 29 - 34

6. Part Night Lighting 35 - 40

7. Work Programme 41 - 44

## 8. Urgent Items

At the discretion of the Chair, items may be raised which are considered urgent (please notify Democratic Services in advance of the meeting)



## Disclaimers

### Webcasting and permission to be filmed

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### Disclosures of Pecuniary and Non-Pecuniary Interests

Members are required to register their disclosable pecuniary interests within 28 days of their election or appointment to the Council. A member attending a meeting where a matter arises in which s/he has a disclosable pecuniary interest must (unless s/he has a dispensation):

- Declare the interest if s/he has not already registered it
- Not participate in any discussion or vote
- Must leave the meeting room until the matter has been dealt with
- Give written notice of any unregistered interest to the Monitoring Officer within 28 days of the meeting

Non-pecuniary interests must still be declared in accordance with the Code of Conduct.

These should be declared at the commencement of the meeting

The public reports referred to are available on the Warwickshire Web

[www.warwickshire.gov.uk/committee-papers](http://www.warwickshire.gov.uk/committee-papers) 2

### Public Speaking

Any member of the public who is resident or working in Warwickshire, or who is in receipt of services from the Council, may speak at the meeting for up to three minutes on any matter within the remit of the Committee. This can be in the form of a statement or a question. If you wish to speak please notify Paul Spencer in writing at least two working days before the meeting. You should give your name and address and the subject upon which you wish to speak. Full details of the public speaking scheme are set out in the Council's Standing Orders.

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**Minutes of the meeting of the  
Communities Overview and Scrutiny Committee  
held on 19 June 2019**

**Present:**

**Members of the Committee**

Councillors: Alan Cockburn (Chair), Mark Cargill, Corrine Davies, Jenny Fradgley, Seb Gran, Andy Jenns, Keith Kondakor, Bhagwant Singh Pander, Caroline Phillips and Dave Shilton

**Portfolio Holders**

Councillor Andy Crump, Fire & Rescue and Community Safety  
Councillor Kan Kaur, Customer & Transformation  
Councillor Izzi Seccombe, Leader of the Council  
Councillor Heather Timms, Environment and Heritage & Culture

**Other County Councillors**

Councillor Sarah Boad  
Councillor Jonathan Chilvers  
Councillor Nicola Davies  
Councillor Clive Rickhards

**Warwickshire County Council Officers**

David Ayton-Hill, Strategy and Commissioning Manager (Economy & Skills)  
Nicholas Dauncey, Principal Transport Planner  
Ruth Dixon, Waste Strategy and Commissioning Manager  
Alan Law, County Transport Modeller  
Tom McColgan, Senior Democratic Services Officer  
Stephen Rumble, Transport Planning Team Leader  
Mark Ryder, Strategic Director for Communities  
Scott Tompkins, Assistant Director for Environment Services

**Also in Attendance**

John Brennan  
James Edwards, Vectos  
Roger Hollerton

**1. General**

**(1) Apologies for absence**

Councillor Wright sent his apologies and Councillor Cargill was present as a substitute. Councillor Chattaway sent his apologies and Councillor C Davies was present as a substitute.

Councillors Clarke and Butlin also sent their apologies for the meeting.

## **(2) Members' Disclosures of Pecuniary and Non-pecuniary Interests**

Councillor C Davies declared that her husband was the owner of Athag which was mentioned in the June 2019 Economic Update.

## **(3) Chair's Announcements**

The Chair provided an update on upcoming member briefing sessions that were relevant to the Committee's remit.

## **(4) Minutes of the meeting held on 13 March 2019**

### **Resolved**

That the minutes of the meeting held on 13 March 2019 were confirmed as a correct record and signed by the Chair.

## **2. Public Question Time**

The Chair invited Mr John Brennan and Mr Roger Hollerton to address the Committee on the subject of the bids submitted to Homes England Infrastructure Fund.

Mr Brennan asked Committee members to bear in mind the environmental impact of the proposed South Western Relief Road when they considered the financial risks laid out in the report. Mr Brennan stated that the road would create a gyratory system encompassing 13 schools with 1,500 pupils who would be exposed to the additional air pollution. Stratford upon Avon was a popular tourist destination and tourism generated a lot of income for the local economy. The proposed relief road that the bid to Homes England sought funding for would harm the appeal of the town by concreting over some of limited open space left in Stratford. The green space that was to be covered was also a flood plain and its loss would increase the risk of flooding to nearby areas. Building on a flood plain also meant that there would be a significant cost to the Council of maintaining the road after it was completed.

Mr Hollerton stated when considering the financial risk associated with the infrastructure bids to Homes England the Committee should also consider the reputational risk to the Council. Mr Hollerton stated that while the A5 formed part of the strategic road network and had served as an established route connecting communities since before the arrival of the Romans in Britain the South Western Relief Road was limited in scope and purpose. The County Council was placing its reputation for good governance at risk by simultaneously supporting two bids of such obviously contrasting merit. Mr Hollerton stated that he felt the County Council need to go back to Stratford-on-Avon District Council and ask; what contingencies had been put in place for the wider Long Marston project, how would the District Council provide the housing identified in local plan if the bid was not successful and how was the District Council going to improve traffic management in the long term in Stratford.

The Chair thanked Mr Brennan and Mr Hollerton for making their representations to the Committee and invited them to say for the discussion of the report on Funding Bids Submitted to the Homes England Housing Infrastructure Fund.

### **3. Questions to Cabinet and Portfolio Holders**

Councillor Kondakor asked Councillor Clarke to ensure that as the County Council adopted the highways infrastructure developed as part of local plans gaps were not left. Councillor Kondakor highlighted two developments in Nuneaton and Bedworth's Borough Plan which were connected by a canal bridge that provided pedestrian and cycle access but which neither the Council nor canal trust had adopted.

Scott Tompkins provided an update on the Nuneaton development on behalf of Councillor Clarke. The developer would be constructing the cycle and footpaths and the Council would maintain the surface and seek an agreement with the Canals trust about maintaining the structure of the bridge.

Councillor Kondakor stated that he was pleased that an oak tree in Burton Green had been saved that was originally due to be removed as part of the HS2 developments. Councillor Kondakor asked the relevant portfolio holder to look at securing tree protection orders for highways trees to prevent them from being needlessly removed by developers.

Councillor Seccombe responded that she too was delighted that a 200 year old Oak Tree had been saved and thanked Scott Tompkins and his team for acting so quickly and saving the tree.

The Chair thanked David Ayton-Hill for providing the comprehensive economic development update. The Chair stated that he had been shocked by the statistic that 80% of young people with special education needs and disabilities (SEND) wanted to go into employment when they finished school and only 6% managed it and was glad that this was being picked up and the Council would be helping more young people into supported employment.

Councillor Seccombe responded that a group of young people had visited Shire Hall in the last few days to look at the council as a place where they might come and work and three of the group would be undertaking supported apprenticeships in the Council.

Councillor Shilton stated that he welcomed the action being taken on supported education, Councillor Shilton's grandson had special educational needs and he hoped he would be able to benefit from a supported employment opportunity when he left school. Councillor Shilton asked if officers had looked to work with the gardeners employed by the district and borough councils to provide supported employment opportunities as this had been something that was offered in the past.

David Ayton-Hill responded that that would certainly be something officers would consider and there was another supported employment event coming up where his team could seek to make those links with the district and borough councils.

Councillor Kondakor welcomed the innovation centres in Nuneaton mentioned in the report and asked if there was any possibility of similar spaces being incorporated into the Nuneaton town centre transformation plans particularly in the old Co-op building.

Councillor Seccombe agreed that the innovation centres were working well and confirmed that there were plans to develop additional business units as part of the Transforming Nuneaton project but the Co-op building was being planned by the Borough Council and not the County.

#### **4. Funding Bids Submitted to the Homes England Housing Infrastructure Fund**

Stephen Rumble introduced the report which discussed the financial risk to Warwickshire County Council from submitting two infrastructure bids to Housing England in March 2019.

Councillor Seccombe stated that a report had come to Cabinet in March where it was resolved to submit the two bids to Homes England. Councillor Seccombe stated that the Stratford-on-Avon local plan required a development at Long Marston airfield of 3,500 houses and the County Council's advice as the authority responsible for highways in the County was that any development beyond 400 houses would require additional infrastructure to be in place. The local plan had been approved by the Planning Inspector and an outline planning application for 400 houses at the site had been granted permission by the District Council. Councillor Seccombe stated that the Council had been extremely robust in its valuations and lack of acceptance of any liability for the bids. The Council has had to put the bids in to Homes England as only top tier authorities could gain access to the funding. Stratford-on-Avon had been successful in bidding to another fund managed by Homes England to provide funding for onsite works at Long Marston. Councillor Seccombe stated that the County Council had evaluated the project and estimated costs at £127 million. The developer had contributed funding to the cost but it was a long way short of the total costs for what was a difficult project building over a flood plain, disused railway and site of special scientific interest. The County Council was required to help the District and Borough Councils to fulfil their agreed local plans. Councillor Seccombe stated that she believed that the Council's officers had work hard to mitigate any financial risk down to the lowest level possible.

Councillor Seccombe stated that the bid for the A5 scheme had the support of all the local MPs, neighbouring authorities, Midlands Connect and the Mayor for the West Midlands and was recognised as providing a vital improvement to a strategic piece of infrastructure. Councillor Seccombe also clarified that the outcome of either bid had not yet been announced.

Councillor Kondakor stated that the A5 was a really important road that in parts did not have a pavement meaning there was no way to safely cycle or walk the route. Councillor Kondakor stated that if there was funding to improve the road he felt that it should be used to improve the route for non-motorists and invest in sustainable modes of transport rather than duelling one section of the road which would encourage a growth in journeys and create more traffic along the rest of the route meaning that there was pressure to continue the cycle of incremental road expansions. Councillor Kondakor stated Polesworth station was key to the area with only a single train in one direction servicing the station leaving at 7am, residents of the new houses being built in the area would not have any sustainable alternative to car use open to them. Councillor Kondakor stated that the same applied to Stratford upon Avon where there were potentially going to be 3,500 new homes with no readily available sustainable transport options. Councillor Kondakor



stated that the future was in public transport and the County needed to invest in rail, bus and cycle infrastructure before it expanded roads.

Councillor Fradgley noted that the County Council felt comfortable with the financial risk of the two projects but stated that she felt the reputational risks of the project had been underestimated. Councillor Fradgley stated that residents had lost confidence in the Council thanks to the technical issues that had become apparent only after the design for the South Western Relief Road had come forward. Councillor Fradgley stated that there was a prolonged period between residents learning that a road was planned and learning what the design was going to be which had caused a lot of uncertainty. Councillor Fradgley also stated she was concerned about the cost of future maintenance of the road which was a fairly extreme piece of engineering and may present challenges in its upkeep.

Councillor Shilton stated that he had listened to the concerns expressed by speakers but felt that the Council should not pass up on any opportunity to bring funding into the county and improve the infrastructure in Warwickshire. Councillor Shilton stated that he was concerned that the South Western Relief Road was proposed to be built over a flood plain and sought assurances from officers that the road would not cause increased flooding risk in the area.

In response to points raised by committee members, Councillor Seccombe stated that the relief road was required as a result of the Stratford-on-Avon local plan that had been approved and had been through a consultation. Councillor Seccombe stated that the decision about whether to proceed with the relief road was to be made by the District Council and the County could not seek to block or undermine it by refusing to place the bid it had been asked to submit and the report in front of the Committee was only looking at the financial risk. Councillor Seccombe stated that the design of the relief road was elevated to take it over the flood plain and a railway line which the local plan identified as possibly being recommissioned in the long run. Councillor Seccombe stated that she had been clear throughout the process that she did not want Warwickshire County Council be liable for any part of the construction costs for the relief road. The County Council would have to lead on the development of the relief road as even though it was a developer led project they did not have the expertise to take it forward the project. Councillor Seccombe stated that the Housing Infrastructure fund was only available for projects directly related to the provision of housing and it was not to say that the Council would not be seeking to continue to invest in rail infrastructure. Mark Ryder added that there were strong regulatory controls on flooding which ensured that any development including the Long Marston development and any associated roads did not bring any undue flood risk. Mark Ryder also stated that there was a well-established framework that the council used when taking on liability for ongoing maintenance of highways infrastructure and while adopting roads did bring in additional cost to the council it was in support of additional economic development and housing which brought with it an expanded tax base and commuted sums from developers.

Councillor Kondakor stated that while he appreciated the limits on what could be bid for, a project like Polesworth Station was relatively small and he felt it would have been worthwhile including it as part of the bid and the Council should always look for rail infrastructure asks it could make when considering transport infrastructure.

The Chair thanked Members, officers and residents for their contributions and stated that he had also received a briefing from officers on the bids submitted to Homes England. The Chair stated that he was satisfied that the Council had minimised and fully accounted for any financial and reputation risk from the bids it had submitted to the Homes England Housing Infrastructure Fund in March 2019.

Councillor Cargill moved that the Committee agrees:

That the Communities Overview and Scrutiny Committee is satisfied that any financial and reputational risks incurred as a result of the bids submitted to the Homes England Housing Infrastructure Fund had been fully accounted for and sufficient mitigation had been put in place.

Councillor Shilton seconded the motion.

The Chair called a vote on the motion which passed with 8 votes for and 2 against. Councillor Kondakor requested that his vote against the motion be recorded.

**Resolved:**

That the Communities Overview and Scrutiny Committee is satisfied that any financial and reputational risks incurred as a result of the bids submitted to the Homes England Housing Infrastructure Fund has been fully accounted for and sufficient mitigation has been put in place.

**5. Road Repairs**

Scott Tompkins presented a verbal update on the review of road repairs that was ongoing following a notice of motion approved at Full Council.

Councillor Cargill stated that transparency was the key to delivering a better road repairs service both for councillors and residents. When faults were reported it needed to be clear what was happening and when repairs could be expected.

Councillor Kondakor stated that providing easier avenues for residents to report faults and track repairs so they understand when a repair is expected or if it's been rejected was key to improving the service. Councillor Kondakor also stressed that cycle paths and pavements needed to be given equal priority with roads in when repairing faults rather than being treated as an afterthought.

Scott Tompkins responded that it was always best to ask residents to report faults directly to the Council through the Council's website. As the Council's systems improved Scott Tompkins stated that he was hopeful that there would be a joined up system where a resident logging a fault created a work order and on completion the residents received a message telling them the work had been done.

Councillor Cargill stated that in the past he had had experience of contractors rolling small works commissioned through member delegated budgets together and leaving them until the end of the year as minor projects were less desirable to contractors. Councillor Cargill also asked about the possibility of having a rolling budget for road repairs.

Scott Tompkins agreed with Councillor Cargill about the issues around programming works and stated that he would like to work with the contractor to develop a timetable for completion of works commissioned through delegated budgets at the beginning of the year and to hold the contractor to this with the aim of having the majority of work completed in year. This would only be achievable if the works to be delivered could be established early enough in the year.

Councillor Shilton stated that an area which generated a lot of complaints from his residents were utility companies failing to properly backfill holes that they had dug in the course of their work. Councillor Shilton also reported that resident had complained about utility companies putting temporary traffic lights in place and then failing to actually start work for several days or leaving them up after works had been completed and he asked officers to investigate a better system of monitoring the works done by utility companies on the highway.

## **6. Waste Reduction and Recycling Campaigns**

Ruth Dixon presented the report on the Council's waste reduction and recycling campaigns highlighting the work done through social media and the partnership working with the collection authorities.

The Chair thanked Ruth Dixon for the presentation and asked how long the Council had been undertaking campaigns designed to change residents' attitudes towards waste and how the success of these campaigns was measured.

Ruth Dixon responded that campaigns had been going for at least the last ten years alongside the municipal waste strategy which had always contained aspirations to drive recycling and composting rates. Success was difficult to measure as there were lot of factors that influenced residents' recycling habits. Broadly recycling rates had been stable or increasing and where they had fallen there were clear reasons for this such as a very hot summer in 2018 meant that there was less green waste. In Warwickshire recycling rates and overall waste had remained stable which went against the national trend which had seen overall waste increasing while recycling rates fell.

Councillor Cargill stated that one area where the Council could lead by example was paperless working, Council meetings generated a huge amount of waste paper and there were software packages readily available that offered paperless solutions.

Councillor C Davies welcomed the recycling initiatives in the report and stated that in the first instance it was always best to reduce the amount of waste created. There was already a shop in Nuneaton that refilled washing up liquid bottles, shampoo bottles, and more to save having to recycle the empty bottle and buy a new. Councillor C Davies asked what pressure the Council could put on business to offer packaging free options to help residents cut down on the amount of waste they were producing. Councillor C Davies also stated that there was a lot more that could be recycled and gave the example of the Barker family in Nuneaton who are collecting difficult to recycle materials that are not collected from the kerbside such as crisp packets and toothpaste tubes.

Councillor C Davies suggested that the Council could look at removing single use plastic from its buildings and maintained schools. Councillor C Davies stated that the head cook at one of the schools in her division had told her they still use plastic cutlery as alternatives were not financially viable.

In response to Councillor Fradgley and C Davies, Ruth Dixon stated that the recyclable waste collected by the Council at Household Recycling Centres tended to be treated in Europe but not necessarily in Britain with recyclable material going to the Netherlands and Spain. Some material from the districts and boroughs went to Turkey and a very small amount went further to Pakistan, Indonesia and Malaysia. Ruth Dixon stated that there was no stipulation in any of the Council's current waste contracts that material had to be processed in Britain or Europe and she stated that adding this as a condition would likely make it difficult for the Council to attract providers.

Councillor Kondakor stated that it was really good to see the community recycling initiatives but a lot of the County's residents who lived in flats had no access to recycling facilities to recycle even simple things and more effort was needed to ensure that facilities were in place for residents. Councillor Kondakor also congratulated officer for their performance as over the last 13 years the amount of waste generated in Warwickshire had fallen by around 13,000 tonnes despite the population increasing.

Councillor Shilton stated that there had recently been press coverage of the substantial increase in textile waste which could be reused or recycled and stated that this was an area where the Council would have a role in encouraging residents to donate unwanted clothes to charity and providing facilities to dispose of textiles to be recycled; keeping textile waste out of residual waste bins.

### **Resolved**

That the Committee:

- 1) Note the valuable waste communications activities going on across the county, the successes to date and the progress of delivering outcomes in waste behaviour change; and
- 2) Promote the campaigns through the communications channels they have available.

## **7. One Organisational Plan Quarterly Progress Report – April to December 2018**

Scott Tompkins introduced the report and stated that on page 6 of the report the graph showing household waste data needed to be updated to read 51.4 instead of 53.4 for 2017/18 and the 2018/19 figure should read 51.7. Scott Tompkins also highlighted the visual inspections reported in the paper were generated by individuals making reports and some of the change was likely down to the subjective reporting inherent in the process.

Councillor Kondakor stated that the Warwickshire employment data was generated using rolling average survey data which meant that it would take a while for any

changes in employment figures to be evident in the survey data. Councillor Kondakor also stated that the change in pension age for women had meant that a lot of women were having to stay in employment passed the point where they had expected to be able to retire and he asked officers if they had any data on whether the employment rates for those aged 16-60 were increasing or whether the increase in employment seen in the data was due to an increase in those aged 60+ being in work.

Mark Ryder responded that the employment rate graph was a high level indicator and that would not be used to determine where the Council intervened in the local economy. Mark Ryder stated that he could provide more detail about the ages of those in work in Warwickshire.

### **Resolved**

That the Committee considers the progress of the delivery of the One Organisational Plan 2020 for the period as contained in the report.

## **8. Work Programme**

Councillor Kondakor stated that the Cycling Infrastructure Task and Finish was meeting on 5 July to discuss the progress made toward the recommendations of the group and may seek to bring an update back to committee.

Members agreed to establish of a climate adaptation task and finish group which had been proposed by Councillor Fradgley.

## **9. Any Urgent Items**

The Chair stated that a request had been received from a number of Councillors to consider a report on Warwickshire Major Road Network (MRN) - Proposed Programme and Priorities which had been previously considered by Cabinet on 11 June 2019 as an urgent item.

Officers introduced the report and highlighted that the schemes approved by Cabinet were vital to ensuring the road network had enough capacity to account for the expected growth in traffic resulting from development both within and outside the County. Without the additional lanes the A46 could see potentially 100 – 800 metres of queuing beyond the length of the slip lane in the morning rush hour by 2028 and 650 – 900 metres in the afternoon; rendering the A46 effectively blocked at peak travel times. This would cause issues for any emergency vehicles trying to use the route and would encourage drivers to take alternative routes through residential areas causing air quality and safety issues.

The Chair thanked officers for the report and stated that as a local member representing Kenilworth he welcomed the scheme and could see the potential benefits for Kenilworth. There had been a long held ambition for a Kenilworth to Leamington cycle route which had been delayed due to the expense of building a bridge over the river and bringing this forward as part of the A46/ A452 scheme was a great step in the right direction.

Councillor Kondakor stated that there were numerous schemes outlined in the report all of which had the potential to drive modal shift but could also create more traffic. Councillor Kondakor stated that he was concerned that if schemes did create more trips it would increase pressure on other parts of the network which in turn would create the need for more road expansions. There was a need for Councillors to take a strategic view of the Major Road Network and to scrutinise schemes to ensure that they aligned with the priorities that had been identified in the Local Transport Plan 3.

Councillor Kondakor proposed two recommendations:

That the Communities Overview and Scrutiny Committee recommends that Cabinet:

- 1) Commissions a report that considers how the Major Road Network proposals fit into Warwickshire County Council's wider transport strategy, including how Major Road Network Projects will contribute towards meeting the goals of Warwickshire County Council's Local Transport Plan in particular to reduce climate change emissions and encourage modal shift.
- 2) Publishes all supporting evidence for each scheme as soon as possible and if necessary re-evaluate the prioritisation of the schemes and investigate alternatives.

The motion was seconded by Councillor Fradgley.

Councillor Kondakor stated that the motion he had proposed was not designed to stop Major Road Network proposals but rather to ensure that the schemes were done in a way which supported the goals of the Local Transport Plan in the best way possible.

Councillor Seccombe asked if Councillor Kondakor and Fradgley would be willing to change the wording of the second recommendation in the proposed motion to delete the word 'all' and replace it with 'appropriate' as there may be some commercially sensitive and confidential information included as part of the evidence base for schemes which would not be suitable for publication.

Councillor Kondakor stated that he was happy to accept the change as a friendly amendment.

Councillor Boad stated that as a councillor representing Leamington Spa she considered herself to be a local member for the A46 scheme and yet she had not been notified of or consulted on the scheme before it went to Cabinet nor had any of the Leamington Spa councillors. Councillor Boad stated that she agreed with Councillor Kondakor's comments about a need for modal shift, she was concerned that all the proposed A46/A452 scheme would achieve was to move congestion down the road while not actually addressing any of the underlying causes.

Officers responded that the A46/A452 scheme had been developed as part of the Warwick District Local Plan and was seen as necessary to support the housing development identified in Kenilworth, without the scheme the adopted local plan would not be achievable. The A46 was part of the strategic road network and the majority of traffic on the road was generated by strategic journeys which were long

distance and were not trips that could be switched to walking or cycling. The congestion on the A46 created a real safety concern in the short term that needed to be addressed. Officers stated that the evidence base suggested that the scheme would not simply move traffic further down the road as the dual carriage way would allow cars to move to the Thickthorn Island at which point traffic would begin to dissipate with less vehicles moving onto the single lane road beyond.

Councillor N Davies reiterated the points raised by Councillor Boad about consulting with local members. Councillor N Davies stated that as a Leamington Spa councillor she did not necessarily object to the A46/A452 scheme but without any briefing prior to the report coming to Cabinet she had had to join other members in bringing the report in for additional scrutiny. Councillor N Davies asked officers to provide an expected timescale for the completion of the entire length of the Leamington to Kenilworth cycle route as a few hundred metres of safe route on an otherwise perilous cycle path did not help to drive modal shift.

Scott Tompkins apologised that local Kenilworth and Leamington Spa members had not be consulted on the report prior to it coming to Cabinet and stated that he would arrange a briefing session for councillors. Stephen Rumble added that the bridge across the river was the main barrier to completing the Leamington to Kenilworth cycle route and the Council would seek to complete the entire length of the route once a suitable bridge could be delivered. Officers were mindful that the road scheme did not have a set timeframe and so were seeking to deliver an interim solution in the short term with a temporary bridge structure for pedestrians and cyclists.

Councillor Chilvers stated that he was concerned about the structure of the report as a whole as well as the specifics of the A46/ A452 scheme as a Leamington Spa member. Councillor Chilvers stated that the report laid out a series of projects for the major road network that could be read as the equivalent to a transport strategy that was being agreed without first being scrutinised against the priorities identified in the Local Transport Plan by Councillors.

Councillor Seccombe stated that she did not see any issues with the motion proposed by Councillor Kondakor coming back to Cabinet should the Committee be minded to agree it. Councillor Seccombe stated that the A426/A4071 scheme had been identified by Midlands Connect and there was a fast approaching deadline to apply for funding and she was keen to avoid any delays which would prevent the Council from securing funding for the project. Councillor Seccombe stated that for the two other projects identified in the Cabinet report the Council would be seeking to apply for funding that the Department for Transport had made available for improvements to major road networks. Councillor Seccombe agreed that it was important to drive modal shift but for strategic roads people would always chose a car or bus or rail link and it was important to look at how the strategic roads could be kept free to enable those strategic journeys.

Scott Tompkins clarified that the major road network in Warwickshire had been defined by the Government and the Department for Transport's fund was only open to schemes on the major road network that helped to bring forward housing and deal with congestion issues.

Councillor Rickhards stated that he would like to support the motion proposed by Councillor Kondakor and in particular recommendation 2 which suggested a re-evaluation of the prioritisation of schemes. Councillor Rickhards stated that he felt residents in his division and neighbouring divisions would be disappointed with the lack of priority given to the A435 scheme. There had been a long running campaign in the area to increase major road capacity and with developments in Redditch and Alcester along with an already acknowledged air quality issue in Studley there was an even greater demand now for increased capacity on the A435.

The Chair called a vote on the motion proposed by Councillor Kondakor and seconded by Councillor Fradgley which was carried unanimously.

**Resolved**

That the Communities Overview and Scrutiny Committee recommends to Cabinet that it:

- 1) Commissions a report that considers how the Major Road Network proposals fit into Warwickshire County Council's wider transport strategy, including how Major Road Network Projects will contribute towards meeting the goals of Warwickshire County Council's Local Transport Plan in particular to reduce climate change emissions and encourage modal shift.
- 2) Publishes appropriate supporting evidence for each scheme as soon as possible and if necessary re-evaluate the prioritisation of the schemes and investigate alternatives.

The meeting rose at 16:35 pm

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Chair



## Communities Overview and Scrutiny Committee

18 September 2019

### Questions to Cabinet and Portfolio Holders

#### Recommendation

That the Communities Overview and Scrutiny Committee considers the forthcoming Cabinet and Portfolio Holder decisions relevant to its remit, asking questions and considering areas for further scrutiny, where appropriate.

#### 1.0 Cabinet and Portfolio Holder Decisions

1.1 The decisions relevant to the remit of the Committee are listed below. Members are encouraged to seek updates on decisions and identify topics for pre-decision scrutiny. They are also encouraged to submit questions to Democratic Services two working days before the meeting, in order that an informed response may be given. The responsible Portfolio Holders have been invited to the meeting to answer questions from the Committee.

1.2 The list was last updated from the Forward Plan on 10 September 2019.

Decision Title	Description	Date	Decision Maker
Approval to tender for waste management contract	The Council will seek to procure a contract for the reprocessing of mixed wood waste.	18 October 2019	Portfolio Holder - Deputy Leader (Finance and Property)
Submission of a DfT Access for All (Small Schemes Funding) Bid	<p>The Department for Transport has announced an Access for All (Small Schemes Funding) capital allocation aimed at delivering improvements to rail stations aimed at enhancing access to the rail network, particularly for the mobility impaired.</p> <p>Approval is sought from The Portfolio Holder for Transport and Planning to submit a funding bid application focused on the delivery of accessibility improvements to the underpass adjacent to Atherstone Rail Station.</p>	11 October 2019	Portfolio Holder - Transport & Planning

#### 2.0 Background Papers

None

	Name	Contact details
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<b>Assistant Director</b>	Sarah Duxbury	



Communities O&S – September 2019

## Economic Development Update

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*The following note provides an update to the Communities Overview & Scrutiny Committee on economic development activity in Warwickshire over the past couple of months, and includes work undertaken by County Council officers, the work of the Coventry & Warwickshire Local Enterprise Partnership (CWLEP), the Coventry & Warwickshire Growth Hub, and other key pieces of relevant news/information.*

- **Warwickshire County Council's Small Capital Grants Programme** – a further five grants worth £142,611 were awarded to five small Warwickshire businesses at the August Grants Panel. These include PSW Paper - a digital print provider based in Studley, Threadmaster Gauges - a manufacturer based in Kenilworth, and ZenZero - an IT company based in Warwick. WCC's funding will unlock over £600,000 of private sector investment for projects that should create 26 jobs over the next few years.
- **Foreign Direct Investment (FDI)** - in the latest internal figures produced by DIT (Dept for International Trade), Warwickshire continued to perform at the highest level, outperforming the rest of the Midlands per capita in new investments for FDI in 2018-9. There were 46 successful projects with 2965 jobs created and safeguarded, across Coventry & Warwickshire, a positive result against a background of national pressure on inward investment due to trade tensions, Brexit and 'dieseltgate'. A number of these investments were supported by DIT and the inward investment services of Warwickshire and Coventry.
- **Supportive Employers Forum** – Further to the launch of the Warwickshire's Supportive Employer forum earlier this year, The Economy & Skills and Education & Learning teams held their second event which was hosted by the Nuneaton Golf Club. The morning session was very well attended with over 40 businesses and education providers coming together to discuss accessible apprenticeships. This latest in a series of planned events aimed at creating opportunity for those attending to share ideas and demonstrate best practice when providing opportunities for accessible apprenticeships. These unique apprenticeship models are designed to offer additional support for young people with Special Educational Needs and Disabilities (SEND) and act as a progression route to young people who would like to develop beyond a supported internship. The group received a very powerful presentation from Natasha Hope who as a pupil of Oakwood School in Nuneaton spoke of her relationship with the schools work coach and the tremendous guidance provided along her journey from supported intern to apprentice. Natasha is now enjoying her job at the British Forces Resettlement Service where she is a hugely valued employee.

The events “call to action” encouraged businesses to sign a further pledge of commitment which would enable them to contribute to the agenda and consider creating such opportunities in their own organisations, the project team were delighted to see over half of those attending sign pledges and continue their support now giving a total of over 50 organisations actively engaged. Furthermore, we have also been working with George Eliot Hospital in Nuneaton, who are committing to 12 placements.

- **Small Business Apprenticeship Support Programme** – In May, the Council launched a new strand of apprenticeship business support which would enable us to support small businesses in recruiting apprentices. This programme would allow the county to share some of its unspent Apprenticeship Levy funds and create a budget of £300,000 to share outwardly and cover the full training costs for businesses in need of support. Since launching in May there has been significant interest in the programme from the business community and a healthy pipeline of businesses wanting to access the funds. Geographically there is good representation across the county, and the team are really pleased to see high street businesses and online retailers taking part.

Whilst attracting a good level of interest from businesses, the team have also heard from other Apprenticeship paying organisations and council’s wanting to learn from the County’s programme and how their own might be developed to achieve similar objectives. Last month the programme also received recognition in the Annual FSB Local authority awards and won the award for “Best small business support campaign”.

- **Future High Streets Fund announcement** – the Government recently announced that they were extending the size of the Future High Streets Fund to incorporate an additional 50 proposals that they had received following the competitive bidding process that was held earlier in the year. This extension means that both Nuneaton Town Centre and Leamington Town Centre have been shortlisted to develop plans to reinvent their High Streets and are now able to progress to the second phase of the Future High Streets Fund and can receive up to £150,000 to support the development of detailed project proposals that can be submitted for capital funding. Warwickshire County Council provided help and support in the development of these bids, and will continue to do to help them both move forward through the second phase. In brief, the two bids were looking at the following:
  - **Leamington:** £75,000 to develop key proposals around public realm enhancements, physical connectivity improvements, digital connectivity and wayfinding improvements, and proposals to reveal Leamington’s waterways and address environmental and social conditions in the Old Town area.
  - **Nuneaton:** £100,000 to explore opportunities to address the lack of diversity within the town centre, including the relatively low percentage

of independent businesses, leaving the town centre vulnerable to the shift away from national retail in town centres. The focus is on improving the leisure offer, enhancing the public realm and the opportunities around opening up the river Anker.

- In addition to the Future High Streets Fund, the government has just launched a **£3.6bn Towns Fund**, with 100 places invited to develop proposals for a new generation of multi-million-pound Town Deals. In an announcement made on 6<sup>th</sup> September, **Nuneaton has been chosen to develop proposals to take advantage of this new regeneration fund**. This is likely to be a significant additional investment to bolster the Transforming Nuneaton agenda.
- **Transforming Nuneaton (TN)**: The TN Programme is moving forward with some key steps achieved over the last few months:
  - Land assembly at Vicarage Street is progressing well with 2 buildings now purchased – Powell House and the old post office; negotiations have now started with tenants with regards to gaining vacant possession ahead of demolition. The aim is to create a larger development site which would be more attractive to the private sector. This is funded with LEP monies.
  - Work on attracting new tenants for some of the retained Co-op building has been taking place and lease arrangements are almost complete with an Escape Room operator and fashion retailer. WCC is making a £1.5m investment in the Co-op building in support of the work that NBBC are leading on.
  - MACE have been appointed to progress the design for a proposed new public sector building for the town centre. The design looks to create a new landmark building anchoring a key area of the town and stimulating a growth in new uses in the town centre. It would house the library, a new cafe and new business centre – focussing on growing the local office market and supporting local businesses,
  - The proposal for a new Business Improvement District in the town is progressing with the appointment of Heart Flood consultancy who are leading the work on behalf of the BID working group. An initial meeting for all town centre businesses was held in early August.
- **ERDF Funding Opportunity** – there is a final opportunity to take advantage of unallocated European Regional Development Funding to support projects designed to help business growth. There is a deadline of 30<sup>th</sup> September for organisations to submit Outline Applications for extensions to existing projects or any new projects, based around supporting businesses to undertake innovative activities, improve their environmental performance, help them pursue their growth ambitions, and to exploit opportunities from utilisation of ICT. Warwickshire County Council and Coventry City Council are both working on extensions to their existing ERDF Business Support Programmes to take advantage of this opportunity.
- **Creative scale-up programme** – the West Midlands Combined Authority (WMCA) have been successful in obtaining £1.3m in funding from DCMS to

develop a Creative Industries Scale-up pilot programme across the region. Warwickshire County Council have been working with the CWLEP and WMCA to ensure the new business support programme has the maximum impact for local businesses and compliments the existing support programmes on offer. The West Midlands programme is 1 of 3 pilot areas, the others being Manchester and Bristol. Development of the programme is currently underway and a national launch of the programme is expected in October.

- The West Midlands Combined Authority (WMCA) has launched its first **Automotive Skills Plan** alongside a £3m skills boost for the region's automotive supply chain businesses. The WMCA wants to ensure the region's automotive businesses remain competitive, are ready to adopt emerging new technologies, and have the chance to upskill and reskill staff to help attract investment. The West Midlands has been chosen as UK's first Future Mobility Area - The West Midlands will pioneer innovative new transport schemes to make journeys quicker, cheaper and cleaner following a £20 million funding announcement, and will see the money invested in new technology.

#### **Business News:**

- **Aldi has announced major further expansion at its Atherstone HQ**, creating 850 new jobs in Warwickshire. The extension will see Aldi expand its existing headquarters with 87,000sq ft of new office space and more than 120,000sq ft of new warehouse space. The premises will also see a new multi-storey carpark with 596 spaces. The first phase of the development will lead to the creation of two new office blocks and the new warehouse space. This is slated to create around 375 office jobs plus 50 jobs in the warehouse. Another two office buildings are scheduled for the second phase of the development, and this is set to create a further 440 jobs. The two phases of the development is expected to be complete within five years.
- Escape to Warwickshire – **Escape Rooms**, a relatively new phenomenon where players come together to solve clues to exit a room or series of rooms, are coming to **Hatton Country Park and Nuneaton Town Centre** (into the former Heart of England Co-op offices). These join similar investments in Stratford-upon-Avon town centre and Coventry city centre.
- **Loungers**, who landed in Rugby in 2015 with support from Invest in Warwickshire, are now looking to **open a new café bar in the former Maplin unit on Queen Street, Nuneaton**.
- **Coleshill is set to become home to the UK's most landlocked wave park** after plans for a new £25 million facility were revealed last month. The planning application lodged by Emerge Surf is for a 15-acre site, approximately seven miles to the east of Birmingham's city centre at Coleshill.

Features include a 5.4-acre surf lagoon, powered by Wavegarden's Cove technology, an outdoor heated swimming pool, a perimeter track for Onewheel self-balancing electric skateboards and a 1,600 sq metre hub building. The park will be named Emerge Surf Birmingham and will also be home to a surf school, surf shop, café and restaurant, multi-purpose fitness studio, physio and massage room and children's play area. With the closest surfable ocean waves more than 100 miles away, this new facility will be a haven for landlocked surfers and those keen to try the sport for the first time. It also follows on from the new Coventry Wave development on New Union Street in Coventry. Both schemes will serve both local and regional demand for water related leisure pursuits.

- **Fautlands, Nuneaton** - A total of 1,500 full-time jobs could be created in Warwickshire after plans for a new industrial and storage and distribution park were approved by the planning authority. The 64 acre site is owned by major Nuneaton landowner Arbury Estates, and is one of several that have come forward to create the 107ha of available employment land for development in Nuneaton & Bedworth Borough as part of the new Local Plan, providing a major boost to the potential for local economic growth. Across the road Goodman is in the process of completing a 230,000sqft spec build development on the former UPS site which has been vacant for a number of years.
- The Summer saw the **creation of two new private led business groups**, Business Buzz in Warwick (August) and Rugby (to follow in October), and Creative Mornings Leamington. Business Buzz is active in other UK locations such as Cambridgeshire and Oxfordshire, but this is the first time it has come to Warwickshire, with the first meeting on 15th August at Old Coffee Tavern in Warwick. Creative Mornings is a coup for Leamington, as it is usually only cities that host these events. There are Creative Mornings caucuses in cities around the world.
- There are **further future mobility investments at MIRA Technology Park**, on the border with North Warwickshire and Nuneaton. TIC-IT, for high speed autonomous testing, and Trusted Autonomous Parking are under development and will further bolster facilities on site. New light industrial spaces NW07 will be available shortly for new tenants to locate to.
- **Geely LEVC** (Ansty Technology Park), the former London Taxis International now based at Ansty, achieved a major milestone recently with the 2500th TXe taxi. It also confirmed that a new EV light van based on the taxi and ideal for last mile delivery, will debut next year.
- **Warwickshire rail manufacturer Vivarail** won the Environment Award at the Railway Innovation Awards for its battery charging technology, which it developed with funding from Innovate UK.

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## Communities Overview and Scrutiny Committee

18 September 2019

### Highways Review Update

#### Recommendation(s)

That the Committee:

1. Requests Officers put in place better communication with members to improve the transparency of scheme delivery. This will be done over the next year with improvements to the Council website, member newsletters and access to programmes of work.
2. Requests Officers bring forward proposals to Corporate Board to improve the administration of the Delegated Budget scheme enabling a greater degree of transparency for members, faster delivery of works and a greater amount of in-year delivery of works. These proposals should include ideas and solutions generated from the member workshop.

#### 1.0 Key Issues

- 1.1 This report provides scrutiny members with feedback from the recent member workshop and to highlight officer recommendations and next steps.
- 1.2 In October 2018 a motion was passed at full Council expressing concerns about road repairs and the delay in delivery of some member delegated budget works. The motion was proposed by Cllr Olnier and seconded by Cllr Phillips.
- 1.3 *“That this Council expresses its disappointment at the time taken to carry out road repairs and member highways schemes in Warwickshire and agrees to the establishment of a cross party working group reporting to the Communities Overview and Scrutiny Committee to identify the barriers to improving performance for the residents of Warwickshire.”*
- 1.4 Following discussion at O&S, officers began a review of member highway scheme delivery and minor highway fault resolution. This involved interviews with a number of members to capture the key concerns. A presentation was given to O&S in June of the initial findings which was then followed up with a member workshop on 8 July.

- 1.5 Thirteen members attended the workshop which was focused on discussing potential solutions to support improvements in the delivery of highways fault resolution and member delegated budget works. Officers from County Highways, Road Safety and Transport teams were on hand to help facilitate the workshop. A presentation was given which highlighted the key areas of concern and provided a set of potential solutions or improvements to existing processes. Member worked in groups to discuss each proposal providing feedback and input which was captured by the facilitating officers.

## **2.0 Options and Proposal**

- 2.1 The 'solutions focused' workshop was very supportive of the ideas being put forward and officers were able to glean a clear steer from members on which solutions should be focused on. Solutions discussed with members included:

### **2.2 Fault reporting and resolution**

- A briefing note to members on highways budgets and how they are determined and allocated
- Greater visibility of the forward programme of works including maps and lists of schemes with delivery timescales made available on the Council website.
- Regular update meetings with highways locality officers providing members with lists of planned works,
- Provision of dashboards on the website providing key statistics on the timeliness of works being completed
- Open invitation to members to visit the County Highways operations centre to see how Balfour Beatty and WCC handle fault reporting and repair works.

### **2.3 Delegated Budgets**

- The development of a website dedicated to delegated budgets explaining the scheme, what it should be used for, generic costs for different works and how to put works forward.
- Quarterly updates provided to all members showing the list of delegated works that have been requested along with completion or planned completion dates.
- Elimination of the £6k scheme minimum requirement to enable members to agree smaller scale works.
- Inclusion of a deadline for communicating and agreeing delegated budget works early enough in the financial year so that a large percentage of the works can be delivered during the year.
- Consideration of a match funding scheme, enabling the delivery of larger or more complex schemes and doing away with the need to hold over funding between years.

- Strengthening of the Highways Locality Officer roles including overall responsibility for managing the Delegated Budget schemes with their allocated members.
- Setting up of a dedicated minor works team within County Highways which will speed up delivery of small scale works by bringing design, works ordering, supervision and contractor works crews together in a focused delivery team.

### **3.0 Financial Implications**

- 3.1 Currently there is over £2m of unspent Delegated Budget scheme funding. This is mainly as a result of complex scheme that involve consultation or significant design work or members holding over funding in order to deliver a specific higher costing scheme. One of the aims of redesigning how the Delegated Budget Scheme works will be to reduce this underspend and to focus on schemes that can be delivered in-year.
- 3.2 The £6k minimum limit had previously been required as the funding for the Delegated Budget scheme is capital and the Council has guidelines around the identification of capital works such that works under £6k in size are considered to be minor revenue expenditure. Highways Locality Officers have traditionally pooled smaller works together to form packages of work over £6k in order to meet the capital requirements. Reducing or removing the £6k minimum limit for members may result in some additional pressures on Highway revenue budgets, but officers are looking at how these can be managed or offset against other revenue works that could be capitalised.
- 3.3 The overall result of the proposed changes should be to reduce the capital underspends from Delegated Budgets and to see a higher number of member requested schemes delivered in-year.

### **4.0 Environmental Implications**

- 4.1 Works identified through the Fault Reporting processes and through the Delegated Budget scheme are delivered through County Highways and its sub-contractors under the umbrella of environmental policies and guidance that govern the service. This ensures that the development and delivery of work takes into consideration the environmental impacts of construction and the long term impact on the environment. Where possible works are delivered through sustainable methods and using environmentally friendly materials.

## 5.0 Timescales associated with the decision and next steps

- 5.1 Officers will begin to implement the improved communications around fault reporting over the next year. Some of these solutions can be implemented before the end of March 2020 but others are reliant on software improvements as well as further development of the Council's website; and these may take longer to put in place.
- 5.2 Officers will pull together a set of proposals for making changes to the Delegated Budget scheme and these will be presented to Corporate Board with any agreed changes being implemented for the start of the new financial year. Some of these solutions are already being worked on and will be in place for 1 April 2020 this includes the dedicated minor works team being set up in County Highways.

### Background papers

1. Member workshop presentation

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Portfolio Holder	Jeff Clarke	

## Communities Overview and Scrutiny Committee

18 September 2019

### Public Transport in Warwickshire – Bus Services

#### Recommendation

That the Committee considers the options in the report and how these may be applied to Public Transport strategy development.

#### 1.0 Introduction

- 1.1 At their last meeting the Communities Overview and Scrutiny Chair and Group Spokespersons requested that a report be brought to the Committee outlining the use of s106 funding to support bus routes, the role of transport planning and changes resulting from the Bus Services Act 2017.

#### 2.0 S106 funded bus services

- 2.1 s106 funding, included as part of planning applications for housing, is used to augment the Council's spend on bus services in the specific area of development. They are a very important element in 'pump-priming' bus services with the intention of stimulating usage so that at the end of the funding there are sufficient passengers to warrant the commercial operation of the route. Warwickshire County Council is fully engaged with negotiations with scheme developers to ensure sufficient funding is included for the level of service required:-

- Schemes have an allocated, time-limited funding to provide or improve bus services for the access and connectivity of each development. This may take the form of a completely new service if non currently exists, or increases in frequency to existing route/services.
- Funding can be provided through these agreements to provide home to school services where it will be necessary to transport children to schools that meet entitlement criteria.
- The Council currently supports 10 schemes across the county using £1,183k of s106 funding annually (Appendix A).
- The negotiations to provide funding in the agreement is undertaken by Transport Planning/Planning in consultation with transport operations, who provide information on the frequency and type of operation required and the cost of this provision.

### **3.0 The Role of Transport Planning**

- 3.1 There is a requirement upon the County Council to formulate policies to secure and manage passenger transport services that cannot be delivered commercially. It is also required to coordinate and publicise the passenger transport network across the County.
- 3.2 The County Council has a Revenue Support Criteria to determine an equitable distribution of financial support towards socially necessary local bus services. This ranks communities by population, weighted by car ownership levels and determines minimum service frequencies required. The County Council has a core Passenger Transport Revenue Support Budget and additional financial support is available through Section 106 developer funding and a direct grant from Central Government known as Bus Service Operator Grant (BSOG) to cover duty on fuel costs. Bus services provided by this funding enables people to access a range of health, educational, training, shopping and leisure services which would not otherwise be possible. Services are secured through a robust tendering process specifying routes and timetables.
- 3.3 There is an ongoing need to adopt a coordinated and collaborative approach to all aspects of passenger, community and voluntary, home to school and specialist transport. This has been Warwickshire's approach for several years and ensures maximum service and vehicle capacity to secure the most efficient and cost effective network.
- 3.4 As well as the urban and local centres, there are a number of major centres, both in and outside Warwickshire that are well served by the bus network. These include University Hospital Coventry, Warwick Hospital, George Eliot Hospital, Alexandra Hospital, Birmingham International Airport and Rail Station, National Exhibition Centre and Warwick and Coventry Universities.
- 3.5 In recent years there have also been a number of additional services introduced to carry passengers from urban areas to large scale employment sites. Services operate throughout the day and night to correspond with key shift patterns. Examples include Birch Coppice and DIRFT.

### **4.0 Bus Services Act 2017**

- 4.1 The Act seeks to improve bus services for passengers by providing local authorities and operators with a new toolkit to enable improvements to be made, in particular:-
- Strengthened arrangements for partnership working between operators and local authorities, introducing Advanced Quality and Enhanced Partnership schemes;
  - Modernised ticketing legislation;

- Necessary changes to information available to passengers through audio and visual on-board information and the provision of open data on timetable, fares and bus service arrival times
- 4.2 Recent activity is centred around the provision of open data for the use of passengers and a 'readiness assessment' is currently being undertaken by the DfT to better understand the current system capabilities and digital maturity across bus operators and local authorities.
- 4.3 The intention is to encourage partnerships between operators and local authorities to improve services. This will result in more frequent journeys with increased access to services and at better value.
- 4.4 The Act seeks to encourage partnerships, with both sides expected to contribute. The local authority's side of this bargain is likely to involve providing bus-related facilities; stops, shelters and bus stations, and taking measures that encourage bus patronage. Such measures may include:-
- parking policies that encourage the use of public transport;
  - traffic management policies that prioritise buses; and
  - advertising and marketing campaigns to promote the use of local bus services.

## Appendices

### Appendix A - Current s106 Warwickshire County Council supported schemes

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Contract number	Route description	Annual subsidy
TO11410	X77 Kineton-L/Spa; 15 L/Spa - Warwick (s106 A C Lloyd Grove Farm); 16 Hatton Park - Warwick	£ 100,000.00
TO11450	D1 Coton Park-Ashlawn Est(inc Hill'ton-Rugby High); D2 Coton Park-Rugby(Clifton Rd); 86 Binley Woods-Rugby Schs (s106 Leicester Rd, Rugby, Bloor/Calor & College site, St Modwen)	£ 175,000.00
TO11605	D1/D2 Rugby town centre - Central Park (s106 Coton Park East/Gentian Way, Brownsover, David Wilson)	£ 110,000.00
TO11704	67 Monday-Saturday Green Farm ext; 67 A/B Sunday Cubbington-L/Spa-Bish Itch/Gaydon; 67 L/Spa-Trinity (s106 Southam Road, Kineton, Bloor Homes)	£ 13,000.00
TO11712	65 Polesworth to surrounding areas (s106 Grendon Rd, Polesworth, Taylor Wimpey)	£ 90,000.00
TO11721	1/2 Nuneaton to Weddington (s106 Weddington Road, Davidsons)	£ 90,000.00
TO11723	U1 Leamington - Heathcote circular (s106 Lower Heathcote Farm, A C Lloyd)	£ 95,000.00
TO11809	15 Wellesbourne to Stratford Upon Avon (s106 The Grange, Persimmon)	£ 110,000.00
TO11824	19 - Nuneaton to the Arleys (s106 - Taylor Wimpey, Hill Farm & Plough Hill Golf Club, Plough Hill Road)	£ 90,000.00
TO11833	664/665 Napton to Leamington via Southam (s106 - Tesco, Northfield Road; Taylor Wimpey, Coventry Road; BDW, Stockton Road; Taylor Wimpey, Daventry Road; Cemex, Stockton Road)	£ 310,000.00
		£ 1,183,000.00

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## Communities Overview & Scrutiny Committee

18 September 2019

### Part-Night Lighting

#### Recommendation(s)

1. That the Committee considers the report in response to a motion proposed by Councillors Parsons and Chattaway.

#### 1.0 Key Issues

- 1.1 Councillor Richard Chattaway and Councillor Dave Parsons have proposed the following motion regarding the policy of part-night lighting:

*“That, in line with previous commitments given by this Council, Conservative councillors and Conservative MPs regarding the roll out of LED lighting, and in view of the lack of conversion, lack of policing and increased crime during the hours of darkness, the Council agrees to the reversal of the part night street lighting policy in order to address communities’ concerns. The Council Budget set on 7 February should be amended to reflect this change with the additional cost being met from reserves”*

The motion was proposed to be debated at Council in March but the Chair of Council referred it to the Communities Overview and Scrutiny Committee requiring officers time to prepare a detailed report covering both the financial and any other relevant implications of the proposal.

#### 2.0 Options and Proposal

- 2.1 **A review of Street Lighting was presented to Communities Overview and Scrutiny Committee on the 16<sup>th</sup> January 2019. For ease of reference a summary of the pertinent points relating to this proposal follows, along with updates since the meeting.**

#### 2.2 Financial Implications

The introduction of part-night lighting and investment in LED lanterns has delivered significant savings in terms of both electricity consumed and electricity costs. These financial savings, totalling £1.4M, have been removed from the Street Lighting budget. **A further £300K was removed from the street lighting electricity budget in 2019/20, bringing the total amount removed to £1.7M.**

- 2.3 Changing the operation of WCC's part-night street lights to all-night operation would increase the current electricity consumption by approximately 3.41M kWh per annum. In comparison, had we reached the stage where the street lighting stock is 100% LED, changing the operation of the part-night street lights to all-night operation would increase the electricity consumption by approximately 2.44M kWh per annum (There are currently 32,317 part-night street lights of which 22,055 are LED).
- 2.4 The electricity rate for 2018/19 was 14.67p per kWh. The rate for 2019/20 will not be known until October 2019 when the electricity contract is renewed by ESPO. In recent years the electricity rate has, on average, risen by 6.9% per annum, but this could be higher or lower.
- 2.5 The table below shows projections for the additional budget which would be required to move to all-night operation for the whole of 2019/20 and for a range of potential electricity rate increases.

	<b>Zero rate increase (14.67p/kWh)</b>	<b>3% rate increase (15.11p/kWh)</b>	<b>6.9% rate increase (15.68p/kWh)</b>	<b>10% rate increase (16.14p/kWh)</b>
<b>2019/20</b>	£500K	£515K	£535K	£550K

- 2.6 Using the average annual percentage electricity rate increase of 6.9%, and an estimation of further LED deployment until reaching 100% LED (anticipated in 2030/31), the table below illustrates how the additional budget for moving to all-night operation could potentially change over the next 12 years. This could of course be higher or lower and is for illustration purposes only.

<b>Financial Year</b>	<b>Estimated additional budget required</b>
2019/20	£535K
2020/21	£555K
2021/22	£575K
2022/23	£600K
2023/24	£620K
2024/25	£645K
2025/26	£665K
2026/27	£690K
2027/28	£710K
2028/29	£735K
2029/30	£760K
2030/31	£780K
<b>Total for next 12 years</b>	<b>£7.87M</b>

- 2.7 Based on an evidenced 6.9% electricity price increase year on year, the additional cost for moving to all-night operation is £535k per annum at 2019/20 prices/usage. Funding is not available to resource this and therefore additional funding would have to be identified.

### 3.0 Environmental Implications

3.1 Currently, WCC buys “Pure Green” electricity which is produced from 100% renewable sources (solar, wind, and hydro/wave) for the operation of its street lights and associated equipment. In buying Pure Green energy, WCC can report Zero emissions for this electricity consumption.

### 4.0 Electricity Consumption and Electricity Unit Cost

4.1 Since the last full year of all-night light operation in 2011/12 (24.9M kWh of electricity consumed), a combination of part-night lighting and LED lantern installation saw WCC’s electricity consumption reduce by approximately 12.5M kWh (units of electricity) in 2017/18 to 12.4M kWh, a 50% reduction. **Update - the electricity consumed in 2018/19 was 10.7M kWh, a 57% reduction.**

4.2 The electricity unit rate has increased from 9.22p per kWh in 2011/12 to 13.6p per kWh in 2017/18. **Update - the electricity unit rate in 2018/19 was 14.7p per kWh. This is, on average, an increase of 6.9% per annum for the electricity rate between 2011/12 and 2018/19.**

### 5.0 Operational and LEDs

5.1 The investment in the street lighting central management system has enabled WCC to actively manage the operation of the street lights with regard to planned operating times and also in response to events and incidents.

5.2 Approximately 73% of WCC’s street lights now have LED lanterns. The optimum level of capital investment in LED lanterns has now, for a number of reasons, been reached. The main reason is that the remaining non-LED stock is towards the lower end of the electricity consumption range which means that electricity savings through LED replacement are not as great as has been previously achieved. There are other difficulties such as the high cost of replacing heritage style lighting; the aesthetics of LED lanterns on cast iron columns; lanterns mounted on the walls of listed buildings where consent needs to be sought; lanterns mounted on pole brackets which in many cases need to be replaced completely. It is planned for the remainder of the non-LED lanterns to be replaced gradually from the street lighting maintenance budget over the next 12 years.

### 6.0 Road Safety relating to part-night lighting

6.1 Analysis has been conducted on levels of reported Road Traffic Injury Incidents around the County both immediately following the switch to part-night lighting, and after it has been operating for over five years countywide. It has been reported in earlier reviews, and continues to show, that there has not been any statistically significant change in reported Road Traffic Injury Incidents.

## 7.0 Crime and part-night lighting

7.1 During the period of time following the implementation of part-night lighting in Warwickshire there has been a national increase in total recorded crime (excluding fraud and computer misuse) for England and Wales of 34% from 2011/12 (3,903,581) to 2018/19 (5,257,081), compared to a 24.9% increase in total recorded crime experienced in Warwickshire over the same period, from 2011/12 (33,807) to 2018/19 (42,212). Warwickshire recorded crime levels remain significantly below the national average.

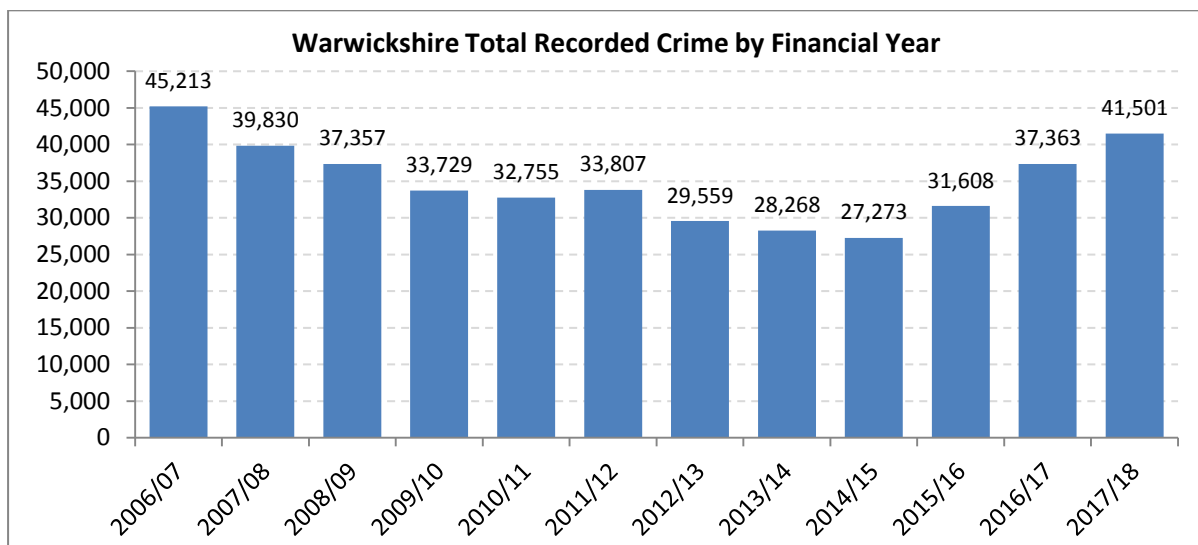
7.2 Since part-night lighting was implemented in 2012/13, WCC has undertaken a number of analytical exercises to understand whether there is an impact on crime during the hours the lighting is off. Reports were considered by Overview and Scrutiny in November 2013, July 2014 and September 2015 and there have been additional pieces of work since then looking at specific areas of the County. All of these exercises have concluded that there is no evidence to support a link between the WCC Lighting Policy and rates of crime. Similar exercises have been undertaken by other local authorities and have drawn the same conclusion. A national research project in 2015 called LANTERNS (Local Authority Collaborators National Evaluation of Reduced Night-time Streetlight) concluded that there is no evidence that reduced street lighting is associated with increases in either traffic collisions or crime.

7.3 **Update - Essex Police and Crime Commissioner (PCC) commissioned a report in November 2017 to understand the impact of Part Night lighting (PNL) on crime, anti-social behaviour (ASB) and the number of killed and seriously injured (KSI) road traffic collisions (RTCs) in Essex following concerns and representation to the PCC from members of the public. They found there was no evidence of a relationship between PNL and levels of crime, ASB or KSIs in areas where PNL was adopted, compared with control areas which did not have PNL.**

7.4 **Update - In April 2018 Lincolnshire County Council's scrutiny committee published the results of their review on the impact of the Council's Part Night Street Lighting (PNL) Policy. Key findings included**

- Overall crime was up by 4% in Lincolnshire compared to 11% nationally.
- There was no noticeable change in the number of overnight burglary, vehicle or personal robbery offences.
- The number of reported criminal damage offences increased, although it could not be concluded that street lighting had impacted on the levels.

- 7.5 Recorded crime levels in Warwickshire have increased year on year since 2015/16 as detailed in the chart below. The increase is mirrored by all forces across England and Wales.



This increase is not attributed to part-night lighting but can be explained in part by a significant change in how the Police record crime which came into effect around that time. The change in crime recording practice has made more recent analytical pieces of work on this topic difficult and unreliable as we can no longer make a like for like comparison with the years before part-night street lighting came into effect. Briefing notes provided by the Chief Constable for the last three years have provided information on why levels have continued to increase. Warwickshire Police advise that while the levels of recorded crime have increased, the actual levels of day-to-day policing have remained largely the same during this period.

## 8.0 Conclusions

- 8.1 There is an additional ongoing cost of £535k to reverse part night lighting for which there is currently no budget provision.
- 8.2 The unit rate cost of electricity for lighting has, in recent years, increased on average by 6.9% per annum. This means that, although LED lanterns are being deployed, an amount significantly more than £535k is likely to be required in coming years to accommodate increased usage and electricity costs.
- 8.3 As WCC currently purchase Pure Green electricity the reversal of the part-night lighting policy would not contribute additional emissions. However, a policy reversal would have an effect of reducing the amount of Pure Green electricity available for use nationally. This would be contra to the national agenda on tackling the Climate Emergency.

- 8.4 WCC's street lighting central management system enables the street lighting team to switch lights on immediately in localised areas whilst the Police are dealing with an incident, and when requested. This is also the case when there are extreme weather events and over the Christmas and New Year period.
- 8.5 Analysis of data shows that there has not been any statistically significant change in reported Road Traffic Injury Incidents since part-night lighting was implemented.
- 8.6 Analysis of national and local data shows that crime levels have risen more nationally (34.7%) from a year prior to Warwickshire implementing part-night lighting compared to 2018/19, than they did over the same period in Warwickshire (24.9%).
- 8.7 Neither Warwickshire, Essex or Lincolnshire, all whom have implemented part-night lighting, have any evidence linking part-night lighting to the rise in crime levels experienced locally and nationally. The rise in crime levels have all been documented in previous reports from Warwickshire Police and include national changes to crime data recording and the changing nature and reporting of crime.

### Background papers

1. Street Lighting Review, Communities Overview and Scrutiny Committee 16<sup>th</sup> January 2019.

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## Communities Overview and Scrutiny Committee - Work Programme

Date of next report	Item	Report detail
	Questions to Cabinet Portfolio Holders	The Committee may put questions to the Cabinet Portfolio Holders on issues within their remit. The report will set out the forthcoming items listed in the Council's published Forward Plan relevant to the Committee.
	Economic Development Update	To receive an update on economic development in Warwickshire. This has expanded from the previous Coventry and Warwickshire Local Enterprise Partnership (CWLEP) update at the request of the Chair and Spokespersons.  To be a briefing note to be sent to the Committee Members rather than an agenda item (allowing members to raise any issue/ ask questions at the Committee should they wish).
18 September 2019	Public transport	Members suggested that bus timetabling was poor in some areas and impractical, and some bus stops were obstructed by parked cars. It was suggested that the committee look at the implications of the new Bus Services Act 2017, and how WCC might embed any benefits of the Act going forward.  (To include Open Data Requirements. Consultation ends 16 September. The OSC to look at after results of consultation are published.)  Following questioning of Stagecoach at the January 2019 meeting Members wished to further investigate public transport in the county including use of s106/ CIL to support bus routes, transport/ highways planning and the powers granted under the Bus Services Act 2017.
18 September 2019	Part-Night Street Lighting	To receive a report on Part-Night Street Lighting following a motion referred to the Committee by the Chair of Council:  <u>"Part Night Street Lighting</u>  'That, in line with previous commitments given by this Council, Conservative councillors and Conservative MPs regarding the roll out of LED lighting, and in view of the lack of conversion, lack of policing and increased crime during the hours of darkness, the

		<p>Council agrees to the reversal of the part night street lighting policy in order to address communities' concerns.</p> <p>The Council Budget set on 7 February should be amended to reflect this change with the additional cost being met from reserves"</p>
18 September 2019	Road Repairs	<p>Full Council Agreed 'That this Council expresses its disappointment at the time taken to carry out road repairs and member highways schemes in Warwickshire and agrees that the proposer and Labour Group Leader be invited to meet with the portfolio holder so that the specific concerns are understood. That the Portfolio Holder then produces a briefing paper for Communities OSC, along with inviting Balfour Beatty to that meeting so members can then voice their concerns' – <i>The Committee also received a verbal update at its July meeting</i></p>
27 November 2019	<b>Major Road Network's integration into WCC's Transport Strategy</b>	<p><b>Following a recommendation from the Committee Cabinet agreed to commission the report:</b></p> <p><b>"Commissions a report that considers how the Major Road Network proposals fit into Warwickshire County Council's wider transport strategy, including how Major Road Network Projects will contribute towards meeting the goals of Warwickshire County Council's Local Transport Plan in particular to reduce climate change emissions and encourage modal shift."</b></p>
27 November 2019	Train stations and rail infrastructure	<p>To receive a report detailing the revised Warwickshire Rail Strategy. <b>The report will include feedback from the consultation and from a Member workshop on Tuesday 10 September, 2-3:30pm</b></p>
27 November 2019	Road Safety	<p>It was requested at the March Committee meeting that officers bring a report on road safety to a future meeting providing detail on road traffic accidents on the county's roads. <b>The report has been moved to November to allow the inclusion of national data which the DfT had not released in time for it to be considered at September's meeting.</b></p>
27 November 2019	Waste Management Review	<p>To receive a report detailing the findings of the waste management review undertaken by a subject matter expert on behalf of the Council.</p>

### Items for future work programming and review

Item	Description
<b>Planning</b>	
HS2 grants	To monitor the level of income from HS2 to seek reassurance that WCC is being fully reimbursed.
Negotiating and recovering Section 106 funding	On 13 July 2017, Cabinet referred the matter of Section 106 recovery to the Communities OSC. A briefing on Section 106 has since been circulated to the Chair and Spokespersons group.
Capital programme	How managed/ overall picture of schemes (Note Resources & Fire and Rescue are also getting regular update on capital slippage).
<b>Economy</b>	
Local Enterprise Partnerships	How effective are LEPs in delivering a geographically balanced level of investment across Warwickshire? Members suggested that there was scope for improved monitoring of the CWLEP and a request was made for projected completion dates and project targets to be included in future Economic Development Updates.
Strategic Investment	To monitor WCCs investment in priority road safety schemes across Warwickshire targeted at reducing the numbers killed or seriously injured on our roads. This includes monitoring investment in local highways priorities, spending on LED street lights and investment in safer routes to schools.
Sub National Transport Body	Update when appropriate
<b>Community Cohesion</b>	
Impact of OOP 2020	To consider the impact of OOP 2020 on first responder response times, specifically in relation to road traffic collisions.
KSIs and Speed Limits	To review the Council's speed limit and speed camera policies.
<b>Sustainable Transport</b>	
Air Quality Progress on Recommendations	To consider progress on those recommendations agreed by Cabinet that require further action/outcomes (including information from personal monitors and progress on Supplementary Planning Guidance).
The Clean Air Act	To consider the policy and implications of the new Government proposals.

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